

10am, Thursday, 11 December 2014

## Future Investment in Public Transport – Potential tram Extension

Item number	8.9
Report number	
Executive/routine	
Wards	11 – City Centre and Leith

### Executive summary

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Over the next decade Edinburgh's population is expected to increase more than anywhere else in Scotland. As part of the Council's commitment to work towards a thriving, sustainable Edinburgh, there is a strong focus on establishing an integrated public transport network for the Capital, alongside encouraging and promoting active travel and catering to the needs of all road users.

A sustainable approach to planning public transport investment is essential. The case for trams should be considered as part of this broader sustainable approach by virtue of the potential to connect different parts of the city and to move large quantities of people, whilst enhancing the city's environment. This report sets out the context for possible future investment in tram taking account of integration with other major projects including the St James Quarter redevelopment and the Leith Programme.

Authority from the Council is sought for officers to prepare a report back to Council in late spring 2015 would include an updated tram business and financial case including cost estimates, an integrated design and outline delivery programme.

### Links

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Coalition pledges	<a href="#">P18</a> , <a href="#">P19</a> , <a href="#">P45</a> , <a href="#">P46</a> , <a href="#">P50</a>
Council outcomes	<a href="#">CO7</a> , <a href="#">CO8</a> , <a href="#">CO22</a>
Single Outcome Agreement	<a href="#">SO1</a>

## Future Investment in Public Transport – Potential Tram Extension

### Recommendations

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- 1.1 It is recommended that the Council:
  - 1.1.1 notes that investment in public transport and active travel is a key enabler in supporting and sustaining the anticipated growth in the capital city, and is a catalyst in driving economic development and employment opportunities in Edinburgh;
  - 1.1.2 notes against this background and context that it may be appropriate at this time to consider the implications of extensions to the current Edinburgh Tram network and further integration opportunities with other public transport companies, including bus and rail operators.
  - 1.1.3 notes the expiry dates associated with certain powers as set out in the Edinburgh Tram (Line One) and (Line Two) Acts (2006);
  - 1.1.4 acknowledges the requirement for further design work and ground investigation survey work to integrate any future extensions to the tram network with the St James Quarter redevelopment and the Leith Programme projects;
  - 1.1.5 authorises officers to prepare a detailed assessment into the financial, business case, procurement and programme implications of extending the tram network and to report back to the Council on these matters in late spring 2015;
  - 1.1.6 approves the establishment of an officer-led Project Board, chaired by the Chief Executive, to monitor the assessment process and take into account the lessons learned from the former tram project; and
  - 1.1.7 delegates authority to the Director of Services for Communities to procure consultants as necessary without further authorisation by the Finances and Resources Committee, to assist in the preparation of the business plan and design work which will inform the future report to Council.

## Background

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- 2.1 Between 2001 and 2011, and despite the global economic downturn experienced over the past five or six years, the latest population projections for Edinburgh envisage a continuation of the city's recent growth. Over the next decade Edinburgh is expected to be home to a faster growing population than anywhere else in Scotland. The National Records of Scotland 2012 based projections suggest that the city should be planning for an additional 54,400 people up to 2022 and an additional 136,400 by 2037, taking the total population from 482,600 to 619,000 over a 25 year period.
- 2.2 The recent trend towards smaller households is expected to continue, especially as the economy improves, resulting in the number of households rising even more rapidly than the overall population. By 2022, the projection is that the number of households in the city will increase by 15%, from 224,900 to 258,600. By 2037, this could reach as much as 313,000 – an increase of 39%. To put these figures into perspective, if recent trends continue, the number of additional households in Edinburgh over the decade to 2022 will not be far short of the current total households in neighbouring Midlothian.
- 2.3 Figure 1, presented in Appendix A, is an extract from the 2011 Census and demonstrates that Leith has some of the highest local population densities not only in Scotland but in the UK. The Census results also demonstrate that there has been a move back to city centre living in Edinburgh, with more people now living in and around the city centre than at any point since the 1970s.
- 2.4 The wards of Leith and Leith Walk had a combined population as of 2011 of 56,798 and a combined area of 775 hectares, representing a population density of 73.3 persons per hectare (compared to 18.1 persons per hectare for Edinburgh as a whole). Leith Walk is particularly densely populated, with 123.5 residents per hectare. 51% of households in Leith and Leith Walk (54% in Leith Walk alone) do not own cars (compared to 39% for Edinburgh as a whole). Residential property rents in the EH6 postcode area (Leith) are among the lowest in Edinburgh.
- 2.5 Edinburgh is a major employment hub which attracts a workforce from within the city and from surrounding areas. The city's economy has been relatively resilient during the economic downturn and is set to grow strongly as economic conditions improve. The latest 'central' forecast from Oxford Economics predicts that total employment in the city will grow by 7.6% between 2013 and 2022 (from 324,900 to 349,700).
- 2.6 The expected population growth in the city is not limited to north Edinburgh, and as other parts of the city develop and opportunities for investment begin to crystallise, there will be a requirement to manage this growth in a sustainable way, and recognise the need to identify and safeguard public transport corridors to link key nodes in the city.

- 2.7 The development of the Edinburgh Tram Network as envisaged by the Edinburgh Tram (Line One & Line Two) Acts 2006, was at that time, part of the development of a wider sustainable transport policy for Edinburgh. Other measures included the managed development of the bus network potentially including bus only routes, the expansion of park and ride sites, the promotion of active transport (walking and cycling), moves towards low emission and electric vehicles and the use of intelligent transport management systems (e.g the Bus tracker system and mobile device apps) to aid personalised journey planning.
- 2.8 Without such measures, the city is likely to experience congestion difficulties as it grows over time. As part of this broader sustainable approach, trams could provide significant benefits to Edinburgh from an economic, social, accessibility and environmental viewpoint by virtue of the ability to move large quantities of people across the city, whilst minimising the adverse impact on the city's environment.
- 2.9 Improved accessibility and access to public transport has the potential to reduce social isolation for the economically disadvantaged. This could lead to improved quality of life for older people and those with a disability, and assist in achieving positive health and social care outcomes.
- 2.10 The current tram line runs from Edinburgh Airport to a temporary tram stop at York Place. This involves 14km of tramway accommodating a mix of off-street running and dedicated and shared sections on-street. Civil engineering construction was completed in October 2013 and systems and control works were finished in March 2014.
- 2.11 Tram passenger services commenced on 31 May 2014, and in the six months since commencement of passenger operations, patronage numbers have been in line with business case expectations.
- 2.12 Over this same period, Lothian Buses have also seen a year on year rise in passenger numbers, which is encouraging to note and would suggest that public transport usage in Edinburgh is on the increase.

### **Planning Context**

- 2.13 The spatial strategies of the adopted Edinburgh City Local Plan and the emerging Edinburgh Local Development Plan direct most of the planned growth of the city to four strategic development areas. These are all connected by a network of potential tram lines. This can be seen from the Spatial Strategy summary diagram (Figure 2, Appendix A) of the second proposed Local Development Plan (June 2014).
- 2.14 The Local Development Plan prioritises housing delivery on brownfield sites, in particular those in the waterfront areas of Leith and Granton. Completion of the tram connection to these areas would help boost that delivery. In addition, Leith is one of the defined strategic business centres to which major office development is directed, and a location with significant employment land potential.

- 2.15 The Local Development Plan strategy for retail centres prioritises the city centre, including St James, and Leith Walk, as well as defined commercial centres, including Ocean Terminal, Cameron Toll and Fort Kinnaird.
- 2.16 The Local Development Plan also identifies the importance of Edinburgh BioQuarter as a centre of growth, and the ongoing regeneration of Craigmillar and its expansion at Greendykes.

### **Economic Development Context**

- 2.17 There is evidence from other UK cities, where tram systems have been constructed, to support the conclusion that this form of investment in public transport leads to the realisation of economic development and regeneration benefits.
- 2.18 The population growth outlined in paragraphs 2.1 to 2.4 suggests that Leith and Leith Walk could benefit from a high capacity fixed link public transport service due to its exceptionally high density and levels of non-car ownership.
- 2.19 Intelligence from Edinburgh commercial property agents indicates that Leith can be perceived as “remote” by occupiers. The extension of the tram line could address these perceptions, making Leith a more attractive location to both residents and visitors and encouraging additional development. It would send a strong signal to developers and help to boost confidence.

### **Transport Policy Context**

- 2.20 Edinburgh’s Local Transport Strategy (LTS) 2014 to 2019 sets out transport policies and actions for the next five years that will contribute to the Council’s vision of Edinburgh as a thriving, successful and sustainable capital city.
- 2.21 The LTS seeks to build on increases in the proportion of travel in the city made on foot, by bike and by public transport over the past decade and more. These more sustainable forms of transport provide the key to enabling further growth whilst maintaining and improving the city’s quality of life. This is because of their efficient use of space, low environmental impact, health benefits and inclusiveness.
- 2.22 Tram is a new component of the city’s transport hierarchy. However its distinctive features mean that it has the potential to contribute to an integrated sustainable transport system for the city:
- High capacity – the ability to move even larger numbers of people than buses, taking up less roadspace than the equivalent capacity of buses;
  - A quiet and smooth travel experience;
  - Where segregated from other traffic, high speed and very good acceleration and braking characteristics;
  - Predictably level and step free access and fully DDA compliant; and
  - 100% electric traction with associated local environmental benefits.

- 2.23 The Airport to York Place route is already contributing to travel in the city. However the tram's attributes could make it suitable for extension to other key movement corridors in the city.
- 2.24 Although powers are not available to construct tram extensions into areas not covered by the Tram Acts at this time, there could be the opportunity to promote public transport priority along identified routes in key development or activity nodes in the city.
- 2.25 This could take the form of traditional bus lanes in its simplest form, through to Bus Rapid Transit which would operate on segregated sections of road way as a possible precursor to tram construction. This type of phased approach was adopted on the 'Fastlink' scheme through Saughton and Broomhouse, and specific parliamentary powers are not required to promote these types of projects.
- 2.26 A key feature of the relationship between Edinburgh Trams and Lothian Buses operating under Transport for Edinburgh (TfE), enables operational decisions to be made in respect of the integrated service provision between trams and buses, in order to maximise the efficiency and availability of services for passengers between the two modes.
- 2.27 In essence, the further the tramway extends into other parts of the city, the greater the prospect of achieving full integration and interchange opportunities so that bus services can start to be rationalised along tram corridors.
- 2.28 Opportunities to partner with other modes of transport more actively, for example, integrated through-ticketing with train services and the airlines are part of the wider portfolio of measures that could be promoted by TfE.
- 2.29 Against the background of the anticipated population growth in Edinburgh and Council policy driving a move towards sustainability and an improved environment and quality of life for those people living, working and visiting the capital city, there is merit in reviewing the possibility of extending the tram network beyond the current tram stop at York Place, and assessing if there is a robust case at this time to invest in future public transport provision.

## Main report

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### Availability of Parliamentary Powers

- 3.1 The Edinburgh Tram (Line One) Act defines a route accommodating Princes Street, Leith Walk, Leith Docks, Newhaven and Granton, looping back towards the city via an off-street section following the disused railway line between Granton and Roseburn and joining the existing route at Russell Road Bridge.
- 3.2 The (Line Two) Act overlaps Line One from the city centre and follows a route adjacent to the Edinburgh/Glasgow railway line to Edinburgh Park, then north towards Edinburgh Airport, with a spur line heading west towards Newbridge.

- 3.3 The existing tramway between Edinburgh Airport and York Place represents part of the section of the tram network identified under the Tram Acts and was delivered under the INFRACO Contract (Bilfinger Berger & Siemens) as infrastructure and systems provider and CAF as tram manufacturer, as reported to Council in August 2011.
- 3.4 The construction element of this contract is now complete, maintenance contracts are in place for both the infrastructure and the tram vehicles, as reported to Council on 25 September 2014, and an agreement is in place with Edinburgh Trams to operate the service.
- 3.5 The Council retains powers under both Tram Acts to acquire land under compulsory purchase powers and to commence construction on new sections of tramway. The expiry of these powers are set out in Table 1 below:

**Table 1: Expiry of Tram Act Powers**

<b>Edinburgh Tram Acts (2006)</b>	<b>Powers to Acquire Land Expiry Date under Section 40(1)</b>	<b>Powers to Commence Construction Expiry Date under Section 74</b>
Line One	7 May 2016	March 2021
Line Two	26 April 2021	March 2026

- 3.6 With reference to Edinburgh Tram (Line One), the Council has already acquired, or has agreements in place to acquire sufficient land so that the tram line may be constructed as far as the proposed Newhaven Tram Stop, previously reported to the Council as Phase 1a. It should, however, be noted that the design of the section of tramline from York Place to Newhaven is presently incomplete.
- 3.7 The Council has not exercised its compulsory purchase powers for Phase 1b (Granton to Russell Road Bridge), Phase 2 (an alignment linking Granton to Newhaven along the Firth of Forth sea wall) or Phase 3 (Ingliston Spur to Newbridge).
- 3.8 Should the decision be made to pursue these routes under the existing Acts, then the Council would need to serve notices of its intention to compulsorily purchase the necessary land by 7 May 2016 for Line One and 26 April 2021 for Line Two. This process is undertaken using the General Vesting Declaration, a form of Compulsory Purchase Order.
- 3.9 The majority of the land identified for Phases 1b and 2, is already held within the Council's property account, but for Phase 3 (Ingliston to Newbridge) there are multiple individual landowners to consider.
- 3.10 With regard to the Council's ability to exercise powers to complete the tram network, the design of Phases 1b, 2 and 3 are in various states of preliminary development. Only the Phase 1b element was included within the INFRACO contract design scope and this has been submitted for technical approval. The

design for Phases 2 and 3 are outline only, as submitted with the Private Bills. The work still required to complete the design of these phases is significant.

- 3.11 Further opportunities to extend the tram system into other parts of the city would require the consent of the Scottish Ministers under a Transport and Works Act (Scotland) 2007 (TAWS) submission. The requirements of this process are set out in Appendix B.

#### **Features of the existing tram route design (Phase 1a)**

- 3.11 The original design package prepared as part of the INFRACO contract with Bilfinger Berger & Siemens and their designer Parsons Brinkerhoff, envisages the tramway picking up from the temporary tram stop on York Place then passing through a modified Picardy Place junction, and heading north into Leith Walk, Constitution Street, Ocean Drive and terminating at Newhaven, adjacent to Lindsay Road.
- 3.12 This design incorporates a twin track alignment which runs generally along the central reserve of Leith Walk in lanes shared with buses and taxis (except at tram stops) but segregated from other traffic. General traffic lanes are provided to either side of the tram tracks to facilitate two-way traffic flow.
- 3.13 There would be tram stops on Leith Walk in the vicinity of McDonald Road and Balfour Street and these tram stops are designed as island platforms (similar to Princes Street) with tracks passing on either side of the platform.
- 3.14 The route continues into Constitution Street, where the section between Foot of the Walk and Laurie Street accommodates a tram stop, and given the space constraints between the buildings, this would be a tram/bus only area.
- 3.15 The route then follows Constitution Street running in shared traffic lanes to a tram stop at Bernard Street, then onto Ocean Drive where tram stops would be provided adjacent to the Casino (Port of Leith Tram Stop) and at Ocean Terminal before the route follows a dedicated tram only alignment, rising from the Old Port Road to the terminal (Newhaven tram stop) adjacent to Lindsay Road.
- 3.16 This design package has undergone considerable consultation through 2009/10 and received technical approval, and at that time prior approval, from the Roads and Planning Authority respectively.
- 3.17 It is noted that the prior approvals have since lapsed as these were time limited, and would therefore require to be resubmitted.
- 3.18 As mentioned, the design from York Place to Newhaven is currently incomplete and would require to be completed to issue for construction stage.
- 3.19 A Traffic Regulation Order (Tram TRO1), approved by Council in November 2010 covered the full extent of Phase 1a. However, any changes to the kerbside measures would require the TRO to be amended and re-submitted for the remainder of Phase 1a to Newhaven.

- 3.20 It is noted that the necessary building fixing consents for the overhead line equipment installation between Foot of the Walk and Newhaven are all in place. These are not time limited agreements.
- 3.21 In addition to the significant level of utility diversions that have already been undertaken between Picardy Place and Newhaven, construction works have also been completed on the Tower Place and Victoria Dock Bridges, as well as the partial construction of the Lindsay Road retaining wall. A considerable stock of construction materials (rail, sleepers, cabling, overhead line poles and various mechanical and electrical components etc) have already been delivered and are in Council possession.

### **Integration with Other Projects**

- 3.22 With the St James Quarter redevelopment, there will be a requirement to modify the roads layout and public realm space in the vicinity of Picardy Place/York Place and Leith Street. This provides an opportunity to examine ways of ensuring that works carried out for the St James Quarter redevelopment take account of the requirements of a potential future tram stop and alignment, to mitigate the risk of abortive works.
- 3.23 In order to accommodate both forecast traffic and traffic generated from the redeveloped St James Centre, it will be necessary to reconfigure the current roundabout layout at Picardy Place.
- 3.24 The design of this transport node should take into account both the geometric requirements of the track and tram stop and also the operational requirements of the tram operator.
- 3.25 The elements of the St James Quarter redevelopment public realm works should integrate with the latter phases of the Leith Programme.
- 3.26 The Leith Programme consists of around £9 million of road, footway and cycle improvements along the whole length of Constitution Street and Leith Walk (to London Road) .that will transform the character of these streets.
- 3.27 The Leith Programme design for Leith Walk, initiated before completion of the current tram line, reflects the philosophies of current national and local policies regarding best practice for street design, as contained in The Scottish Government's Designing Streets document and the Council's new Street Design Guidance.
- 3.28 It also reflects strong aspirations that arose from public and stakeholder consultation carried out for the project, for a transformational change to Leith Walk to reduce perceived traffic dominance and to balance better the needs of all users of the street. There was a particular desire for significant improvements to be made to facilities for pedestrians and for cyclists.
- 3.29 The Leith Programme, in its current form, contemplated that the best estimate of a timescale for work commencing on any tram extension on Leith Walk was 7-10 years, so the original design excluded a specific allowance for tram.

- 3.30 The programme is being delivered in a number of phases in financial years 2013/14, 2014/15 and 2015/16.
- Phase 1 (Constitution Street) Constructed April –November 2013
  - Phase 2 (Foot of the Walk to Pilrig Street) Constructed April – December 2014
  - Phase 3 (Foot of the Walk junction) Construction to commence February 2015, for 4 months
  - Phase 4 (Pilrig Street to Annandale Street) Construction to commence autumn 2015, for 6 months
  - Phase 5 (Annandale Street to Picardy Place) to be confirmed as there is significant interface with the St James Quarter redevelopment.
- 3.31 Delivery of Phases 1 and 2 of the Leith Programme are in line with the timetable published on the Leith Programme website and agreed with stakeholders.
- 3.32 The Leith Programme Oversight Group (comprising Ward 11, 12 and 13 elected members and Convener and Vice Convener of the Transport and Environment committee) has given the approval for the Phase 3 (Foot of the Walk) works to proceed as planned.
- 3.33 This position was agreed on the basis that the short term benefits arising from the improvement in the public realm in this area are a priority, and that any modifications to integrate with a possible future tram extension could follow on later.
- 3.34 However, should approval be given to investigate potential extensions to the tram network, some work would be necessary to modify Phases 4 and 5 to take account of the interface with tram (Annandale Street to Picardy Place).
- 3.35 The Leith Programme should integrate with proposals associated with the St James Quarter redevelopment as well as any future extensions to the tram system.
- 3.36 Through this integrated design process, the Leith Programme Oversight Group should consider the design approach and programme for the section of Leith Walk between Pilrig Street and Picardy Place. It was agreed to extend the Leith Programme delivery timeframe for this section when proposals for St James Quarter redevelopment came forward, to allow the Leith Programme design to influence and accommodate proposals for Picardy Place.

#### **Options to extend the tram route**

- 3.37 As set out in paragraphs 3.22 and 3.23, there is the potential to create a permanent tram stop at Picardy Place .
- 3.38 Options to consider further extensions of the route into Leith have been reviewed taking a number of broad principles under consideration:
- Implications on local residents and business;
  - Potential tram patronage;

- Operational requirements of the tram operator;
- Integration with pedestrians & other road users; and
- Integration with other projects.

### **Evaluation of extensions to the tram network**

- 3.39 The principle of extending the tram network north into Leith aligns with Council policy from a planning, transport and economic development perspective. The implications of potential extension need to be fully scrutinised and understood.
- 3.40 For this reason, authorisation is sought from the Council to undertake a detailed business case refresh exercise to update the outcomes as reported to Council in August 2011.
- 3.41 This would include a full assessment of extension options to McDonald Road and further north into Leith and Newhaven.
- 3.42 It is envisaged that this detailed assessment would take cognisance of lessons learned from the previous tram planning and construction phases, and would include, but not necessarily be limited to the following:
- Establish the most up to date and relevant planning data available for Edinburgh;
  - Refresh the tram/bus integration timetables and operating arrangements and update the tram/bus patronage forecast models in conjunction with TfE;
  - Update the TfE business plan for additional patronage and revenues against increased operating costs;
  - Interface with other projects in the area, including completing a design compatibility exercise for the St James Quarter redevelopment and Leith Programme in the context of balancing the requirements of all road users. This would include a community consultation and engagement process;
  - Undertake further surveys to confirm the extent of utilities diversion requirements for interfacing construction works;
  - Determine the outstanding design requirements and consents necessary to take a complete design package through to procurement;
  - Undertake a comprehensive costing exercise taking cognisance of the surplus materials available for use in any future extensions to the tramway;
  - Prepare a detailed cost/benefit analysis in line with Scottish Government guidance on the basis of an incremental analysis;
  - Identify and evaluate potential funding options;
  - Report on the governance, contract and risk management strategy options;
  - Report on procurement strategy taking cognisance of the existing controls, systems and technology as acquired from INFRACO and CAF to ensure compatibility together with meeting procurement and best value tests; and

- Provide an outline construction programme and communication strategy.
- 3.43 If the authorisation to progress this detailed assessment as set out above is granted, then it is envisaged that a comprehensive report will be presented to the Council in late spring 2015.
- 3.44 Against the background of the impending Edinburgh Trams Public Inquiry, it is recommended that the Future Transport Working Group, approved at the Transport & Environment Committee on 28 October 2014, in conjunction with an officer led Project Board, monitor progress on the lead up to the presentation of the spring 2015 report.

## Measures of success

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- 4.1 A robust assessment and business case that takes into account lessons learned from the previous tram project will allow elected members to make informed decisions about the future transport strategy.

## Financial impact

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- 5.1 It is envisaged that the staff resource requirements to prepare and compile the various elements of the business case refresh and cost report will be sourced across service areas, with input as necessary from external consultants and advisors.
- 5.2 It is estimated that the preparation of this suite of documents will cost up to £400,000 (covering a review of costs, an update of the business plan and design work), It is intended to resource this from the Priorities Action Fund.

## Risk, policy, compliance and governance impact

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- 6.1 The recommendations set out in this report are in alignment with the LTS and draft Local Development Plan and reflect the broader Council policy objectives of promoting development and stimulating economic activity in the city.
- 6.2 To ensure robust governance, an officer led Project Board chaired by the Chief Executive will monitor and challenge the assessment exercise, and ensure lessons learned from the previous tram project are taken into account.

## Equalities impact

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- 7.1 The proposals and recommendations described in this report could contribute to the public sector general equality duty to: (i) advance equality of opportunity. There is no distinct relevance in respect of the general duties to; (ii) eliminate unlawful discrimination, harassment and victimisation, or; (iii) foster good relations.

- 7.2 An Equalities and Rights Impact Assessment has been prepared and is available as background reference. There are no direct negative equalities or human rights impacts anticipated.

## **Sustainability impact**

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- 8.1 The proposed work packages will be undertaken in consideration of the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties. This aligns with the requirements of the LTS. The potential to extend the tram network aligns with and is cognisant of the requirement to reduce carbon emissions and the need to travel. In doing so, this will promote a shift to more sustainable modes of transport that will bring reduced carbon dioxide and nitrogen oxide emissions.
- 8.2 The promotion of a high capacity, high quality public transport system aligns with the LTS and draft Local Development Plan and will help achieve a sustainable Edinburgh, as both documents' actions include improving the extent of the public transport offered in Edinburgh, thus enhancing social inclusion and equality of opportunity.
- 8.3 The proposals to integrate with the St James Quarter redevelopment and Leith Programme initiatives aim to improve facilities for cyclists and pedestrians, thus promoting personal wellbeing.

## **Consultation and engagement**

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- 9.1 The recommendations set out in this report have been discussed with representatives of the Capital Coalition, Transport for Edinburgh, Sustrans, as well as between relevant services within the Council including Transport, Economic Development, Finance and Planning.

## **Background reading/external references**

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A Strategy for Jobs: The City of Edinburgh Council's Economic Strategy 2012-2017

[http://www.edinburgh.gov.uk/download/downloads/id/501/a\\_strategy\\_for\\_jobs\\_2012-17](http://www.edinburgh.gov.uk/download/downloads/id/501/a_strategy_for_jobs_2012-17)

Edinburgh City Local Plans

[http://www.edinburgh.gov.uk/downloads/download/229/edinburgh\\_city\\_local\\_plan](http://www.edinburgh.gov.uk/downloads/download/229/edinburgh_city_local_plan)

Edinburgh Local Development Plan – Proposed Plan March 2013

[http://www.edinburgh.gov.uk/download/downloads/id/122/proposed\\_local\\_development\\_plan\\_march\\_2013](http://www.edinburgh.gov.uk/download/downloads/id/122/proposed_local_development_plan_march_2013)

Local Transport Strategy 2014-2019

[http://www.edinburgh.gov.uk/info/20221/roads\\_and\\_transport/341/transport\\_policy](http://www.edinburgh.gov.uk/info/20221/roads_and_transport/341/transport_policy)

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## Links

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<b>Coalition pledges</b>	<b>P18</b> – Complete the Tram in accordance with current plans. <b>P19</b> – Keep Lothian Buses in public hands and encourage the improvement of routes and times. <b>P45</b> – Spend five per cent of the transport budget on provision for cyclists. <b>P46</b> – Consult with a view to extending current 20mph zones. <b>P50</b> – Meet greenhouse gas targets, including the national target of a 42 per cent reduction by 2020.
<b>Council outcomes</b>	<b>CO7</b> – Edinburgh draws new investment in developing regeneration <b>CO8</b> – Edinburgh’s economy creates and sustains job opportunities <b>CO22</b> – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible.
<b>Single Outcome Agreement</b>	<b>SO1</b> – Edinburgh’s Economy Delivers increased investment, jobs and opportunities for all.
<b>Appendices</b>	Appendix A: Figures Appendix B: Transport & Works Act (Scotland) 2007 – Requirements



## **Appendix B: Transport & Works Act (Scotland) 2007 – Requirements**

- 1.1 An order made under the Transport and Works (Scotland) Act 2007 (the TAWS) is the usual way of authorising a new railway (which starts and ends in Scotland), tramway system, other forms of guided transport trolley vehicle system or inland waterway (eg canal) in Scotland. It is a new order making process which avoids the need for Private Bills for transport related developments.
- 1.2 Applications for TAWS orders are made to the Scottish Ministers. The Scottish Ministers consider each application carefully. They make decisions only after considering all the comments made, sometimes through a public inquiry. They can make TAWS orders (with or without amendments), or they can reject them.
- 1.3 The TAWS Unit's role is to assist the Scottish Ministers in the determination of orders made under the Act and ensure that procedures operate in accordance with the legislation.
- 1.4 The Transport and Works (Scotland) Act 2007 (Applications and Objections Procedure) Rules 2007 sets out the requirements and specify the typical documents needed which must be sent with an application and these are:
  - a draft order;
  - an explanatory memorandum of the draft order;
  - a memorandum setting out the aims of the proposal;
  - a statement that the proposed order is within the legislative competence of the Scottish Parliament;
  - a report summarising the consultations carried out by the applicant;
  - plans showing the location and route, if applicable, of the proposed project;
  - an environmental statement;
  - a book of reference, including names of owners and occupiers of land to be bought compulsorily/acquired;
  - the estimated expenses of the proposed works; and
  - the funding arrangements.
- 1.5 Whilst there is no set time to complete a TAWS process as this mainly depends on how complicated the proposed order is and whether a public local inquiry is held.
- 1.6 The expectation is that most applications will take less than nine months from application to decision. Given the complexity of a submission in relation to potential extensions to the Edinburgh Tram system and this being likely to generate a substantial interest, the process would be expected to take considerably longer.