

TABLED.

ITEM No 12

**Edinburgh and Lothians
STRUCTURE PLAN**
Joint Liaison Committee

15 July 2004

Andrew Homes
Director of City Development
City of Edinburgh Council
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Midlothian

SECRETARIAT 2004/05

East Lothian
Council

EDINBURGH
THE CITY OF EDINBURGH COUNCIL



West Lothian
Council

Dear Andrew

Edinburgh Tram Project: Tram Line 3

It is understood that a report on the outcome of public consultation on Tram Line 3 will be considered by the City's Executive on 27 July 2004.

For your information, a paper on Tram Line 3 was considered by the Edinburgh and Lothians Structure Plan Joint Liaison Committee at its meeting on 8 July, and a copy is attached.

The Committee agreed to note the anomaly between the route of Tram Line 3 as set out in the recently approved Edinburgh and the Lothians Structure Plan 2015 (*City Centre – Cameron Toll – RIE – Danderhall*) and as set out in the recent tie consultation on the Preferred Route Corridor (*City Centre – Cameron Toll – RIE – Newcraighall – possible extension to Musselburgh*).

During discussion, members of the Committee expressed support for Midlothian Council's position, namely that an extension of the route of Tram Line 3 into Midlothian should be re-instated. The possible extension to Musselburgh would still be retained.

I would be grateful if the City's Executive, at its meeting on 27 July, could be made aware of the Edinburgh and the Lothians Structure Plan Joint Liaison Committee's views on this matter.

Yours sincerely

David Williamson
Head of Planning

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Edinburgh and Lothians
STRUCTURE PLAN
Joint Liaison Committee

THURSDAY 8 JULY 2004
ITEM No 7



EDINBURGH TRAM PROJECT: TRAM LINE 3

Report by Director Strategic Services, Midlothian Council

Contact Officer: Janice Long

1 BACKGROUND

- 1.1 On 24 February 2004, the Executive of City of Edinburgh Council considered a progress report on work being undertaken by tie (transport initiatives edinburgh) on Tram Line 3. The Executive noted that a public consultation exercise on the Preferred Route Corridor was to commence in March 2004. This route can be summarised as city centre - Cameron Toll - RIE - Greendykes - Fort Kinnaird - Newcraighall, with possible extension to Musselburgh. The Parliamentary Bill for Tram Line 3 is expected to be lodged in December 2004. The proposal is to be funded from congestion charging and is expected to be operational from 2011.
- 1.2 On 5 May 2004, whilst public consultation was in progress, the Planning Committee of City of Edinburgh Council considered a more detailed report on the emerging proposal for Tram Line 3 and agreed on a preferred option in planning terms on a route within the city. It asked the Director of City Development to report on comments made on the Line 3 proposals by the other Lothian Councils and on any need to discuss these at a meeting of the Edinburgh and the Lothians Structure Plan Joint Liaison Committee.

2 STRATEGIC ISSUES

- 2.1 The report to the Planning Committee noted that the development of a light rapid transit public transport system has been a key strategic planning aim for some time; the Lothian Structure Plan 1994 safeguarded a north-south LRT route (terminating at park and ride sites at Burdiehouse and Ferniehill).

- 2.2 Paragraph 5.11 of the approved Edinburgh and the Lothians Structure Plan 2015 refers to strategic park and ride sites which will be served by rail, bus and tram. The new proposals for Tram Line 3 accord with the south east route referred to in the plan insofar as they connect the city centre with Cameron Toll and the RIE. However, they diverge from the plan in that they do not terminate at Danderhall as indicated in Table 5.1 (Key Transport Investment Proposals) and as confirmed by the Ministerial modification (MOD 10b) requiring the city centre - Danderhall route and ancillary facilities to be safeguarded. Similarly, the proposals do not accord with the Key Diagram which shows the core tram network connecting with the park and ride site at Todhills (south of Danderhall), and possible tram extensions from the Medipark through Newcraighall to Musselburgh, south to Dalkeith, south-west to Loanhead and Penicuik, and due south from Cameron Toll to Burdiehouse.
- 2.3 The Action Plan accompanying the Finalised Structure Plan includes a north-south tram route, described as "City-Cameron Toll-New Royal Infirmary-Danderhall Tram". It indicates that the benefits to the development strategy will be to link the city centre and South East Wedge.
- 4 At its meeting on 1 March 2004, the Joint Liaison Committee approved the Baseline Monitoring Report and updated Action Plan as supplementary information and agreed to their publication with the approved Structure Plan. The latter included an amendment by City of Edinburgh Council to Schedule 2 (Strategic Transport Investment Proposals) which removed the reference in project E3 to "Danderhall" and replaced it with "and beyond" so that this entry now reads "City-Cameron Toll-New Royal Infirmary-and beyond" (note: this entry needs clarification to specify that it is a tram project).
- 2.5 Whilst the change to the Action Plan now reflects City of Edinburgh Council's revised intentions with respect to Tram Line 3, the Action Plan does not form part of the approved Structure Plan. At this stage, the changes to Tram Line 3 cannot be incorporated into the approved Structure Plan so an anomaly will remain as regards Table 5.1 of the Plan and the Key Diagram. This could potentially lead to problems during the Parliamentary process as the proposal is contrary to the development plan.

3 RESPONSE TO CONSULTATION – MIDLOTHIAN COUNCIL

- 3.1 On 25 May 2004, Midlothian Council's Cabinet considered a report for homologation on the Tram Line 3 proposals which advised that the preferred route option is at odds with the Structure Plan. The Cabinet indicated overall support for Tram Line 3 development but asked City of Edinburgh Council to alter the proposal by reinstating the Midlothian link, either at Todhills, Dalkeith and/or Penicuik. In doing so, it pointed out that this need not be at the expense of any possible extension into East Lothian as it would continue to be possible to provide this as a spur to the core route which would operate into Midlothian.
- 3.2 A letter has been sent to the Chief Executive of the intimating this decision and indicating that the reinstated tram link is necessary for consistency with the Structure Plan and to facilitate development planned for the area in that document. A copy of this letter is appended to this report.

RECOMMENDATION

4.1 It is recommended that the Joint Liaison Committee notes:

- (a) that there is an anomaly between the key transport investment proposals in respect of Tram Line 3 as contained in the recently approved Structure Plan, and the updated Action Plan which reflects City of Edinburgh Council's Preferred Route Corridor; and
- (b) the terms of the response from Midlothian Council to the consultation on Tram Line 3 requesting the reinstatement of the link into Midlothian.

BACKGROUND PAPERS:

1. Edinburgh Tram Project Line 3: Report to CEC Executive 24 February 2004
2. The Edinburgh Tram Project - Tram Line 3: Report to CEC Planning Committee 5 May 2004
3. Tramline 3 Public Consultation: Report to MC Cabinet for homologation 25 May 2004

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Strategic Services

Director
John Allan

APPENDIX A
Midlothian

5 May 2004

Michael Howell
Chief Executive
transport initiatives edinburgh limited
91 Hanover Street
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Dear Mr Howell

Tramline 3 Public Consultation

Thank you for affording us the opportunity to comment on the above.

Overall the Council welcomes the introduction of Tramline 3.

We have no comment to make about detailed tram stop locations within the city of Edinburgh. Likewise we have no preference between the differing route options within the City.

We feel strongly however that any proposal taken forward should reinstate possible extensions of the tram network into Midlothian. This is necessary to be consistent with the Edinburgh and Lothians Structure Plan and to facilitate development planned for the area within that document. In particular extensive development is anticipated at Shawfair and on the A7/A68 and A701 corridors. This need not however be at the expense of the proposed extension into East Lothian which could be provided as a spur to the core route which would operate into Midlothian.

In closing we make strong representation to alter the Tramline 3 proposal to reinstate a planned extension into the Midlothian area.

Yours sincerely

John Allan
Director

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