

Edinburgh Tram Project: Tram Lines 1 and 2 Proposed Amended Limits of Deviation

The City of Edinburgh Council

2 June 2005

Purpose of report

- 1 To seek approval of three significant changes to the tram proposals currently being considered by Committees of the Scottish Parliament. This approval will enable the statutory procedures to commence immediately to seek to ensure that the current programme is maintained.

Main report

General

- 2 In December 2003 the Council approved the introduction in the Scottish Parliament of Bills for Tram Lines 1 and 2. This report sets out three proposed variations to the proposals submitted, following more detailed design work and in response to negotiations with objectors.
- 3 Bills and supporting documents were introduced in the Scottish Parliament in January 2004. There followed an objection period of sixty days and this closed on 29 March 2004. Parliament appointed two Committees, one to consider each Bill. These Committees are hearing evidence from the Council, the and its advisors as well as from objectors and others.
- 4 The first stage of the process, the Preliminary Stage, has been completed successfully for both Bills. Objections to the principles of the Bills have been heard and Parliament has unanimously agreed that the Bills may proceed to the second stage, the Consideration Stage. During the Consideration Stage the Committees will hear representations and consider the proposals in detail. A programme is being drawn up by the Private Bills Unit of the Scottish Parliament, with meetings and hearings over the next six months.
- 5 At the Final Stage of the Private Bill process the Scottish Parliament meets to consider the Bills. Any amendments will be considered and a vote taken on whether or not the Bills should be passed. Thereafter they will receive Royal Assent and become Acts of The Scottish Parliament. At present it is hoped that both Bills will obtain Royal Assent by the end of 2005 or early 2006.

- 6 In parallel with the Parliamentary process **tie** has been involved in further detailed work and extensive negotiations with a range of objectors. This has resulted in three recommendations by **tie** to vary the 'Limits of Deviation' (the corridor within which the tram lines can be constructed) as introduced into Parliament. Council Officers support these recommendations.
- 7 Amendments to the extent of the Limits of Deviation will require the promotion of a "Bill within a Bill" procedure. This procedure was used in the Stirling Alloa Kincardine Bill and has been discussed with the Private Bills Unit of the Scottish Parliament. If Council approves this report the proposals will be submitted to Parliament immediately.
- 8 It is understood that it will be a matter for the Committee to decide how to proceed but it may ask the promoter to produce revised information (such as maps and plans, book of reference and explanatory notes) and go through the same or similar process by which the Bill was notified and advertised including press advertising. There have been discussions with the Private Bills Unit in this regard.
- 9 A new objection period, which will normally be 60 days, will require to be undertaken, followed by preliminary consideration of any objections. Following discussions with the Private Bills Unit, it is anticipated that the objection period will take place during the course of the Parliamentary recess. This should enable these amendments to "catch up" with the principal Bills with no time being lost in the programme.

Tram Lines 1 and 2: Haymarket Yards

- 10 The tram alignment introduced into Parliament runs along the front of Rosebery House then on to Haymarket Yards before swinging west along the access road to the north of the recently developed offices at Elgin House and CA House. It then runs along the reserved strip of land alongside the railway line to the south of Balbirnie Place.
- 11 The alignment had been selected for a number of reasons, but particularly because of uncertainty over Network Rail's proposals for a 'turnback' siding on the north side of Haymarket Station, as an enabling work to allow the rebuilding of Waverley Station to take place. This uncertainty has now been resolved and so a modified route for this section of the common section of Tram Lines 1 and 2 is proposed.
- 12 The new alignment would continue further south along Haymarket Yards and use a much longer section of the reserved public transport corridor alongside the railway line, passing to the south of Elgin House and CA House. The proposed revised alignment and amended Limits of Deviation in this area are shown on Drawing Number 203011/EDIN/671 Revision P1 appended to this report.
- 13 It is anticipated that the adoption of this revised alignment and Limits of Deviation in this area may result in a number of objectors removing their objections, either in whole or part.

Tram Line 1: Newhaven

- 14 The alignment introduced into Parliament crosses from the north to the south side of Ocean Drive, running close to the development site on the corner of Ocean Drive and Lindsay Road.

- 15 The proposed modification here is a small redrawing of the 'Limits of Deviation' on the north side of Ocean Drive adjacent to the cruise liner terminal car park. This will allow the tram to run along the north side of the roadway at this point and would permit a road realignment and changes to the junction. Refer to Drawing Number 203011/EDIN/0665 Revision P2 appended to this report. The change has been discussed with and is supported by the landowner, Forth Ports. The change will permit a smoother horizontal alignment. It would also have the effect of permitting a slightly enlarged development site to the south. The development site is contained within the Leith Docks Development Framework.

Tram Line 2: The Gyle

- 16 The alignment introduced into Parliament crosses South Gyle Broadway and runs diagonally across the car parking area at the north end of the Gyle Shopping Centre before crossing under the A8. The Limits of Deviation extend over a substantial part of the car park.
- 17 Negotiations have taken place with objectors and a revised alignment is proposed. The proposed alignment runs between South Gyle Broadway and the Gyle car park, along the edge of the landscaping and passes under the A8 further west than before. The Limits of Deviation would be drawn closer to the tram alignment and would therefore exclude most of the car park. The proposed revised alignment and amended Limits of Deviation in this area are shown on Drawing Number 30894/C257 Revision E appended to this report.
- 18 It is anticipated that the adoption of this revised alignment and Limits of Deviation in this area may result in a number of objectors removing their objections, either in whole or part.

Financial Implications

- 19 The costs of these amendments can be contained within the emerging Tram Business Case.

Recommendation

- 20 To approve the amendments to the alignment and Limits of Deviation to Tram Lines 1 and 2 at Haymarket Yards.
- 21 To approve the amendments to the alignment and Limits of Deviation to Tram Lines 1 at Newhaven.
- 22 To approve the amendments to the alignment and Limits of Deviation to Tram Line 2 at the Gyle.



Andrew Holmes
Director of City Development

26.5.05.

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|--------------------------|--|
| Appendices | Drg No 203011/EDIN/671 Revision P1 Drg No 203011/EDIN/0665 Revision P2 Drg No 30894/C257 Revision E |
| Contact/tel | Ewan Kennedy - 0131 469 3575 |
| Wards affected | All |
| Background Papers | Haymarket Yards Alignment Assessment Report, Dated 2 April 2005 Gyle Alignment Options Assessment Report, Dated 19 April 2005 |

APPENDICES

Tram Lines 1 and 2: Haymarket Yards

Drawing No 203011/EDIN/671 Revision P1

“Edinburgh Tram, Line One, Route through Haymarket Yards
Sheet 1 of 1”

Tram Line 1: Newhaven

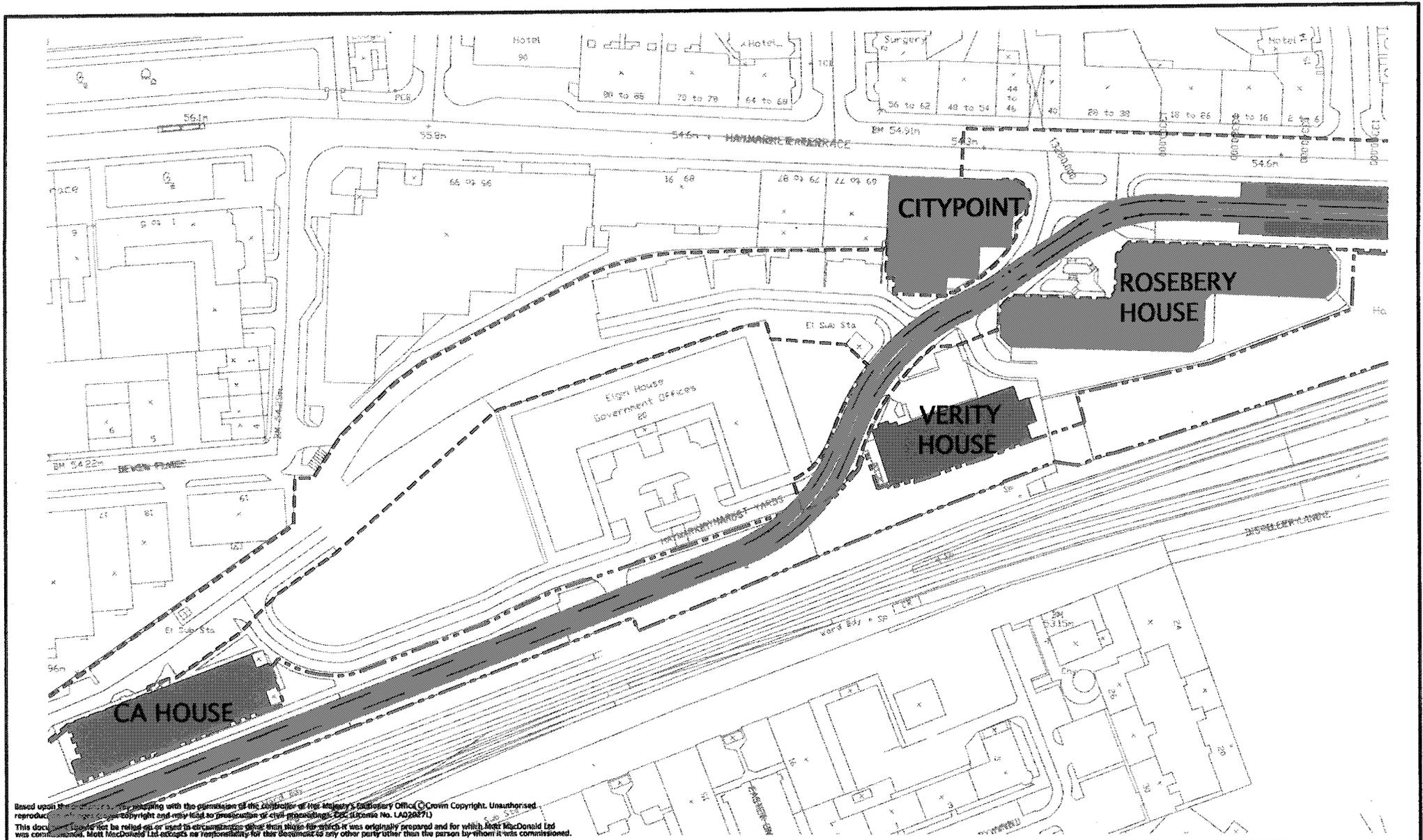
Drawing No 203011/EDIN/0665 Revision P2

“Edinburgh Tram, Line One, Proposed Infrastructure Layout through Forth Ports Land
Sheet 6 of 8”

Tram Line 2: The Gyle

Drawing No 30894/C257 Revision E

“Edinburgh Tram, Line Two, Comparison of Parliamentary and Revised Alignments”



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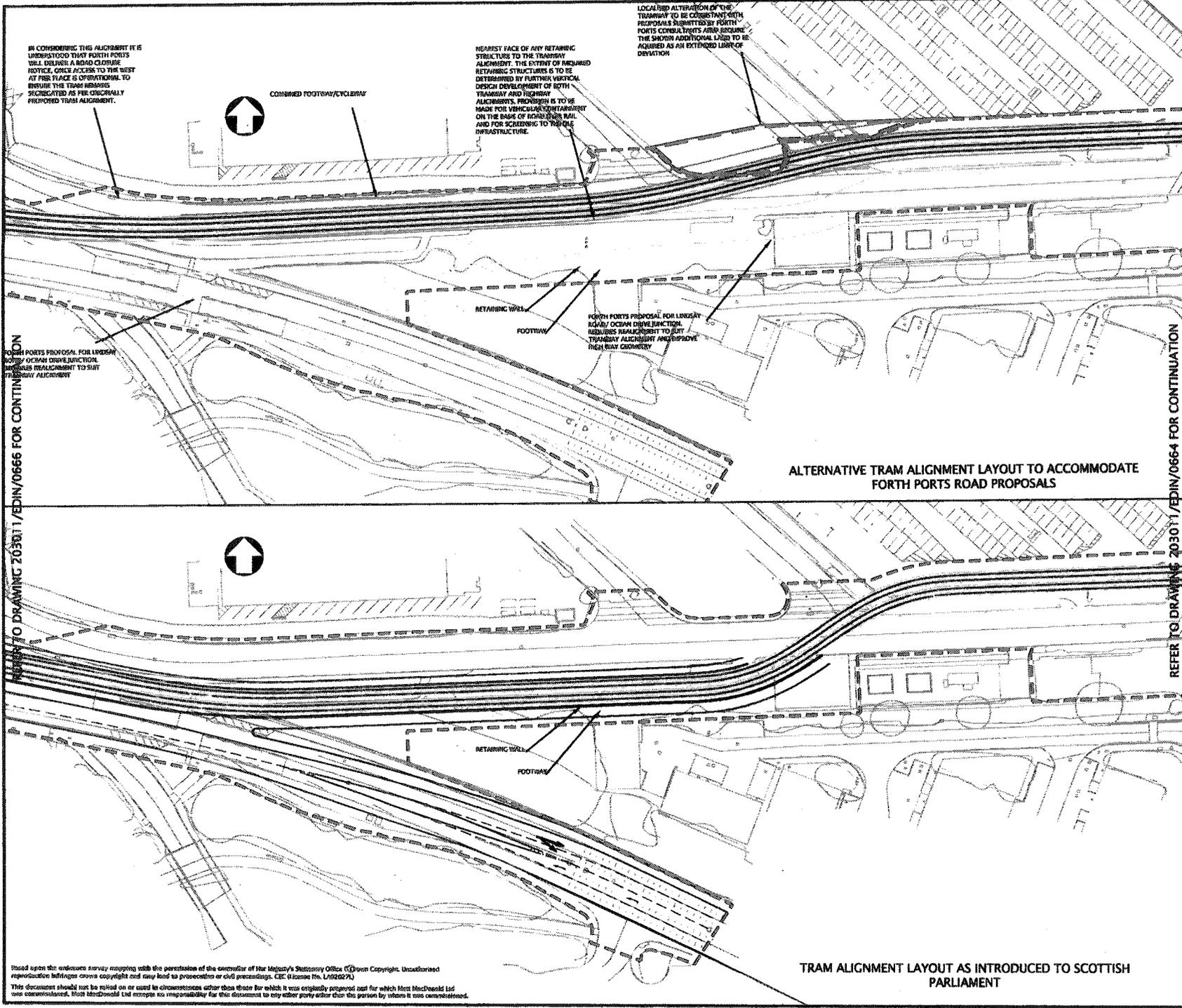
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| Rev | Date | Drawn | Description | Ch'k'd | App'd |
|-----|----------|-------|---------------------------|--------|-------|
| P1 | 08/04/05 | JPS | FIRST ISSUE - PRELIMINARY | JB | GJT |
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| Title |
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| EDINBURGH TRAM LINE ONE ROUTE OPTION THROUGH HAYMARKET YARDS SHEET 1 OF 1 |
| Drawing No. 203011/EDIN/671 |

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| Drawn | JPS |
| Checked | JB |
| Approved | GJT |
| Scale | NTS |
| Rev | P1 |
| Status | PRE |



General

Notes

01. ORDNANCE SURVEY MAPPING PROVIDED BY CITY OF EDINBURGH COUNCIL. CITY DEVELOPMENT FOR THE SOLE PURPOSES OF PLANNING EDINBURGH TRAM LINE ONE.
02. TOPOGRAPHICAL SURVEY INFORMATION PROVIDED BY B&M SURVEYS. THIS INFORMATION WAS ISSUED TO MOTT MACDONALD ON THE 30TH AUGUST 2004 BY B&M SURVEYS FOR USE ON THE EDINBURGH TRAM PROJECT. UNAUTHORISED REPRODUCTION OF THIS INFORMATION IS EXPRESSLY PROHIBITED AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS.
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06. THIS DRAWING FORMS PART OF THE FOLLOWING SERIES OF DRAWINGS WHICH SHOULD BE READ IN CONNECTION WITH EACH OTHER. ISSUES REFERRED TO 0667.
07. ALL DRAWINGS WHICH INDICATE PLANNED DEVELOPMENTS HAVE BEEN SUPPLIED BY OTHERS.

Key to symbols

FOR DISCUSSION PURPOSES ONLY

- LIGHT RAIL VEHICLE USE
- LIMIT OF DEVIATION
- LIMIT OF LAND TO BE ACQUIRED OR USED
- CENTRE LINE OF TRAM TRACK (GAVE 1)
- STOP PLATFORM FOR LIGHT RAIL

| Rev | Date | Drawn | Description | CHK'd | App'd |
|-----|----------|-------|--|-------|-------|
| P2 | 05/05/15 | GBF | VARIOUS REVISIONS IN ACCORDANCE WITH FORTH PORTS CONSULTATIONS | MMB | GJT |
| P1 | 04/04/15 | JPS | FIRST ISSUE FOR DISCUSSION | MMB | GJT |

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Title
**EDINBURGH TRAM
 LINE ONE
 PROPOSED INFRASTRUCTURE LAYOUT
 THROUGH FORTH PORTS LAND
 SHEET 6 OF 8**

| Design | GBF | GBF | Eng. Chk. | MMB | MMB |
|------------|-----|-----|--------------|------|------|
| Drawn | JPS | JPS | Coordination | SMCI | SMCI |
| Draw. Chk. | GBF | GBF | Approval | GJT | GJT |

Scale
 1:500 AT A1 SIZE
 Project
 203011
 Status
 PRE
 Drawing No
 203011/EDIN/0665
 Rev
 P2

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