



Briefing Note

FBC Briefing Note - Forth Ports Interface

Edinburgh Tram - York Place to Newhaven

City of Edinburgh Council

1 Purpose

This paper outlines the interface the Edinburgh Tram – York Place to Newhaven project (the Project) has with Forth Ports as a major stakeholder between Constitution Street and Newhaven.

2 Background

Forth Ports Limited is one of the largest port operators in the United Kingdom.

The Project route runs along the boundary of the Port of Leith which is the largest enclosed deepwater port in Scotland and owned by Forth Ports. The port/ project interface runs from Constitution Street to the Project terminus at Newhaven.

Forth Ports are currently land owners along parts of the route from Constitution Street to Newhaven.

As well as operating the Port of Leith, Forth Ports are also progressing with the development of land under its ownership outside the operational port including sites at Ocean Terminal, along Ocean Drive and at Newhaven.

The Council and Forth Ports entered into a 3rd Party Agreement as part of the original project in 2006 to set how the delivery of the tram in this section of the route, land acquisition agreements and Forth Ports access requirements would be managed. The Agreement was updated in 2007 and again in 2012 to take account of project developments and temporary agreements put in place for the short delivery of the route to York Place.

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3 Interface

The interface with Forth Ports relates in broad terms to the following areas:

- **Land Transfer & Acquisition** – The project team have been engaging with Forth Ports regarding the acquisition of the land currently owned by Forth Ports and to be transferred to the Council for the tram project (the majority of which is already currently adopted road by the council). Since development of the project commenced a set of land plans have been agreed with Forth Ports allowing the progression of Title checks and legal agreements to be drafted for the acquisition. It is envisaged that these legal agreements will be signed off ahead of the land transfer being completed. As well as this, Forth Ports will use these land plans as a reference for the extents of land required by the Council to ensure this land is not sold by Forth Ports to others.

As well as the land acquisition the Council are currently progressing acquisition of the 2nr bridges on Ocean Drive currently owned by Forth Ports. The legal agreements are currently being concluded to allow the bridges to be transferred to the Council.

- **Tram Stabling at Melrose Drive** – The project requires to enter into a long term lease agreement with Forth Ports regarding a parcel of land just of Melrose Drive to allow for stabling for the operational tram system. The Heads of Terms for the lease have been agreed with Forth Ports and approved by the board with the lease currently being drafted by Forth Ports for signing.
- **Tram Construction/Port Operations Interface** – The project team continue to engage with Forth Ports through interface meetings to establish port operational requirements during construction. This interface has assisted in the development of the traffic management constraints drawings which were agreed with Forth Ports ahead of tender issue. This process will be formally managed through the 3rd Party Agreement where a construction license (in a form agreed between the Council and Forth Ports) will be entered into between Forth Ports and the Council as set out in the Act giving Forth Ports ability to approve construction sequencing/methodology. This has been agreed in principle with Forth Ports to date to mitigate any approvals delays from Forth Ports
- **Tram Construction/ Design & Development Interface** – The project team are also engaging with Forth Ports and key developers along Ocean Drive, at Ocean Terminal and Newhaven in relation to the construction of major developments on the line of the route. The team have set up the Docks Area Construction Working Group to allow all parties to meet and discuss programme, design and construction interfaces. This working group has assisted in making design amendments, agreeing programme and sequencing between the parties and detailing traffic management plans. It has also allowed for the progression of utility works to suit the developments that meets the tram projects requirements.

4 Interface Management

The project team hold regular interface meetings with Forth Ports to ensure management of the above interfaces and to allow the sharing of information, project updates and understanding Forth Ports requirements in terms of port operations. These meetings have been positive to date. It is envisaged that these meetings will progress for the duration of the projects to continue to manage this interface.

As noted above, the project team have also set up the Dock Area Construction Working Group which brings together the developers in the area including Cala Homes, Skyliner, Harrison, Ocean Terminal and Forth Ports to align construction programmes and manage construction interfaces. This group meets on a monthly basis and will continue to do so during construction to manage

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these many interfaces. The group has had good attendance to date with constructive dialogue on construction programmes resulting in updated designs and traffic management requirements.

The project team will continue to manage the construction process with Forth Ports through the 3rd Party Agreement including development of construction licenses in the form agreed with Forth Ports.

In the event that an issue cannot be resolved, this will be escalated by the project team to the Tram Project Board who will engage with Forth Ports through Senior Stakeholder meetings to secure resolution within the terms of the 3rd Party Agreement.