

Edinburgh Tram – Update Report

Tram Sub Committee

10 August 2009

1 Purpose of report

- 1.1 To advise the Tram Sub Committee of progress on the measures that have been implemented to mitigate the impact of the tram construction work in August and to provide an update on the planning undertaken for the Winter Festivals. The strategy for the promotion of the tram Traffic Regulation Orders, which is required to regulate tram and traffic movements, is also detailed.

2 Summary

- 2.1 At the Policy and Strategy Committee on 9 June 2009 it was agreed that the tram construction work would continue through August to ensure the likelihood of the tram works being complete before the busy Christmas shopping period. With the support of city centre stakeholders, it was agreed that a package of measures would be assembled and implemented to ensure that the visitor experience during August is a positive one.
- 2.2 Future arrangements for the streetscape on Princes Street were considered at the Policy and Strategy Committee on 12 May. As part of this discussion, it was decided that the period following the expected completion of the current tram work in Princes Street in November 2009 up until the end of the Winter Festivals in January would provide a unique opportunity to test the reaction of the general public, visitors and businesses to Princes Street operating as a pedestrianised public space. This was to provide useful data to inform a consultation exercise on the long-term future of Princes Street. As planning for the Winter Festivals in the city is ongoing a brief update is provided within the report.
- 2.3 Following the initial informal consultation with residents, businesses and frontagers the tram Traffic Regulation Orders are now at the stage where the formal statutory consultation can be initiated in October 2009. A further report to the Council on the public deposit stage is planned for early 2010.

3 Main report

- 3.1 On 29 May 2009, a stakeholder workshop was held with city centre business representatives and event organisers to consider and develop a course of action to alleviate the effects of continued tram related work through the busy summer period.
- 3.2 On 9 June 2009 the Policy and Strategy Committee agreed on the range of measures and communications actions to be implemented by the end of July to ensure the Festivals can proceed as smoothly as possible whilst the tram construction continues. These measures included:
- a) an alternative venue for the Festival Cavalcade and revised spectator arrangements for the Festival Fireworks;
 - b) reconfiguration to the temporary traffic management and traffic signals to assist the Book Festival access;
 - c) improved pedestrian signage for routes across Princes Street and to venues, along with space management around the Mound precinct;
 - d) assistance with loading and unloading facilities for festival events;
 - e) improved tidiness of construction sites and refreshed city promotion and information.
- 3.3 The additional publicity and city promotion campaign was undertaken by the Council along with **tie ltd**, Festivals Edinburgh and Essential Edinburgh. Specific activity to date has included the following measures:
- a) production and distribution of a festivals venues map with routes for pedestrians across Princes Street highlighted;
 - b) an advertisement campaign at major transport hubs and key gateways to the city promoting sources of information;
 - c) 'Bluetooth' communications to promote the festival at key locations;
 - d) An advert will appear in every edition of the Edinburgh Festivals Daily Guide (available at venues, box offices and other key locations throughout the city);
 - e) Window dressing sites in vacant buildings in the city centre;
 - f) Website integration between stakeholders including the Council, **tie ltd** and Festivals Edinburgh. An option to download the Festivals map will be available;
 - g) Briefing of on-street city centre staff including tram advisers, Essential Edinburgh staff, parking attendants, environmental and community safety wardens, of the key changes to the city centre. All will have copies of the map (as above) to distribute;
 - h) A weekly stakeholder bulletin providing updates on city centre information including that outwith the scope of the tram project.
- 3.4 Feedback on the extensive range of mitigation measures has so far been very positive. However the full impact will not be known until the conclusion of the summer festivals period.
- 3.5 The tram infrastructure construction work on Princes Street is well underway and good progress has been made. **tie ltd** have confirmed that those current works will be substantially complete by the end of November and before the busy Christmas shopping period.
- 3.6 Tram construction works will continue at the east end of Princes Street in January 2010 with the tram tracks being laid from Waverley Bridge into St Andrew Street. The traffic management for this work will be integrated with the re-introduction of buses to Princes Street in January 2010.

Winter Festivals

- 3.7 Initial planning for the Winter Festivals is being undertaken with the event organisers and there will be minimal impact with regard to the Winter Wonderland and the rides and market in Princes Street Gardens (East), with only access and loading arrangements requiring to be finalised in consultation with **tie ltd** and the tram construction contractors.
- 3.8 The decision to maintain Princes Street free of traffic in December will impact on the funfair rides that are normally accommodated in Market Street. This is because of the temporary traffic diversion implications which require Market Street to be part of the traffic diversion route for the Mound road closure. Work on securing an alternative site has been undertaken on a number of previous occasions with no site being found that is acceptable to all parties.
- 3.9 Having Princes Street traffic free in December also creates opportunities for altering the Winter Festivals events to animate the street and attract shoppers and other visitors. A review of the opportunities will be undertaken in consultation with city centre retailers, event organisers and other stakeholders. The outcome of that consultation will be reported to a future Council committee.

Traffic Regulation Orders

- 3.10 The Traffic Regulation Order (TRO) process is governed by The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999. It is a two-stage process involving consultation with specific statutory consultees, such as the Chief Constable, in the first instance, followed by public deposit of the draft TROs when comments and objections to the proposed orders can be made.
- 3.11 The Orders will define the extent of waiting and loading restrictions, banned manoeuvres, tram and/or bus-only lanes and times of operation, etc, which are required to allow the tram to operate efficiently in accordance with its approved business case and in conjunction with other public transport operations and while maintaining access for all road users.
- 3.12 **tie ltd** and the Council carried out informal consultation in September 2008 on the emerging TRO proposals. As a result of that consultation, further changes were made to the TRO proposals and the draft Order drawings are now being finalised to allow the formal statutory consultation to commence in October 2009.
- 3.13 The TRO regulations define "statutory consultees" as the emergency services, transport operators, bus operators, etc, but as with all such Orders the Council extends the consultee list to include local community groups, interest groups, etc in the interests of openness.
- 3.14 The draft Orders will be reviewed in light of comments received and they may be modified, if appropriate and where possible, in line with those comments. The outcome of the statutory consultation will be reported to Council in January 2010 at which time approval will be sought to place the final draft Orders on public deposit in February/March 2010. Modifications or further TRO(s) will likely be required once tram vehicle testing and commissioning commences.
- 3.15 Any comments and/or objections received from that public deposit will be reviewed and the Orders may again be modified, however, it is worth noting that there will be limited scope for making changes to many TRO restrictions because of the safety and operational requirements of introducing a tram into an urban environment which are covered by the Edinburgh Tram (Line One) Act 2006.

- 3.16 The outcome of the public consultation will then be reported to Council in September 2010. The report will include a comprehensive explanation of and justification for the required Orders and will seek approval to make the Orders. If approved, the Orders would then be made in October 2010, or thereby.
- 3.17 Two further tram related reports are also being prepared for consideration at the Council meeting on 20 August 2009. Those reports will provide an update on programme, costs and governance.

4 Financial Implications

- 4.1 Allowing the tram construction work to continue during August has created opportunities to reduce overall tram project costs. However due to the contractual position, it is not possible to confirm those costs at this stage. To implement the additional mitigation measures is estimated to cost £100K. This has been split evenly between **tie ltd** and the Council. The Council's contribution will be contained within the existing revenue budget.
- 4.2 The costs of the promotion of the tram TROs are contained within the tram budget.


5 Environmental impact

- 5.1 There are no adverse environmental impacts arising from this report.

6 Recommendations

- 6.1 It is recommended that the Tram Sub Committee note the following:
- a) the mitigation measures that have been implemented around the August Festival
 - b) the progress made to date planning for the Winter Festivals and that the outcome of the consultation on the opportunities for events on Princes Street in December 2009 will be reported to a future Council committee
 - c) the strategy for promoting the tram Traffic Regulation Orders


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Appendices	None
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Wards affected	All
Single Outcome Agreement	Supports National Outcome 10 – 'We live in well-designed, sustainable places where we are able to access the amenities and services we need'.
Background Papers	