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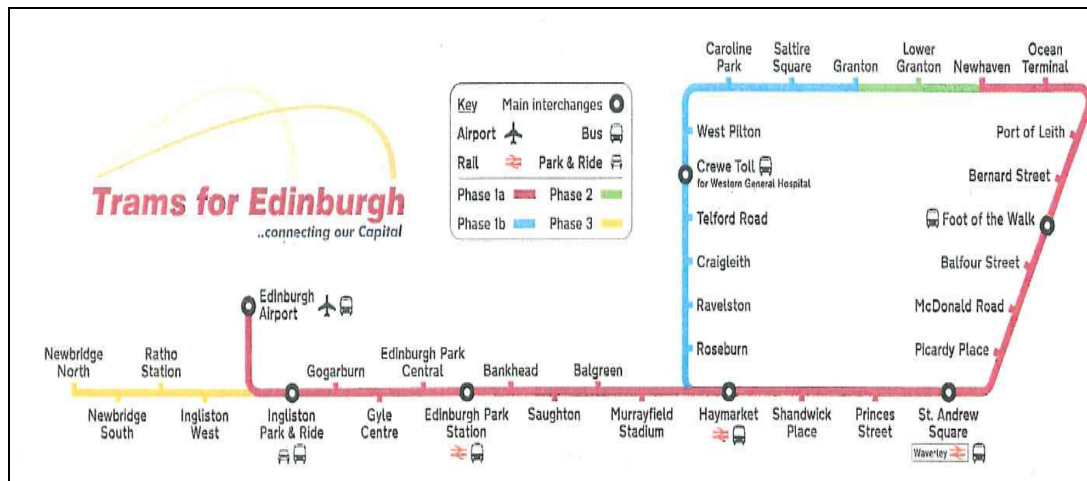
National Planning Framework 3 - National Developments Proposal Form	
Proposer	Transform Scotland & The Cockburn Association
Contact details	Transform Scotland, 5 Rose Street, Edinburgh, EH2 2PR Email: colin.howden@transformscotland.org.uk
Date	14 December 2012
Title of development	Edinburgh Tram Network
Elements to be covered by national development status (list)	<p>Congestion poses a serious threat to the future of Scotland's capital city and its prospects for growth, and a modern public transport system is an important factor in attracting a high quality workforce and visitors to Edinburgh. In addition, we face very demanding local air quality targets under European law: electric trams generate no emissions at the point of use and so can help in ensuring that dangerous levels of air pollution are avoided.</p> <p>Transform Scotland proposes an extension of the Edinburgh Tram Network from the current termination at Picardy Place so that the route is completed down Leith Walk to Newhaven then along the former railway line to Roseburn.</p> <p>This will deliver the complete network as originally envisaged, linking areas of high resident and student populations with the city centre and the airport. The tram will provide a range of benefits to the environment but also to Edinburgh's economy.</p> <p>Once this is completed, funding should be made available for the further development of the network from the city centre to the Royal Infirmary at Little France and beyond.</p>
Fit with criteria and statement of more than regional importance (guide - 500 words)	<p>Completion of the first phase of the Edinburgh Tram Network would address several of the Scottish Government's ambitions, including:</p> <ul style="list-style-type: none"> • Improvement in transport infrastructure - Trams are very efficient at carrying large numbers of passengers and are proven to be much more attractive at persuading car drivers to change their mode of transport. They are accessible to parents with pushchairs and by those using wheelchairs. • An 80% reduction in emissions by 2050 – trams using sustainable derived electricity can replace many diesel powered buses and help reduce the transport derived emissions, which

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	<p>are a major component of Scotland's GHG output.</p> <ul style="list-style-type: none"> • Contribute to the sustainability of towns and cities – good quality, efficient transport links are of great attraction to companies wishing to locate in an area. Trams are increasingly common in many cities globally and are attractive to business and domestic users. • Skills development, reducing unemployment and job creation – the current programme of work means that there are now the skills available to carry on with this proposed extension and provide work for a range of skill-sets for several years ahead. Looking ahead, many jobs will be created to run and maintain the network and vehicles.
<p>Location (description, map reference, or map)</p>	<p>This proposal could be completed in stages as follows:</p> <ol style="list-style-type: none"> 1. Picardy Place to Newhaven by way of Leith Walk. 2. Link between Edinburgh College and Newhaven. 3. Roseburn to the Granton Campus of Edinburgh College (Telford); this could be built rapidly as it is along a former railway line with no utility diversions required. <p>Extensive documentation is available so work could commence almost immediately as all the preliminary studies have been undertaken.</p>
<p>Public Engagement to date (guide - 100 words)</p>	<p>No detailed public engagement is required for the sections in the north of the city as the proposals already have Royal Assent under the Edinburgh Tram (Line One) Act 2006 and the Edinburgh Tram (Line Two) Act 2006.</p> <p>Detailed planning for the route to the south-east led to preparation of the Edinburgh Tram (Line Three) Bill. Given subsequent legislative changes, it is unclear whether this route would now require the full Parliamentary scrutiny that was carried out for the Bills for Lines 1 & 2.</p>
<p>Environmental Study / Assessment available? (yes / no)</p>	<p>Yes, as part of the processes stated above.</p>
<p><i>If yes, what significant effects were identified</i></p>	

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Delivery timescale	Within five years from start.
Development lifespan	The development will have a lifespan of a century or more.
Consents required	For the routes to the north of the city, the Parliamentary Acts provide consents for development.
Visual representation of the development available? <i>If yes, please list and state if provided.</i>	Route is shown in the schematic below. At present, funding is only available from Edinburgh Airport to Picardy Place.



(from Tie brochure)