Edinburgh Tram (Line One) Bill

Bill Number: SP Bill 17
Introduced on: 29 January 2005
Introduced by: The City of Edinburgh Council (Private Bill)
Passed: 29 March 2006
Royal Assent: 8 May 2006

2006 asp 7

Passage of the Bill

The Edinburgh Tram (Line One) Bill [SP Bill 17] was introduced in the Parliament on 29 January 2004. The 60 day period for objections ended on 29 March 2004, resulting in 206 admissible objections. The Edinburgh Tram (Line One) Bill Committee was established and met for the first time on 30 June 2004. The Committee published its Preliminary Stage Report on 16 February 2005, which was debated by the Parliament on 2 March 2005. On 3 March 2005 the Parliament passed a financial resolution on the Bill. The Committee then commenced phase one of the Consideration Stage of the Bill, which culminated in the publication of its Consideration Stage Report on 1 March 2006. The Committee had already published its report into the Appropriate Assessment on the Firth of Forth Special Protection Area on 17 January 2006. Phase two of Consideration Stage was completed on 14 March 2006 with 103 amendments agreed to and one amendment not moved.

The Bill was passed, as amended at Final Stage, following the Final Stage debate held on 29 March 2006. The Bill received Royal Assent on 8 May 2006.

Purpose and objectives of the Bill

The Bill authorises the construction and operation of a circular tram line which will loop around an area of central and northern Edinburgh. The line will run from St Andrews Square, along Leith Walk, west to Granton, south to Haymarket and west along Shandwick Place and Princes Street back to St Andrews Square.

Provisions of the Bill

The Bill grants the promoter, and their successors, the powers to build the tram line as well as authorising the construction of other works associated with the tramway. To this end the promoter is granted a power of compulsory purchase and the power to stop-up roads and footpaths where necessary. The Bill also grants Scottish ministers new powers to require buildings near
the tram line to be specially insulated and allowing them to establish a penalty fares regime.

Parliamentary consideration

The Committee did not uphold any of the remaining objections at Consideration Stage although the Committee did request significant enhancements to the mitigation proposed to address the impacts of the project. The Committee also expressed concern regarding the promoter’s decision to defer building the complete loop of tram line one in favour of an amalgamation of the two proposed tram lines into one line running from Edinburgh Airport to Leith Waterfront in order to address a funding shortfall.