

[Edinburgh Tram \(Line Two\) Bill](#)

Bill Number: SP Bill 18
Introduced on: 29 January 2004
Introduced by: The City of Edinburgh Council (Private Bill)
Passed: 22 March 2006
Royal Assent: 27 April 2006

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Passage of the Bill

The [Edinburgh Tram \(Line Two\) Bill](#) [SP Bill 18] 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 \(Line Two\) Bill Committee](#) was established and met for the first time on 29 June 2004. The Committee published its [Preliminary Stage Report](#) on 9 February 2005, with the Preliminary Stage debate held by the Parliament on [23 February 2005](#). On [3 March 2005](#) the Parliament passed the financial resolution on the Bill. The Committee then commenced phase one of the Consideration Stage which culminated in the publication of its [Consideration Stage Report](#) on 7 December 2005. The Committee completed phase two of Consideration Stage on 21 December when the Committee considered and agreed 102 amendments to the Bill.

The [Bill was passed](#), as amended, following the Final Phase debate held on [22 March 2006](#). The Bill received royal assent on 27 April 2006.

Purpose and objectives of the Bill

The Bill authorises the construction and operation of a tram line which will run from central Edinburgh to the western outskirts of the city. The line will run in a westerly direction from St Andrews Square, along Princes Street, past Haymarket railway station to South Gyle, north to the Gogar roundabout and then northwest to Edinburgh Airport. A stand alone shuttle service would run between the Airport and Newbridge.

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.

At Final Stage concern was expressed at the promoter's decision to defer building tram line two in its entirety 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.