

# Edinburgh Trams



## TRAFFIC REGULATION ORDER WITH MAP DETAILS

EDINBURGH  
YOUR COUNCIL - YOUR FUTURE

# Edinburgh Trams

### PUBLIC CONSULTATION ON TRAFFIC MANAGEMENT

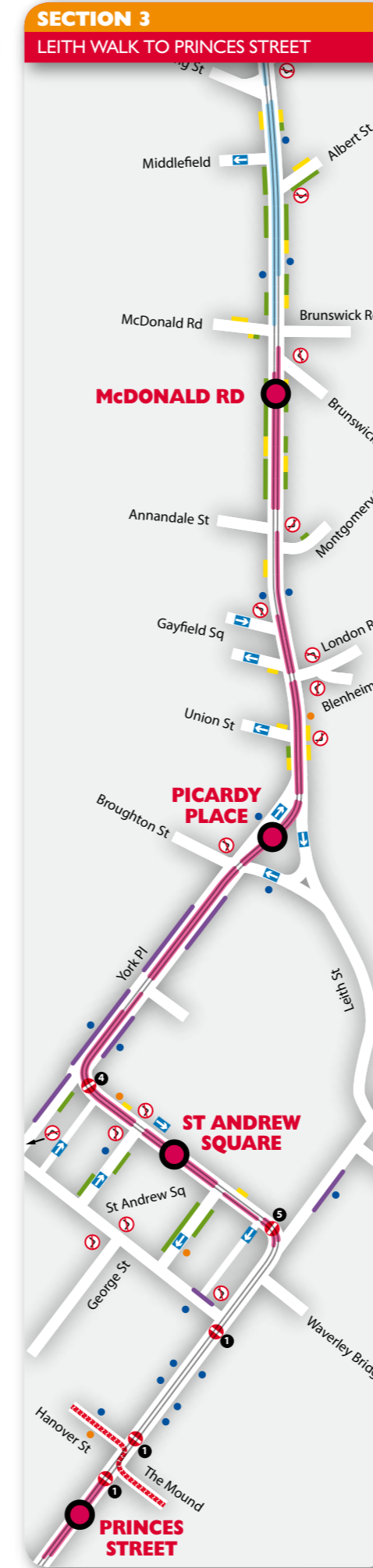
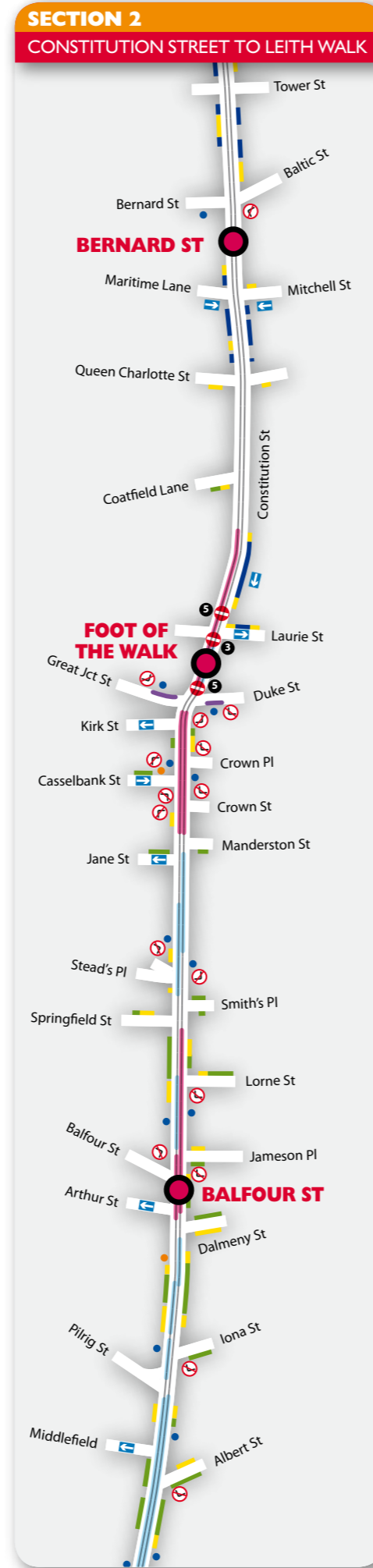
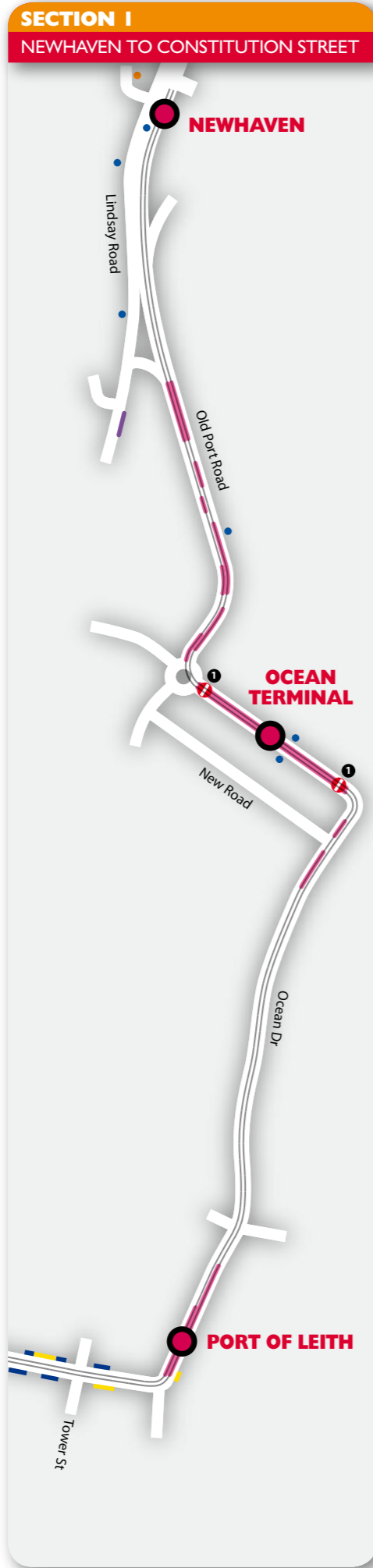
Designing and building a tram system to operate in a thriving city centre like Edinburgh presents many challenges. One of those challenges is to ensure that the tram will be able to run in accordance with its proposed timetable while sharing the road space with general traffic.

This challenge is not unique to Edinburgh and everything possible has been done to balance the needs of all road users without undermining the efficient and effective operation of the new trams. Some modifications to the roads along the route will therefore be necessary to ensure both trams and other traffic run at optimum levels.

This leaflet includes general details of the affected areas, the proposed amendments to the layout of certain roads, as well as alterations to traffic regulations. There is also information provided on how you can object to the proposals during the 28 day public consultation which commences 22 February 2010.



EDINBURGH  
THE CITY OF EDINBURGH COUNCIL



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These panels detail the specific proposals for the road network along the on-street sections of the tram network.

### KEY TO MAPS

- Tram stop
- Bus stop
- Taxi rank
- Limited waiting
- Public and permit parking bay
- Loading bay
- Trams only lane
- Tram and bus lane
- Bus lane
- One way street
- Banned turning movement
- No Entry except trams, buses, taxis and pedal cycles
- No Entry except, buses, taxis and pedal cycles
- No Entry except trams and local buses
- No Entry except trams and pedal cycles
- No Entry except trams
- No left or right turn across junction

Please note this leaflet is a guide to the key changes to the on-street sections of road. For full detailed information on all the orders proposed please refer to the schedules and maps provided on our website

[WWW.EDINBURGHTRAMS.COM](http://WWW.EDINBURGHTRAMS.COM)

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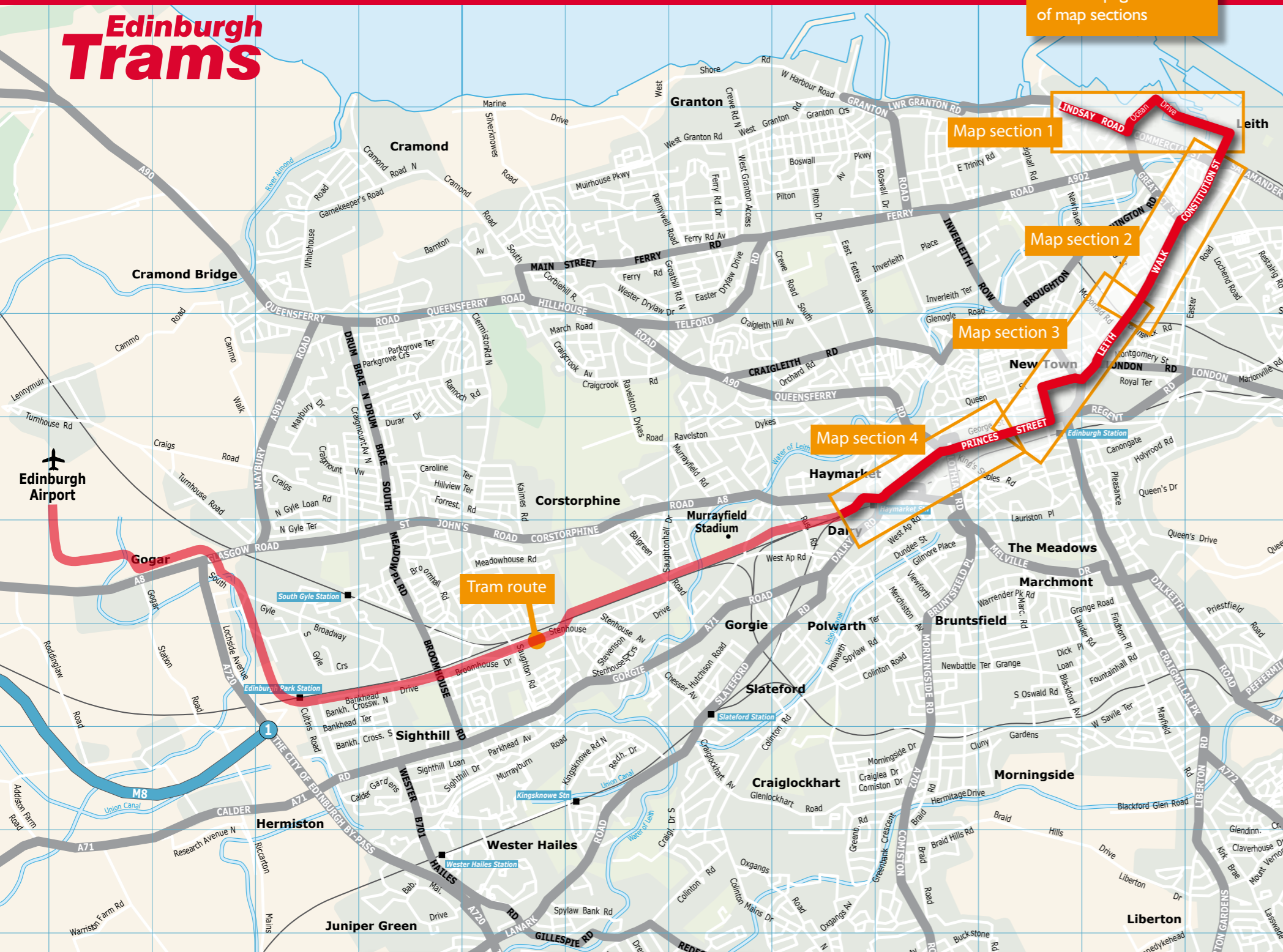
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See over page for details of map sections



## PUBLIC CONSULTATION

Public Consultation begins 22nd February 2010 for 28 days

Drawings of the changes being promoted by the City of Edinburgh Council can be examined at the City Chambers, High Street, Edinburgh from 22 February to 20 March between the hours of 9:30 am and 3:30 pm Mondays to Fridays. Drawings will also be available for the duration of the consultation at the following public libraries:-

- Central Library, George IV Bridge, Edinburgh
- Portobello Library, 14 Rosefield Avenue, Portobello
- Leith Library, 28-30 Ferry Road, Leith
- Wester Hailes Library, 1 Westside Plaza, Edinburgh
- Blackhall Library, 56 Hillhouse Road, Edinburgh
- McDonald Library, Leith Walk, Edinburgh
- Morningside Road Library, 184 Morningside Road, Edinburgh

An exhibition, staffed by experts on the TRO process will also run from 22 February until 20 March 2010 at the City Chambers reception. This will be open from 11am - 3pm Monday - Saturday with extended opening to 7pm on Thursdays.

## WHAT ARE THE BENEFITS OF TRAMS?

- Faster journey times
- Less congestion = less pollution & noise
- Integrated network with Lothian Buses – same affordable fare on both
- Easy, level boarding
- Comfortable and smooth journey
- Safer – inspector plus driver
- Looks great
- City Centre to airport in 20 mins

## THEY'RE GOOD FOR EDINBURGH

- Better transport is essential to move our growing population around
- Trams are environmentally friendly
- Making the city more accessible, connecting Edinburgh Airport terminal to Newhaven via the West End, City Centre and Leith
- Reliably and quickly connect Scotland's busiest airport, supporting businesses and tourism
- Bringing people into the city centre for business, retail and leisure



## FOR MORE INFORMATION ON EDINBURGH TRAMS

If you have questions relating to the TRO process or would like more information relating to a specific proposal please contact:

- Alan Bowen on 0131 623 8804 and at alan.bowen@edinburgh.gov.uk
- Duncan Fraser on 0800 328 3934 and at duncan.fraser@tie.ltd.uk

Any person wishing to object to the proposed Order should send details of the grounds of objection in writing quoting reference TRO/09/60, within the consultation period which ends 21 March 2010 to:

The City of Edinburgh Council, c/o Dundas and Wilson, Saltire Court, 20 Castle Terrace, Edinburgh, EH1 2EN.

The full set of drawings and an explanatory note on the whole TRO process can also be accessed online at [www.edinburghtrams.com](http://www.edinburghtrams.com).

Works to complete the tram network will carry on across the city throughout 2010. If you would like more information on where work will be taking place or general information on the tram project please get in touch.

**CUSTOMER HELPLINE:**  
0800 328 3934  
**EMAIL:**  
[info@edinburghtrams.com](mailto:info@edinburghtrams.com)  
**WEBSITE:**  
[www.edinburghtrams.com](http://www.edinburghtrams.com)

## TRAFFIC REGULATION ORDER – THE PROCESS

A Traffic Regulation Order, or TRO, is the legal tool necessary to regulate the road network. Amendments to the current TRO for the city must be made to allow the tram to run on the road network.

Each area of the city has its unique challenges and each section has been looked at in detail. Examples of proposed changes include: altering turns; creating new tram only, and tram and bus only sections; and introducing new parking and loading arrangements.

Many of these changes are necessary for operational and safety reasons, for example tram only areas are required at all tram stops. Also, for safety reasons the Office of Rail Regulations (ORR) state that general traffic can only cross tram tracks under traffic signal control. This means that unless a junction is signal controlled, traffic can only turn left-in and left-out from the side-road to ensure that there is no conflict with the tram.

The main changes planned for the on-street sections of the route from Newhaven to Haymarket are detailed overleaf.

The proposals have been subject to a rigorous review process that has included extensive consultation with the emergency services and bus operators as well as a previous informal public consultation in 2008. There have also been hundreds of hours of traffic modelling undertaken to ensure the plans are the best solution for those using the city's streets.



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