

57404 Trams - Granton to the Edinburgh BioQuarter and Royal Infirmary of Edinburgh and Beyond Consultation

In respect of Trams: Granton to the Edinburgh BioQuarter and Royal Infirmary of Edinburgh and Beyond consultation, please provide:

The full report 4, noting that what has been provided on the consultation hub RP04A, RP04B & RP04C are extracts from a fuller report covering other structures.

There is no overarching Report 4; other structures on the North-South corridor were assessed using Council maintenance records via a desktop review. As they were originally constructed to serve heavy rail, no further work was required at this Strategic Business Case (SBC) stage.

Details of correspondence with NHS Lothian on the potential for an entrance to the Western General hospital on Telford Road.

Most engagement with NHS Lothian has been through Microsoft Teams, aside from the project team being provided with the NHS health impact scoping report received in June 2025. The report states, 'The extension is expected to serve the Royal Infirmary of Edinburgh as well as running close to the Western General Hospital which could reduce travel times and support increased active travel for a significant number of staff and patients.'

The agreed scope of work that was provided to Jacobs in respect of the bridge surveys undertaken for full report 4, noting any limitation and exclusions.

The agreed scope was to review all recent and historic structures along the proposed North-South corridor and consider the viability to operate trams along these structures. The project is currently at Strategic Business Case and considerations and recommendations made are to enable the adoption of the structures for Trams.

Please also provide the following confirmations in respect of the materials provided on the consultation hub:

Confirmation of how many times and at what places cycles will need to cross the tramlines and if these crossing points will be signalised.

Full detailed design, including cross points, would take place at the next stage at Outline Business Case. We have been clear as part of the consultation that crossing points would be installed.

Confirmation as to whether the stated path widths rely on using narrower rolling stock than the current tram rolling stock.

The proposed path widths are based on the current tram rolling stock. Where there are longer sections of relatively linear track (such as Roseburn Path), the maximum kinematic rolling stock outline for tram is less. As a result, there is less overall space required for tram operations.

Confirmation of the assumed track bed width and gap between the rails used for the Roseburn option.

These are published on the project website at:

<https://www.edinburgh.gov.uk/downloads/download/16083/trams-from-granton-to-edinburgh-bioquarter-royal-infirmary-of-edinburgh-and-beyond>

Please refer to 'Roseburn Path – Cross sections of shared space at bridges'.

Confirmation as to whether the shared use path matches cycling by design guidance, particularly given:

- i) it is a shared use path; and
- ii) the volume of cyclists on the path during peak commuting periods.

We are confident that it aligns with Cycling by Design Guidance in relation to widths and based on any available estimates of cycling volumes along the route. We have highlighted there will be pinch points to the shared use path and will continue to look at solutions for those locations should the project progress.

The extent and width of the shared use path to the south of Roseburn station.

This is already in the public domain as part of the consultation materials and following correspondence with Spokes which has been shared on social media. The width south of the bridge is 2m due to the embankments. However, as part of detailed design, should the project progress to Outline Business Case, the possibility of making this wider would be explored.

Confirmation as to whether the running time of the two options takes into account stopping time at stations.

Yes, both options take into account stopping time at stations.

Confirmation as to whether Jacobs Steer were asked to consider Recommendation 12 of STPR2 published by transport Scotland as part of their strategic overview, specifically on the point of inter-regional transport.

Report One produced by the consultants considers policy context at:

<https://www.edinburgh.gov.uk/downloads/file/37891/rp01-policy-context-and-trade-offs-final>

Our consultation material signposts to STPR2 and the desire to look at inter-regional mass transit options to East Lothian and Midlothian.

Confirmation that the council has considered the outcomes and recommendations of the 2023 Hardie Report into the previous tram project. Specifically, please confirm what consideration has been given to project governance in this regard.

The Council's response to the Hardie Report is already well documented and in the public domain and we are continually applying lessons from this and the recently completed Trams to Newhaven project to the current project. Relevant links are provided below.

<https://democracy.edinburgh.gov.uk/documents/s65010/Item%207.1%20-%20Response%20to%20the%20Edinburgh%20Tram%20Inquiry.pdf>

<https://democracy.edinburgh.gov.uk/documents/s69334/Item%208.2%20-%20Edinburgh%20Tram%20York%20Place%20to%20Newhaven%20Project%20Delivery.pdf>