

City Plan 2030: Supplementary Guidance on Developer Contributions and Infrastructure Delivery Draft for Consultation June 2024

Name and City Plan references	EDINBURGH TRAM
City Plan proposals in scope	<p>City Plan 2030 Proposals: Place 4 Edinburgh Waterfront Place 16 West Edinburgh (implement safeguarded tram stops) Table 7 – Tram Route Proposal and Options Safeguards. Proposals TR1-11 (existing and new safeguard options for the next route). Table 8 – West Edinburgh Transport Improvements - Proposal WE 30 New Tram Stop</p> <p>City Plan 2030 allocated sites: The following proposed housing sites are within 500m of the operational tramline: H4, OPP5, OPP20, OPP21, H35, OPP37, OPP38, H40, H42, OPP46, OPP49, H52, OPP53, H59, OPP60, OPP78, H79.</p>
Type of intervention	New mass transit tram line operational from Edinburgh Airport to York Place (since 2014) and to Newhaven (since June 2023). Plan safeguards long term extensions to the network to the southeast and Newbridge.
What is the intervention achieving and why is it necessary?	Supports the sustainable growth of the city and the spatial plan for growing the city as set out in the LDP 2016 Figure 1 and City Plan 2030 Map 1. It is necessary to alleviate congestion on the road network by offering an alternative, sustainable mode, and help the city its meet mode share targets (reducing car kilometres by 30%).
Origin of the intervention	<p>The operational tram line was a City of Edinburgh Council front-funded project. Tramline was safeguarded in the previous development plan - Edinburgh City Local Plan (2010).</p> <p>The Edinburgh Strategic Sustainable Transport Study Phase 2 shows alignment options for the Granton to City Centre extension and the South East Corridor options, being taken forward to a Strategic Business Case. This is developed alongside City Plan. Tramline 1a (Trams to Newhaven under construction) is a reference case transport intervention (transport assumption that it will be delivered by 2030 in the City Plan Transport Assessment (CP2030 TA). See Table 2.1). CP2030 TA additional modelling has run with the intervention of the ESSTS Granton and South East tram alignment options and to investigate the impact of new development on future tram patronage levels. Where relevant, tram extension has been provided as a potential mitigation measure for City Plan sites (section 6 of the CP2030 TA).</p>
Contribution Zone details – size etc	Extent of the existing tram contribution zone follows the full line of the operational tram with scaled factors: zone 1 up to 250m distance from the line, zone 2 up to 500m from the line, zone 3 up to 750m from the line.
Cost / Delivery information	<ul style="list-style-type: none"> From the total estimated capital cost, a sum of £23m borrowed to be repaid through developer contributions – primarily windfall / mixed policy designations in LDP1 such as CC, EW1/EW2, IBG. It is

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	<p>proposed this is increased to take into account ongoing borrowing costs.</p> <ul style="list-style-type: none"> • No assessment of individual impacts from individual sites carried out. Instead a high level assumption that sites within close proximity of the tramline would benefit and mitigate their impact on the road network by diverting car trips to tram trips. • Contributions calculated using scale factor as set out in pages 34-35 of the finalised Supplementary Guidance on Developer Contributions and Infrastructure Delivery (2018). This takes into account assumption on different uses and applies a proportionate contribution based on floorspace.
Status	Retain this contribution zone to continue its use to collect contributions towards the tram line until contributions have reached the £23m front-funding/borrowing cap and then apply an additional cap to take into account the cost of servicing the borrowing, including interest rate.
Circular Tests:	
Necessity	<p>Mitigating the impact of development on the road network is necessary to ensure that development is compliant with City Plan aims and policies.</p> <p>It is necessary to use a planning obligation for a financial contribution towards this project (or in this case towards servicing the debt of the capital investment). It would not be possible to condition or for individual developers to deliver themselves a significant capital project.</p>
Planning purpose	Mitigating the impact of development on the road network and development working towards meeting the Council's sustainable mode share targets relate to the serve a planning purpose and rooted in developer contributions and transport policy (City Plan Inf 3 and Inf 4).
Relationship to proposed development	Only development proposals within a 500m walking distance to the tramline are to contribute/within the contribution zone. It is considered appropriate distance to expect that future residents/users/visitors to make use of the tram (rather than private car trips) for it to reasonably be considered to mitigate the impact of the development on the road network and help meet sustainable mode share targets.
Scale and kind	Proportionate contributions sought based on use and floorspace, using a scale factor, and sliding scale based on distance of proposed development from the tramline/tram stop.
Reasonableness	Other tests of reasonableness, including for example the phasing of payments will be considered at the application stage.