



• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL

EDINBURGH TRAM DESIGN MANUAL



APPROVED 1 DECEMBER 2005 (AMENDED 12 JANUARY 2006)

愛丁堡電車設計手冊

এডিনবরা ট্রাম পরিকল্পনা সম্বন্ধে লিখিত বর্ণনা

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دلیل استخدام تصامیم فریق اینبرہ

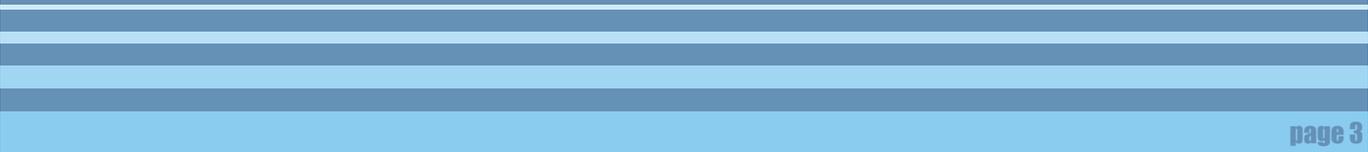
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EDINBURGH TRAM DESIGN MANUAL

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CCTV	Closed Circuit Television	NPV	Net Present Value - the value of an investment based on an analysis of all life cycle costs and revenues adjusted to reflect present day prices. A positive net present value demonstrates that the investment will be profitable and the higher the figure, the more profitable it will be.
CEC	City of Edinburgh Council	OLE	Overhead Line Equipment ie wires and insulators, support poles and fixings to buildings to support wires.
DDA	Disability Discrimination Act	S75 Agreement	A legal agreement under s75 of the Town and Country Planning (Scotland) Act 1997 between a land/property owner and the Planning Authority to restrict the use of land/property or make a contribution of some kind.
LOD	Limit of Deviation – Area within which the tram project may be constructed – as defined in the Parliamentary Plans lodged with the Tram Bills	tie	Transport Initiatives Edinburgh Limited
LLAU	Limit of Land to be Acquired or Used- Area which can be used temporarily or permanently for specified purposes connected with the tram project (eg temporary construction compounds) but not for the tram tracks – as defined in the Parliamentary Plans lodged with the Bills.	TSAO	Tram System Aspirational Objectives - these are the Council's aspirations for the type of tram system that will be delivered
LTS	Local Transport Strategy 2004-2007 as approved by the City Council in March 2004		



Part 1

Strategic Overview

- 1** **Introducing the Tram Design Manual**
- 2** **Delivery**
- 3** **Strategic Aspirations**
- 4** **Strategic Design Principles**
 - (a)** **Tram System**
 - (b)** **Tramway Alignment and Integration**

SECTION 1 – INTRODUCING THE TRAM DESIGN MANUAL

INTRODUCTION

- 1.1 The introduction of a major infrastructure project, such as a tram system, into an established urban context of the highest quality will, by its very nature, create significant change. The new system must be designed to make a positive contribution to the city. The principal means of ensuring this is through good design- ensuring the tram fits within the context of the city, is integrated into the townscape and reflects the identity of Edinburgh. All this requires great attention to detail.
- 1.2 Furthermore, good design requires a holistic process that addresses the nature of the city, responding equally to the inherited townscape, accessibility for all, traffic circulation and management, operational efficiency, sound engineering and economic prosperity. A holistically designed system, where all aspects of the tram are well resolved and integrated with context will provide an elegant and accessible resource and be a catalyst to future development.
- 1.3 The role of the Design Manual is to set out the context and requirements and mechanisms for achieving quality design for the Edinburgh Tram Project and to play a key part in the process of procuring a high quality design product.

EDINBURGH TRAM MAP

- PHASE 1A - AIRPORT TO LEITH WATERFRONT*
- PHASE 1B - HAYMARKET TO GRANTON*
- PHASE 2 - GRANTON TO LEITH WATERFRONT*
- PHASE 3 - AIRPORT TO NEWBRIDGE*



STATUS, SCOPE, ROLE AND INTERPRETATION OF DESIGN MANUAL

STATUS

- 1.4 The Design Manual was approved as supplementary planning guidance by the Planning Committee on 1 December 2005 and amended 12 January 2006. It has been developed and refined in consultation with key stakeholders, and was placed on public consultation from the 8th July 2005 to the 9th September 2005.
- 1.5 The Design Manual acts as a reference point against which all submissions to the City of Edinburgh Council as 'Planning Authority' will be assessed, and will be incorporated into the contracts for the design and subsequent construction of the tram system.
- 1.6 The Design Manual was noted in its approved form by the Executive of the Council on the 20th December 2005.

SCOPE

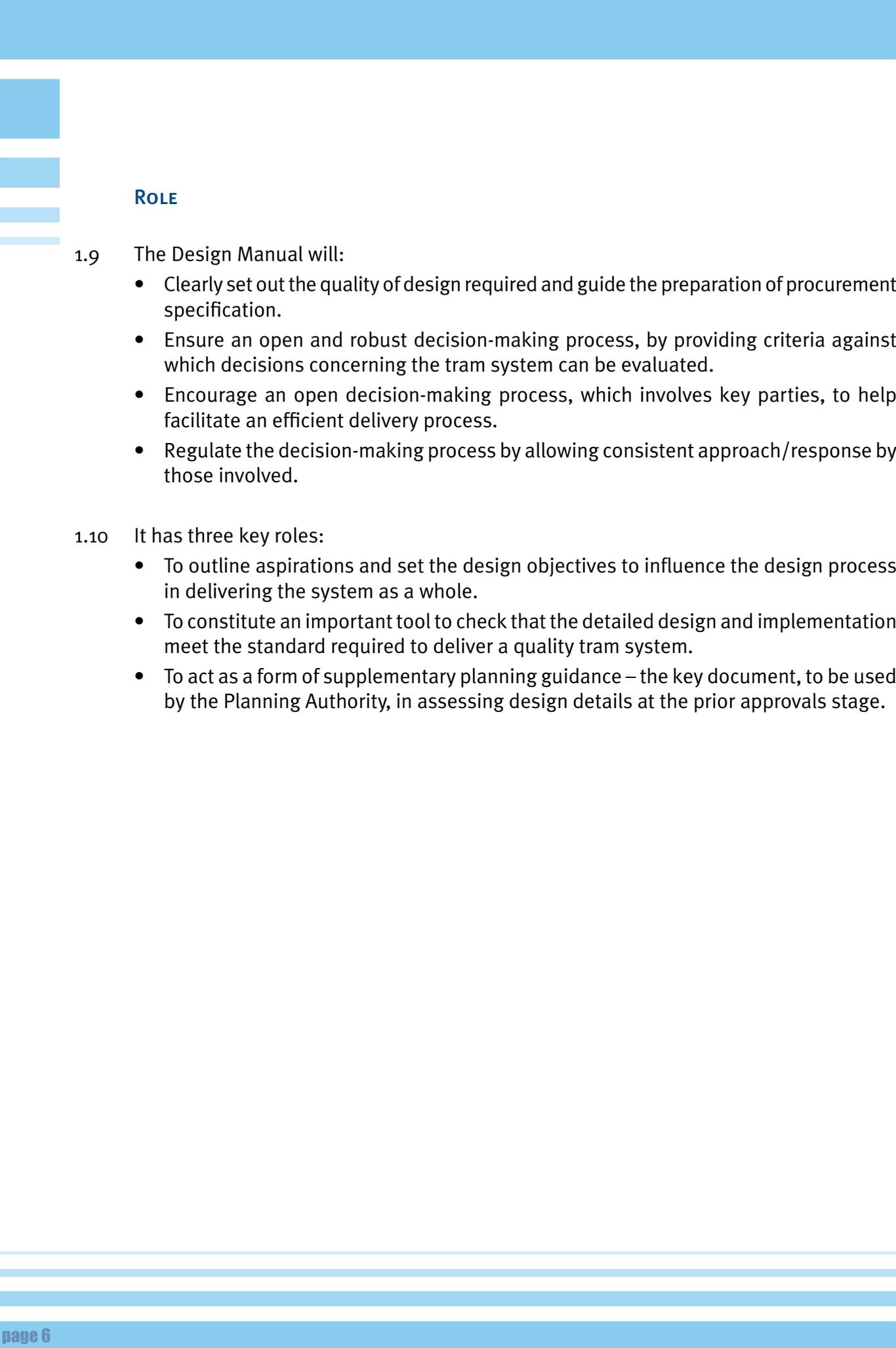
- 1.7 The Design Manual outlines the aspirations for the entire tram system and sets out the guidelines for the fixed infrastructure.
- 1.8 The tram system is important to act as a catalyst for promoting quality design within the public realm and its integration into the townscape and existing structure of the city is key to its success. While the tram system will only be responsible for the sections of the public realm that fall within the Tramway Path, CEC recognises that an important opportunity arises to improve the quality of streets and public spaces, within Edinburgh, to a level commensurate with the quality of the city's built heritage. A wider Public Realm Strategy, therefore, is being undertaken to complement the tram system and must be developed along side it.



GRENOBLE



NOTTINGHAM



ROLE

1.9 The Design Manual will:

- Clearly set out the quality of design required and guide the preparation of procurement specification.
- Ensure an open and robust decision-making process, by providing criteria against which decisions concerning the tram system can be evaluated.
- Encourage an open decision-making process, which involves key parties, to help facilitate an efficient delivery process.
- Regulate the decision-making process by allowing consistent approach/response by those involved.

1.10 It has three key roles:

- To outline aspirations and set the design objectives to influence the design process in delivering the system as a whole.
- To constitute an important tool to check that the detailed design and implementation meet the standard required to deliver a quality tram system.
- To act as a form of supplementary planning guidance – the key document, to be used by the Planning Authority, in assessing design details at the prior approvals stage.



INTERPRETATION

- 1.11 The Manual is a holistic document and should be read as such. However, the three key roles outlined above are broadly reflected in the document as follows:-
- Part 1 of the document sets out the ‘Strategic Overview’ which provides the context, strategic aspirations and strategic principles that will influence the design process as well as outlining how the design programme will be delivered. To ensure the fit of the system with the city’s townscape and provide the link with the detailed design requirements, a series of assessments will be prepared that consider all spaces and sections of the tram route.
 - Part 2 of the document covers ‘Detailed Design Requirements’ which will form the basis of design information that will be used in assessing design, planning and procurement.
 - The document as a whole will be a consideration in the determination of any prior approvals or other approvals to be obtained from the Planning Authority. It should be noted that not all of the elements of the tram infrastructure will require consent from the Planning Authority. The extent of control that the Planning Authority will have will be determined by the Tram legislation. Appendix 2 outlines what is likely to be controllable by the Planning Authority (further advice on this issue is provided in the following section ‘The Role of the Council’).
- 1.12 The requirements of the Design Manual apply not only to applications under planning legislation but also to other consents that will be required, such as Traffic Regulation Orders, Building Warrants and Scheduled Monument Consent.



THE ROLE OF THE COUNCIL

- 1.13 The Council has two specific roles in delivering a tram system. The Council has a role as the project promoter and as the Planning Authority. It is important that these roles are specified as they relate to how the aspirations and principals of this document will be delivered.

THE COUNCIL AS PROMOTER

- 1.14 The Council is committed to ultimately delivering a tram system for Edinburgh. The Council is working with tie to promote Bills for Tram Lines 1 and 2 through the Scottish Parliament. In its role as promoter the Council will have to put in place all the elements required to allow the tram system to be implemented. With regard to the design of the system the Council through the Tram Project Board will have to take decisions on strategic issues relating to the project. Examples of such decisions include whether the system will be wire-free or whether advertising will be allowed on the exterior of trams.

THE COUNCIL AS THE PLANNING AUTHORITY

- 1.15 The provisions of the Tram Bills (once enacted) will give the authorised undertaker the power to construct the tram system. However, it is likely that submissions to the City of Edinburgh Council, as Planning Authority, for prior approvals under (Class 29) Part 11 of Schedule 1 to The Town and Country Planning (General Permitted Development) (Scotland) Order 1992 will be required. ‘Prior approval’ is not quite the same as planning permission. *“Approval may only be refused or given conditionally if the development ought to be and could reasonably be carried out elsewhere on the land designated (i.e., within limits of deviation), or the design or external appearance of any building or bridge etc would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury”.*
- 1.16 Appendix 2 sets out different elements of tram infrastructure and the consent that will most likely be required under planning legislation for these works. Appendix 3 sets out the prior approval process that will be used for processing planning applications.

You can get this document on tape, in Braille, large print and various computer formats if you ask us. Please contact ITS on 0131 242 8181 and quote ref 06060. ITS can also give information on community language translations. You can get more copies of this document by calling David Morgan (Customer Services Team Leader) on 0131 529 3900.

遠設計手冊解說要在愛丁堡電車計劃中遠致優質設計所需要具備的內容、要求及結構。愛丁堡市議會作為「規劃當局」在評估建議書時，會以此為參照，同時，設計手冊在採購過程中是重要的部份。欲查詢本文件的翻譯資料，請致電愛丁堡市議會傳譯及翻譯服務部(ITS)，電話0131 242 8181並說明檔案編號06060。

یہ ڈیزائن سہیل (ہدایت ہمراہ) ایڈ میرا کے ٹرم کے پراجیکٹ کے میڈیٹا برائیں کے حصول کیلئے اس کے مضمون، مطالبات اور طریق عمل کی مجموعی پیش کرتا ہے۔ یہ ایک ریفرنس پوائنٹ کی طرح کام کرتا ہے جس کے تحت سنی آف ایڈ میرا ٹولس کو بحیثیت پائلٹ قدرتی اجازت کی کمی تجاویز کا جائزہ لیا جائے گا۔ اس کے علاوہ حصول کے طریقہ کار میں کلیہ کی کردار ادا کرتا ہے۔ اپنی کیونٹی میں ہول ہائے وائی ڈائن میں اس دستہ کے ترقی کے حلقہ معنوںات کیلئے برائے مہربانی ایئر پرائیوٹیشن ایڈوائسریس مروس (ITS) کو 0131 242 8181 پر ٹیلیفون کریں اور ریفرنس نمبر 06060 کا حوالہ دیں۔

شرح دلیل استخدام التصاميم السياقي والمتطلبات والاليات لتحقيق التصاميم ذات التنوعية لجيدة لمشروع فريق إدنبور، وسيكون نقطة مرجع تقييم على أساسه الطلبات التي يتم رفعها لمجلس بلدية مدينة إدنبور باعتبارها "سنة التخطيط" كما سينصب دورا مهما في عملية الحصول على المشوريات. للمعلومات حول ترجمة هذه الوثيقة إلى لغة جانتك الرجاء الاتصال مكتب خدمة الترجمة الفورية والتحريرية على رقم الهاتف 0131 242 8181 وتكر الإشارة رقم 06060

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