



• 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

ایڈنبرا کیلئے ٹریم کے ڈیزائن کا ہدایت نامہ

دلیل استخدام تصامیم فریق اینبرہ

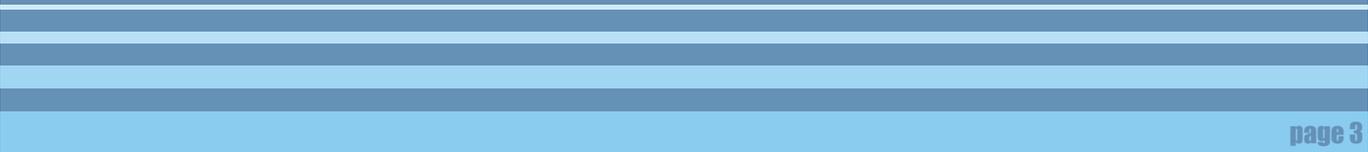
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CCTV	Closed Circuit Television	NPV	Net Present Value - the value of an investment based on an analysis of all life cycle costs and revenues adjusted to reflect present day prices. A positive net present value demonstrates that the investment will be 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

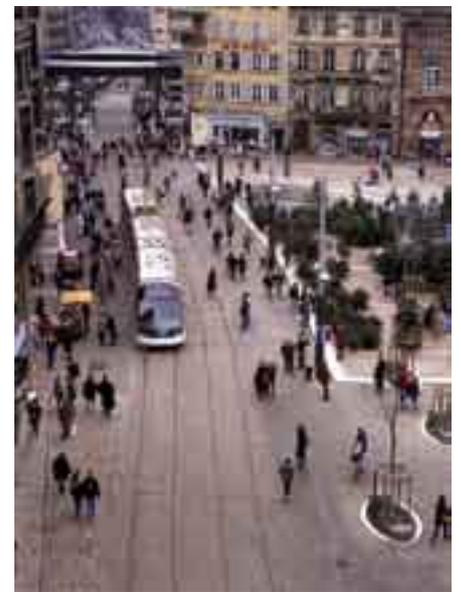
Strategic Overview

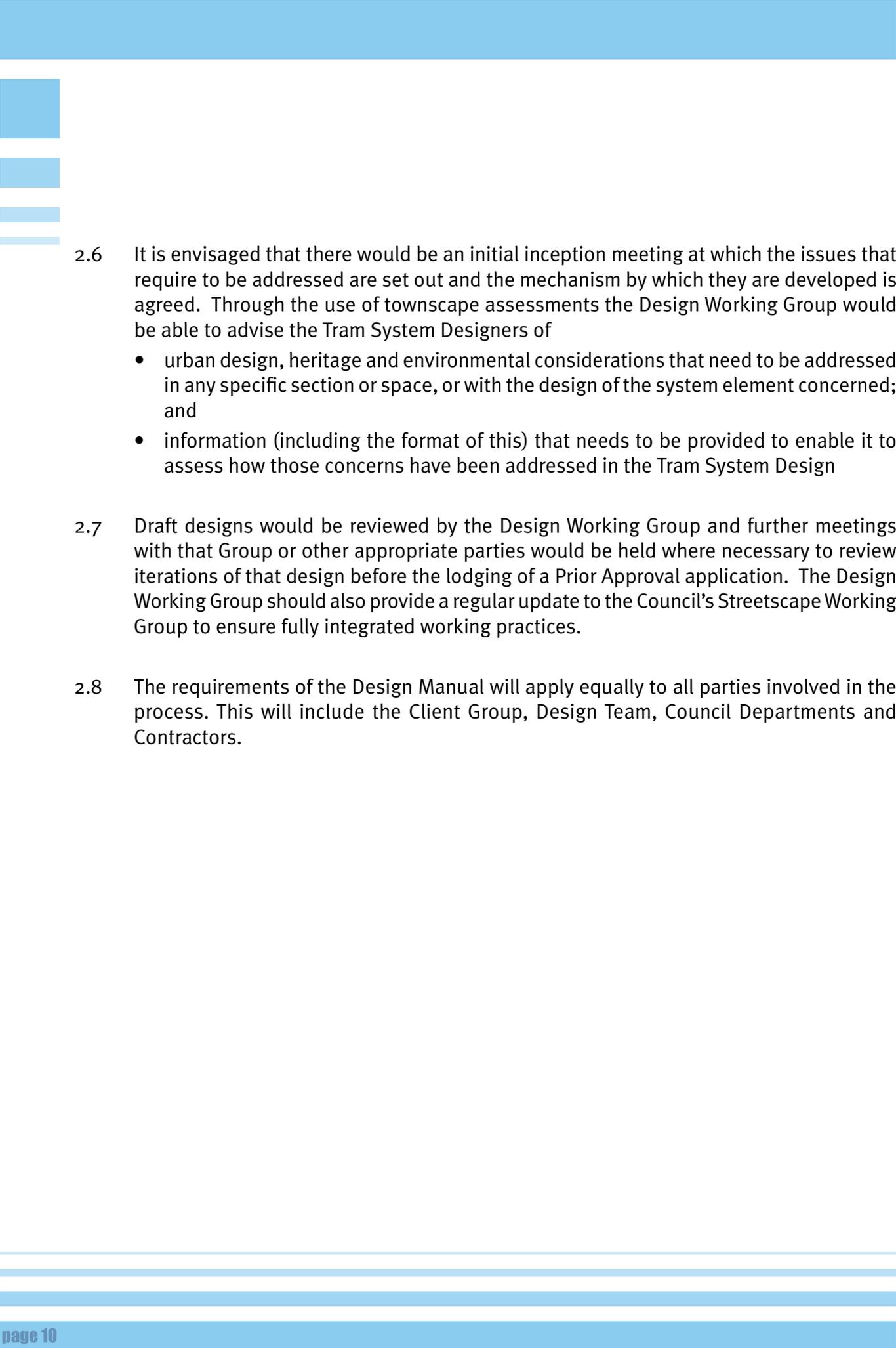
- 1 Introducing the Tram Design Manual
- 2 Delivery
- 3 Strategic Aspirations
- 4 Strategic Design Principles
 - (a) Tram System
 - (b) Tramway Alignment and Integration

- 2.1 The Edinburgh Tram Project is a major transportation project for the city but its delivery has wider implications than just impact on transport opportunities. The delivery of the tram system must be accompanied by the development of wider public realm improvements along the route.

AN INTEGRATED APPROACH TO WORKING

- 2.2 In the case of any major new scheme that touches on all aspects of public life in the City, good design can only be brought about by an effective working partnership. An partnership approach is required throughout the entire design process, running from conception to completion and aftercare. This is to be achieved by the creation of a Design Working Group.
- 2.3 The Design Working Group will include representatives from the City Development Department - both Planning & Strategy and Transport Planning Sections, Historic Scotland, and the Tram System Designers and may include other bodies such as the Edinburgh World Heritage and Architecture and Design Scotland. The precise working arrangements are the subject of an agreed protocol.
- 2.4 The Design Working Group will give advice with regard to proposed Prior Approval applications, including the supporting information that needs to be provided with these, especially design and environmental impact. It will also ensure that the detailed development of the tram system allows for the concurrent or subsequent development of a wider public realm.
- 2.5 In terms of developing the Tram System Design, there are some elements that will need to be dealt with on system-wide basis (e.g. overhead line equipment) and other elements which can be carried out in geographical sections.



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- 2.6 It is envisaged that there would be an initial inception meeting at which the issues that require to be addressed are set out and the mechanism by which they are developed is agreed. Through the use of townscape assessments the Design Working Group would be able to advise the Tram System Designers of
- urban design, heritage and environmental considerations that need to be addressed in any specific section or space, or with the design of the system element concerned; and
 - information (including the format of this) that needs to be provided to enable it to assess how those concerns have been addressed in the Tram System Design
- 2.7 Draft designs would be reviewed by the Design Working Group and further meetings with that Group or other appropriate parties would be held where necessary to review iterations of that design before the lodging of a Prior Approval application. The Design Working Group should also provide a regular update to the Council's Streetscape Working Group to ensure fully integrated working practices.
- 2.8 The requirements of the Design Manual will apply equally to all parties involved in the process. This will include the Client Group, Design Team, Council Departments and Contractors.

A COMMENSURATE QUALITY OF TOWNSCAPE AND PUBLIC REALM DESIGN

- 2.9 The proposed tram system is important not only as a new public transport project but also, as a strategic piece of new development, to act as an important catalyst and promote quality design within the townscape and public realm of the city.
- 2.10 Partnership working will be needed to ensure that an appropriate strategy for Edinburgh's wider public realm can be put in place to complement works undertaken as part of the tram project. Fitting the tram route and its alignment into the townscape is the first stage of the design process. An understanding of the urban design issues that apply to a section of the tram route or a specific space along the route are required in order to achieve quality of design. This wider townscape assessment is essential in order for the tram to fit comfortably within a wider public realm and to realise the opportunity to improve the quality of streets and public spaces to a level commensurate with the quality of the city's built heritage.
- 2.11 In order to ensure that a piecemeal approach is avoided, a joint programme of public realm works must be drawn up by the Council with input from key stakeholders, in tandem with the proposed tram implementation programme. This is essential to minimise disruption on site and to minimise abortive works.



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DESIGN WORK PROGRAMME

- 2.12 The design work will be carried out for tie under a contract, known as System Design Services (SDS). The detailed design will be carried out against a pre-determined sequence of priority. The project will be broken down into stage builds and, within these, sectors for design and construction purposes. The stage builds are large portions of each line, based on being suitable parts of the project to be independently energised and commissioned.

- 2.13 The sequence will be developed based on several criteria. There are some sections that are needed early in the construction programme (such as the depot) and there are sections that are anticipated to take longer in the design and consultation/approval process due to their nature (e.g. through the World Heritage Site). Further, there might be trials required of construction technique before actual construction commences. As noted above, there are also certain system wide elements that need to be designed early for application throughout. A more detailed programme will now be developed as the SDS provider has been appointed.

- 2.14 It is the aim to carry out as much design as possible and take the approvals process as far as possible based on the priority identified, before the infrastructure contractor is appointed. This will minimise the further design work to be carried out under the Infrastructure Contract and allow construction work to proceed as rapidly as possible. Formal approvals can only be made once Royal Assent is given to the bills in the Scottish Parliament.

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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 مینیل (ہدایت نامہ) ایڈ میرا کے ٹریم 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 ترجمے کے متعلق معلومات کیلئے برائے مہربانی ایئر پرائیویٹس ایڈوائس سروس (ITS) کو 0131 242 8181 پر ٹیلیفون کریں اور ریفرنس نمبر 06060 کا حوالہ دیں۔

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