



• 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

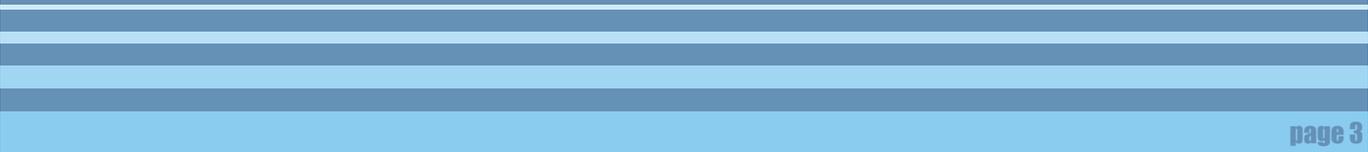
# CONTENTS

## EDINBURGH TRAM DESIGN MANUAL

THE DESIGN MANUAL IS DIVIDED INTO TWO PARTS:-

		page
<b>PART 1</b>	<b>STRATEGIC OVERVIEW</b>	<b>3</b>
1	Introducing the Tram Design Manual <ul style="list-style-type: none"><li>• Introduction</li><li>• Status, Scope, Role and Interpretation of Design Manual</li><li>• The Role of the Council</li></ul>	<b>4</b>
2	Delivery <ul style="list-style-type: none"><li>• An Integrated Approach to Working</li><li>• Design Work Programme</li></ul>	<b>9</b>
3	Strategic Aspirations <ul style="list-style-type: none"><li>• Edinburgh's Context</li><li>• Importance of Good Design</li><li>• Strategic Principles</li></ul>	<b>13</b>
4	Strategic Design Principles	<b>23</b>
	(a) Tram System	<b>23</b>
	<ul style="list-style-type: none"><li>• Trams</li><li>• Tram stops</li><li>• Trackside Equipment</li><li>• Major Structures</li><li>• Tram Depots</li><li>• Graphic Identity</li></ul>	
	(b) Tramway Alignment and Integration	<b>34</b>
	<ul style="list-style-type: none"><li>• Alignment</li><li>• Overhead Line Equipment</li><li>• Surfacing</li><li>• Access for All</li><li>• Pedestrians and Cyclists</li><li>• Design of Environmental Mitigation</li></ul>	

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**

## 4. STRATEGIC DESIGN PRINCIPLES

### 4(a) TRAM SYSTEM

- 4.1 This section of the Manual sets out the Strategic Design principles relating to the identity of the tram system. These principles are to be used in guiding design work and as planning objectives against which future detailed planning submissions will be assessed.

In order to deliver the townscape fit and public realm aspirations for the tram it is essential that the routes and spaces that the tram runs through are analysed in sufficient detail. A series of townscape assessments prepared and considered by the Design Working Group using the Design Manual will inform the design process. Draft design principles have already been established for Princes Street and Haymarket,. These principles, shown in Appendix 5 will be reviewed in the context of these townscape assessments through the Design Working Group.

A range of system components, outlined through this chapter, will all have to be integrated into the existing townscape structure. A key aspiration of the Edinburgh Standards for Streets is to ensure that the choice of materials and new street features enables Edinburgh to maintain the streets as they were designed to be, avoiding their erosion over time and ensure that new street developments form a coherent extension to existing streets.



STRASBOURG

## TRAMS

- 4.4 The choice of tram vehicle should be capable of use in Edinburgh's unique environment.

### KEY ISSUES

- 4.5 There will be a balance to be struck between choosing a tram vehicle which realises the aspiration of a tram identity that is unique to Edinburgh, and conveys the image sought by Scotland's capital city, but also takes account of value for money and the lower acquisition and maintenance costs of standard vehicle designs.

### PRINCIPLES OF DESIGN

- 4.6 The key design principles for the Tram Vehicle are set out below, but principles set out in the "Graphics" section and in the section "Access for All" are also relevant and should be referred to.
- The Tram vehicles should be timeless, distinctive and elegant in appearance – they should have a strong and instantly recognisable identity
  - The Tram system should be safe and convenient to use for both passengers and staff
  - The Tram system should be designed to facilitate access for all
  - The choice of tram vehicles should also have regard to sustainability criteria, running costs and ease of maintenance
  - Trams should have the capability of operating comfortably in Edinburgh Streets



*BORDEAUX*



*NOTTINGHAM*

## TRAM STOPS

- 4.7 The exact locations of the tram stops have not yet been finalised. Tram stops will be the focal points of the system and their location and design will greatly affect how the whole system is perceived.

### KEY ISSUES

- 4.8 For technical and operational reasons, a number of elements need to be incorporated at tram stops: these will include platforms, shelters, street furniture, signs, ticket machines, lighting, CCTV and equipment cabinets. Not every tram stop will have the same requirements.
- 4.9 Design solutions for tram stops should be innovative and functional. As focal points of the system, their quality of design and finishes will greatly affect how the whole system is perceived. Attention to detail is particularly important. Given the number of different elements, detailed layout and design need to be carefully considered.
- 4.10 The key issues in delivering quality design in relation to the tram stops are:-
- Integrating stops with their context, as appropriate to on-street and off-street situations
  - Providing a secure and comfortable space for users
  - Ensuring a consistent suite of details



NANTES



## PRINCIPLES OF DESIGN

4.11 When introducing a tram stop and its associated elements into an existing space, it will be vital to take cognisance of the overall form and coherence of the place affected. The key principles are

- To protect the integrity of important spaces and of important axial views
- To design tram stops to fit within the context and function of a space, being visible but avoiding visual intrusion
- Tram stop elements should complement the alignment along the street
- Unnecessary clutter should be avoided by providing only those facilities which are necessary to meet users' needs
- Develop the tram system identity through a consistent suite of details for all stop elements. The suite of details should comprise
  - a co-ordinated family of elements, and
  - a lightweight, transparent system of components that are capable of providing a solid and robust design.
- Apply a consistent suite of details at each stop using a limited palette of materials to allow identity to be maintained whilst permitting change from tram stop to tram stop as necessary to reflect the specific context
- The comfort and safety of users shall be addressed and the design should
  - meet all safety criteria,
  - ensure ease of access for all users,
  - maximise the sense of security through appropriate visibility and natural surveillance.

## TRACKSIDE EQUIPMENT

- 4.12 Trackside equipment refers to all the ancillary elements required for operation and maintenance of the tram system located close to the tram lines. Although many of these are small individual elements, cumulatively their siting can have a major impact within a space.

### KEY ISSUES

- 4.13 Trackside equipment includes such elements as:
- Substations
  - Equipment cabinets
  - Signalling
  - Lighting (to be in conformity with Council Strategy on lighting)
  - CCTV (to be linked with Council CCTV scheme and policy)
  - Signing (see separate section on this topic)
  - Access covers and cable ducts
- 4.14 The provision of trackside equipment is required for the safe and effective operation and maintenance of the tram system. It should be designed to achieve a balance between efficient operational use and reducing the impact on the setting of buildings and the open character of spaces, particularly well-used or sensitive places.



*TRACKSIDE DUBLIN*



*SUBSTATION NOTTINGHAM*

## PRINCIPLES OF DESIGN

4.15 The key principles are

- To avoid clutter wherever possible, through rationalising and sharing of facilities
- In all parts of the city visual impact and clutter should be minimised by concealing or integrating equipment within new buildings wherever possible
- Within the World Heritage Site, underground locations, locations within buildings or shared use of existing facilities are strongly preferred
- Where proposed, equipment will be designed to be unobtrusive
- Colour controlled



*EQUIPMENT CABINET, MONTPELLIER*



*UNDERGROUND EQUIPMENT, LYON*

## MAJOR STRUCTURES

- 4.16 A number of major new structures will be required as well as works to existing bridges. These works will have a major visual impact in prominent locations in different parts of the city.

### KEY ISSUES

- 4.17 The structures which will be necessary for the tram lines are new grade-separated road junctions, new bridges, extension/widening of existing bridges, and creation of elevated pedestrian walkways. These include
- crossing under the A8 near Gogar Roundabout
  - New bridges over the railway at Edinburgh Park and Stenhouse
  - Murrayfield Viaduct
  - Starbank Walkway
  - Extensions to existing bridges/viaducts at Balgreen, Roseburn, Coltbridge and Craigleith
- 4.18 Many of these are in prominent locations either in terms of height and impact on the setting of the city, or by virtue of their location on major routes into and out of the city. Others may impact on open spaces such as the seafront or greenspaces and hence their design will have local prominence as well as possible impacts on wildlife. Separate statements have been provided for each of these and are contained in Appendices 7 and 8. Other statements will be produced if additional structures are required.



ROSEBURN TERRACE



COLTBRIDGE



COLTBRIDGE

## PRINCIPLES OF DESIGN

4.19 The key principles are

- Consider the visual intrusion of introducing a new structure or new components of an existing structure and their associated elements into an existing volume of space, taking cognisance of the overall form and coherence of the environments affected.
- Give particular consideration to the impacts associated with listed structures or structures situated within sensitive environments such as conservation areas.
- Consider the integrity of important spaces and axial views.
- Design structures to fit within the context of the surrounding townscape and ensure a safe and pleasant environment is created
- Choose materials and finishes carefully.
- Take particular account of the provisions contained in the relevant Environmental Statement, including mitigation measures.
- Extensions to existing bridges must respect the visual integrity and character of the original structure.
- The overhead line equipment design and the design of any relevant system requirements must take into account the need to respect the character of the structure and location, for example, the rhythm of poles should respect viaduct piers.



DUBLIN



NOTTINGHAM



ORLÉANS

## TRAM DEPOTS

- 4.20 Tram depots are required as a base for operations and maintenance of the fleet of trams and infrastructure. At present a potential site is being considered for each of the first two lines.

### KEY ISSUES

- 4.21 The depot sites need to accommodate all the necessary facilities and equipment to maintain and stable each tram fleet and to maintain and operate the entire infrastructure. It is likely that facilities for the network management (including security, customer information systems etc.), staff support and administration will also be incorporated within the depot buildings. The layout and scale of buildings required for the depots will, due to their function, require extensive site areas with large (or a series of interrelated) built structures. The challenge is to design these creatively as positive statements of functionality, and to use landscaping both to screen and to enhance controlled views into and through the sites.

### PRINCIPLES OF DESIGN

- 4.22 The key principles are
- Depots should be designed to fit within the existing or emerging townscape and or landscape structure. In particular they should
  - Be designed as a single entity rather than a series of separate components and to ensure that this will be the case, work will not be permitted to begin until the full depot design has been given approval
  - Where close to residential or other noise and light sensitive uses, be designed to minimise these impacts
  - Be visually screened as appropriate
  - Seek to design in visual or physical permeability consistent with security considerations



*DUBLIN DEPOTS*



## GRAPHIC IDENTITY

- 4.23 The aspiration is for the Edinburgh Tram to be instantly recognisable and for its appearance to be appropriate to Scotland's capital city. Public perception of the tram will be heavily influenced by the graphic identity of the tram system, including system identity, vehicle livery and signage. It is vital that a sensitive and creative design approach be adopted.

### KEY ISSUES

- 4.24 Edinburgh's tram will become an important new feature for the city and the quality of its graphic identity must reflect this. Potential users must perceive the tram as a high-quality, modern, transport system, and all elements should be recognisable as part of a family. Design detailing and graphic design must build upon the engineering criteria and reinforce the image of a user-friendly, reliable and efficient system that is pleasant, clean and safe. A clear, distinctive graphic identity or branding strategy must be developed and applied consistently to all elements of the tram system.
- 4.25 The key issue is how to create a system that is contemporary, distinctive and readily identifiable as an Edinburgh tram.



*VEHICLE LIVERY SHOULD BE DISTINCTIVE YET APPROPRIATE TO ITS CONTEXT, LIKE THIS EXAMPLE IN MONTPELLIER*

## PRINCIPLES OF DESIGN

- 4.26
- A strong visual Edinburgh based identity is required for the tram system.
  - This identity must be instantly recognisable by residents of and visitors to Edinburgh.
  - Graphic continuity must be maintained throughout the tram system.
  - Timeless elegant design solution.
  - The character of the graphic identity must also be appropriate to Edinburgh aesthetically.
  - Ensure commercial advertising does not detract from visual identity of the tram system and, if external, the amenity of the area.
  - Keep on-street signage to a minimum to avoid clutter.
  - Creative use of new technology for information provision and any permitted commercial advertising is encouraged.
  - The concept should be prepared by an appropriately experienced specialist, who should also oversee the application design to the relevant aspects of the project.



*CORPORATE IDENTITY CAN BE REINFORCED THROUGH A WIDE RANGE OF PRODUCTS*

## 4(b) TRAM ALIGNMENT AND INTEGRATION

- 4.27 This section of the Manual sets out the Strategic Design principles relating to the alignment of the tram infrastructure. These principles are to be used in guiding design work and as planning objectives against which future detailed planning submissions will be assessed.

### ALIGNMENT

- 4.28 The alignment of the track is particularly important because it directly influences the speed of the trams and associated elements of the tram infrastructure, such as platforms, shelters and poles to support the overhead line equipment.

### KEY ISSUES

- 4.29 Edinburgh's variety of Conservation Areas with their distinctive character is renowned. Of particular importance is the planned 18<sup>th</sup> and 19<sup>th</sup> century townscape along with its medieval counterpart in the Old Town within the World Heritage Site. It is imperative that the introduction of the system respects the city's distinctive spatial pattern and structure. The alignment, therefore, needs to reflect the particular grain and street layout of the city. The key issue for the alignment of the tram is how to achieve the best urban "fit" yet at the same time conform to the most appropriate engineering principles to ensure delivery of the best quality tram system.



*EDINBURGH'S NEW TOWN*

- 4.30 Alignments can be influenced by the treatment of power supply systems (e.g. track centre lines will be spaced further apart where required to accommodate centre poles), and these may, in turn, be driven by urban design issues. An alignment that avoids tight curves and is as straight as possible will provide fast journeys, which is a Strategic Principle of the scheme. It should be recognised that such an alignment would also minimise the number of overhead line poles or other fixings required to carry OLE and could, therefore, be deemed to be the best in terms of contribution to the urban environment.

## PRINCIPLES OF DESIGN

4.31 The essential principles of design are

- Minimise the visual impact of tram alignment and tram lines in an existing space.
- Contributing to a comprehensive approach to the public realm
- Protect the integrity of important spaces and axial views.
- Design curves to minimise any additional visual intrusions and to relate well to existing buildings and enhance affected spaces.
- Maximise opportunities for development or regeneration through an integrated design approach.
- Ensure a good relationship of the tram system with other modes of transport, including pedestrians, cyclists, buses, taxis and private vehicles.
- Safety shall be designed in rather than mitigated against.
- Maximise accessibility for all users.
- There is a need to take account of the desire to achieve minimum journey time and optimum ride quality.



MONTPELLIER



GRENOBLE



NOTTINGHAM



## OVERHEAD LINE EQUIPMENT

- 4.32 Overhead line equipment (OLE), required to distribute power to the tram system, must be carefully designed to minimise visual intrusion. Decisions on technical issues such as electrical supply will have implications for the appearance of the system and must be addressed as part of the holistic design process.

### KEY ISSUES

- 4.33 The Townscape and Visual Impact Assessment within the Environmental Statement has identified the magnitude of physical change emanating from OLE. Of particular importance is the potential change to the World Heritage Site, Conservation Areas, but even in minor streets and industrial estates the visual impact of the OLE is deemed significant.
- 4.34 Electrical supply is taken from the substations via underground ducts to the OLE system, where it is fed through columns to the suspended contact wire. The overhead wires will be supported either by free-standing poles or by fixings mounted onto existing buildings, or combinations of these.
- 4.35 While the aspiration is for a wire free system, in whole or in part, this has been demonstrated to be not currently practicable. An alternative sensitive design based on overhead wires shall therefore be pursued.

## PRINCIPLES OF DESIGN

- 4.36
- A 'wire free' operational system is preferred within the World Heritage Site and other sensitive locations. However, this is not currently practicable.
  - OLE will therefore be considered, and the design must respect the quality and sensitivity of Edinburgh's townscape.
  - Where poles are required the opportunity to rationalise through shared use with other street utilities such as street lighting and road signs should be considered.
  - The visual impact must be assessed both at a strategic level (entire volume of space within a street or other public area) and a detailed level (individual buildings).
  - New support structures must be positioned and styled to relate positively to key views, landmarks and historic buildings.
  - The colour of poles must be carefully considered



*BRUSSELS*



*DRESDEN*



*GRENOBLE*



*ORLÉANS*

## SURFACING

### (TRACK, TRAMWAY PATH, AFFECTED ROADS AND FOOTPATHS)

- 4.37 The successful visual integration of the proposed tram system into Edinburgh's streetscape is of paramount importance.

#### KEY ISSUES

- 4.38 The overarching issue associated with surfacing in relation to the proposed tram system is the relationship between the Tramway Path and the wider public realm. In addition, the following are important considerations

- Response to Context
- Extent of Resurfaced Areas
- Technical Requirements
- Safety
- Noise
- Definition of Tramway Path
- Maintenance



EDINBURGH



EDINBURGH

## PRINCIPLES OF DESIGN

4.39 The essential principles are

- **Response to Context:** The tramway surfacing will be influenced by its environment/ context. The final palette of materials selected must be capable of satisfying equally aesthetic and technical requirements and conform with the “Edinburgh Standards for Streets”.
- **Technical Requirements:** Material changes/interfaces that should be addressed by simple and robust design.
- **Safety:** Where certain types of materials or changes in levels (such as those designed to deter cars and pedestrians) are required the design and choice of materials should be appropriate to the location.
- **Noise:** Consideration must be given to the potential noise generated by road vehicles when they cross tram tracks and so it may be necessary to use different surface materials for the tram route at such locations. However, the number of such material differences should be kept to a minimum.
- **Definition of Tramway Path:** The Tramway path of the tram system requires some form of delineation. The design of this feature and choice of materials must take account of the specific location context. The opportunity to rationalise with other features, e.g. curving and road markings shall be regarded as paramount.
- **Maintenance:** The materials chosen must be consistent with the Council’s standards for this purpose.



*DRESDEN*



*ORLÉANS*

## ACCESS FOR ALL

- 4.40 Edinburgh's tram should become the transportation system of choice because it is convenient to use, safe, reliable and efficient. The system must, therefore, be accessible to all irrespective of age or physical ability.

### KEY ISSUES

- 4.41 To meet this aspiration, the requirement of each user type needs to be addressed as an inclusive part of the design. This approach must be applied to all elements of the system that have a public interface. This is not simply a design aspiration; it is also a legal requirement.
- 4.42 The key issues are how to ensure that ease of access is an intrinsic part of the overall design and also how to avoid segregation of different user groups.

### PRINCIPLES OF DESIGN

- 4.43
- The choice of tram and design of infrastructure must ensure maximum access and ease of use by all sectors of the population, including persons with young children, the elderly and those with sensory or physical disabilities.
  - Ensure an inclusive approach that strives to fulfil the needs of each user group as closely as possible. If compromise is necessary, no single group should be discriminated against.
  - Use the tram as a catalyst to improve and expand public access throughout the city.
  - Address safety requirements for all user groups.



LYON

## PEDESTRIANS AND CYCLISTS

4.44 The tram system should seek to maximise integration with pedestrians and cyclists.

### KEY ISSUES

4.45 Current Council policy aims to address traffic congestion problems by reducing the need to travel by private car, by prioritising an integrated public transport system, by introducing trams, and encouraging walking and cycling.

4.46 The key issues are:

- How to ensure desired freedom of movement by minimising restrictions on pedestrians and cyclists and maximising integration with the tram system
- How to create interesting spaces which encourage appropriate integration of the different user groups
- How to reduce potential conflicts between pedestrians, cyclists and tram



STRASBOURG

### PRINCIPLES OF DESIGN

4.47 The objective is to increase and improve the quality of the public realm by reassessing the distribution of space between the different user groups, including vehicles, public transport, pedestrians and cyclists. The following principles should help to achieve this.

- **Respect existing routes and desire lines**
- **Improve and extend pedestrian and cycle routes and, wherever practicable, give greater priority of space to pedestrians**
- **Maximise integration of pedestrians and cyclists with the tram system**
- **Provide appropriate cycle parking facilities at tram stops**
- **Increase and improve the quality of the public realm by reassessing the distribution of space between different user groups and create a public realm that people wish to inhabit.**



GRENOBLE

## DESIGN ELEMENTS OF ENVIRONMENTAL MITIGATION

- 4.48 The impact of the proposed tram system is assessed fully within the relevant Environmental Statement. It will be important to achieve well-designed and long-lasting environmental mitigation measures

### KEY ISSUES

- 4.49 The proposed tram route passes through a diverse range of character areas, including World Heritage Site, various Conservation Areas, seafront areas, semi-rural and rural urban fringe locations including areas within the Green Belt.



ORLÉANS

- 4.50 The key issues in relation to the design of environmental mitigation measures are

- Appropriateness to context.
- How best to meet Council requirements, including sustainability requirements
- How to pay particular regard to maintenance issues in terms of longevity of measures, cost-effectiveness and detailed maintenance arrangements.

### PRINCIPLES OF DESIGN

- 4.51 The principles to be followed in detailed design of mitigation measures are as follows.

- To be appropriate to the particular context in terms of historical and landscape character
- To satisfy the full range of Council requirements – in terms of environmental health, protecting visual and residential amenity, fulfilling sustainability and biodiversity criteria
- Measures should not in themselves create a detrimental visual impact.
- To achieve robustness of design, minimising difficult or expensive maintenance arrangements.



STOCKHOLM



ORLÉANS

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 مینیل (ہدایت نامہ) ایڈ میرا کے ٹریم کے پراجیکٹ کے میڈیٹریڈ برائیں کے حصول کیلئے اس کے مضمون، اصطلاحات 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 معنوں کیلئے برائے مہربانی ایئر پرائیوٹیشن ایڈوائسریٹس سروس (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 النوعية لخدمة 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 المشروبات. للمعلومات حول ترجمة هذه الوثيقة إلى لغة جابتك الرجاء الاتصال مكتب خدمة الترجمة الفورية والتحريرية على رقم الهاتف 0131 242 8181 وذكر الإشارة رقم 06060

یہ ڈیزائن مینیل (ہدایت نامہ) ایڈ میرا کے ٹریم کے پراجیکٹ کے میڈیٹریڈ برائیں کے حصول کیلئے اس کے مضمون، اصطلاحات 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 معنوں کیلئے برائے مہربانی ایئر پرائیوٹیشن ایڈوائسریٹس سروس (ITS) کو 0131 242 8181 پر ٹیلیفون کریں اور ریفرنس نمبر 06060 کا حوالہ دیں۔

Andrew M Holmes  
Director of City Development  
The City of Edinburgh Council  
1 Cockburn Street  
Edinburgh EH1 1ZJ