



transport initiatives edinburgh

EDINBURGH  
THE CITY OF EDINBURGH COUNCIL

EDINBURGH TRAM NETWORK

# Draft Design Manual

11<sup>th</sup> March 2004



**tramtime**

on route to a 21st century travel system





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# Contents

## **INTRODUCTION: SCOPE & CONTENT**

Status of Design Manual  
The Role of the Design Manual  
An Integrated Approach to Working  
Programme  
Format of the Design Manual

## **PART ONE: STRATEGIC ASPIRATIONS**

Aspirations for the System  
Context: the City of Edinburgh  
The Importance of Good Design  
Partnership Working  
Design Hierarchy  
Implementation / Compliance

## **PART TWO: DESIGN PARAMETERS**

Issues, Principles, Guidelines and Requirements to cover the following:

Alignment  
Stops  
Graphic Identity  
Surfacing (track, swept path, affected roads and footpaths)  
Trackside Equipment  
Overhead Line Equipment  
Tram Depots  
Other Major Structures  
Access for All  
Pedestrians and Cyclists  
Landscape Design  
Design Elements of Environmental Mitigation  
Public Art

## **Acknowledgements:**

This document has been produced for

**tie**

by

Gillespies

with contributions from

Mott MacDonald

ASH

ERM

Faber Maunsell

Dundas & Wilson

Bircham Dyson Bell

and following detailed consultations with

City of Edinburgh Council - City Development Department

Historic Scotland

Edinburgh World Heritage Trust

# Scope and Content

## Status of the Design Manual

The Design Manual is an evolving document. It has been developed, and will continue to be refined, in consultation with key stakeholders. Adopting this approach offers the best opportunity to produce a Design Manual which takes into account all aspects of the tram scheme as it is developed.

It is intended that the Draft Design Manual will form part of the evidence given to the Scottish Parliament in support of the Bills for the scheme. It will remain a draft until after consideration by Parliament. The final version of the Design Manual will be incorporated in the contracts for the construction of the tram system.

The Design Manual will be a key tool in achieving the high-quality design sought in the tram project and will act as a reference point against which submissions to the Council for approvals under (class 29) Part 11 of Schedule 1 to The Town and Country Planning (General Permitted Development) (Scotland) Order 1992 will be assessed.



## The Role of the Design Manual

This Design Manual has been commissioned by **tie** (transport initiatives **edinburgh** Ltd), to set out the principles of design which must be followed to ensure the delivery of a high-quality tram system. The Design Manual has been prepared in detailed consultation with the Design Manual Steering Group including representatives from **tie**, City of Edinburgh Council (CEC) City Development Department, Historic Scotland (HS) and Edinburgh World Heritage Trust (EWHT). It has also been issued by CEC to statutory consultees including Scottish Enterprise Edinburgh and Lothian (SEEL), Royal Fine Arts Commission of Scotland (rfacFS), HS, EWHT and Council Departments.

The Design Manual is structured to include both planning principles which have the force of supplementary planning guidance, and detailed standards to be met in procurement.

The Design Manual will have three key roles. It will:

- Outline aspirations and set the design objectives to influence the design process
- 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 approval stage
- Constitute an important tool in the procurement process to check that the detailed design and implementation meet the standard required to deliver a quality tram system.

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 make a positive contribution to the city. The principal means to ensure that this comes about is good design - fit with context, integrated and coherent identity, attention to detail.

Good design is 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 catalyst to future development.

The Design Manual aspires to:

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

The Design Manual has been prepared to ensure that the proposed tram system recognises and addresses all of the issues associated with delivering quality design by identifying the Key Issues, formulating the Principles that address these issues, providing Design Guidance and finally setting out clear Design Requirements.

The Design Manual augments the 'Aspirational System Objectives'. The system objectives are intended to: "guide the choice of output specification, and provide criteria against which to assess the decisions that are being made in defining the tram network, vehicles and other aspects of the system and its performance".<sup>1</sup>

### Reference

<sup>1</sup> *The Tram System Aspiration Objectives April 2003, City of Edinburgh Council.*

## An Integrated Approach to Working

In the case of a major new system which touches on all aspects of the public life of the city, good design can only be brought about by working in partnership. An integrated approach is required throughout the entire design process running from conception to completion and aftercare. In establishing a Partnership for the future consideration is being given to the creation of a Working Group and this is discussed in the following section, Partnership Working. The requirements therefore apply equally to all parties involved in the process from Client Group, Design Team, Council Departments and Contractors to the City of Edinburgh Council - City Development and all those who will interact with the tram team - whether that is the planning authority, economic development agency or Communities Scotland.

## Programme

The Final Draft of the Design Manual will be presented in evidence to the Scottish Parliament when the Bill is considered in early 2004.

This draft of the Design Manual has been prepared to meet the second of many milestones on the route to delivery - the City of Edinburgh Planning Authority committee meeting in February 2004. Whilst this is a working draft, it represents the first time that a cohesive document has been brought together that attempts to address the key issues for the design and implementation of the tram system in Edinburgh. This document is released now to provide confidence at this stage, while the tram proposals are under scrutiny by Scottish Parliament, that there are guarantees in place to deliver a tram system of high quality. It also highlights the importance of design within the overall process by setting out principles and establishing requirements necessary to deliver a high-quality tram system. As the project proceeds, the Design Requirements within the Design Manual will be developed, expanded and refined.

By clearly identifying the key issues and setting out the principles that address these issues it is hoped that the Design Manual, even though not yet finalised, can give confidence to all parties concerned that the project is being developed in accordance with methods of good practice and in an appropriate manner for Edinburgh.

## Format of the Design Manual

The Design Manual is an A4 landscape document illustrated throughout with photographs and indicative diagrams.

The Design Manual is divided into two sections. Commencing with a description of its Scope and Content

### Part One: Strategic Aspirations

Part One, "Strategic Aspirations", addresses strategic and generic issues relating to the tram.

- Aspirations for the System
- Context: the City of Edinburgh
- The Importance of Good Design
- Partnership Working
- Design Hierarchy
- Implementation / Compliance

### Part Two: Design Parameters

Part Two, "Design Parameters", sets out the Key Issues, identifies Principles of Design, provides supporting Guidance and states Design Requirements for each element of or issue associated with the tram system.

- Alignment
- Stops
- Graphic Identity
- Surfacing
- Trackside Equipment
- Overhead Line Equipment
- Depots
- Other Major Structures
- Access for All
- Pedestrians and Cyclists
- Landscape Design
- Design Elements of Environmental Mitigation
- Public Art

Whilst each element has been addressed individually to allow a clear understanding of the respective design issues, the underlying premise is that the tram system must be designed as a coherent entity.