

57621

Re. Trams from Granton to Edinburgh BioQuarter / Royal Infirmary of Edinburgh and beyond, some general / indicative cross sections have been made available at <https://www.edinburgh.gov.uk/downloads/file/37941/roseburn-path-cross-sections-11-locations-pdf>. However, no plans / aerial drawings / representative sketches etc. are provided for the path; only the line maps here: <https://consultationhub.edinburgh.gov.uk/sfc/tram-north-south/>.

I therefore ask the Council to provide the following:

Any plan drawings or similar (scaled or otherwise) for the length of the proposed tram routes, which show the various user paths and any barriers / crossing points / on & off ramps / etc. I also request any plans or any other drawings which represent the barrier(s) proposed between the tram tracks and cycle / multi user paths, so that it can be understood where this barrier will be positioned along the entire route and where it can be crossed by users (ie. the points of permeability for normal users).

We have published images that reflect potential design at this stage.
<https://www.edinburgh.gov.uk/downloads/file/37941/roseburn-path-cross-sections-11-locations-pdf>
<https://www.edinburgh.gov.uk/downloads/file/37910/roseburn-path-cross-sections-of-shared-space-at-bridges>

Full detailed design, including cross points, would take place at Outline Business Case. We have been clear as part of the consultation that crossing points would be installed.

Clarity on the tram power supply options that are currently being considered (for example overhead power vs. 'in ground' power etc.) and whether this is fixed or undecided within the proposed schemes. It is currently unclear on the Council's website.

Please find a link to the Technical Note 3: Power Supply and Rolling Stock that is published on the project webpages. This note 'concludes that the working assumption for SBC is that the rolling stock fleet will be hybrid with on-board battery/capacitor storage that could be recharged via legacy overhead power systems plus new overhead power systems/fast charge at stops. This would involve either retro-fitting of the existing fleet or fleet renewal; depending on the most economically advantageous position when considering this project in conjunction with Edinburgh Trams own renewals strategy'

The existing section drawings show no overhead power lines. Can the Council commit to not using overhead / suspended power lines along the length of the proposed route?

The Council is currently producing a strategic business case for a line between Granton to Edinburgh Bioquarter/RIE, there is a candidate proposal which includes the concept of no overhead lines on certain sections of the routes. Should the project proceed beyond SBC, activities associated with the next stage and production of an OBC would include finalisation of detailed designs such as power supply.

If such a commitment cannot be made at present, I request details on when clarity on this matter will be available.

Should the project proceed beyond SBC, activities associated with the next stage and production of an OBC would include finalisation of detailed designs such as power supply.

If such a commitment can be made, I request details on the Council strategy for the

integration the existing trams (which use overhead power) with any trams running on 'in ground' power. This should include any considerations / explorations that have been made to safety and interference risk associated with 'in ground' power lines.

Should the project proceed beyond SBC, activities associated with the next stage and production of an OBC would include finalisation of detailed designs such as power supply, risk assessments and compliance with relevant safety legislation.

If overhead lines remain in consideration, I request the representative section drawings which show these power lines within the proposed network.

Representative sections showing overhead lines available online. Under section 3 of the webpages titled 'Granton to City Centre', the cross sections for Orchard Brae show overhead lines <https://www.edinburgh.gov.uk/downloads/file/37942/orchard-brae-cross-sections-4-locations-pdf>

Section 4 of the webpages titled 'City Centre to Edinburgh BioQuarter and the Royal Infirmary of Edinburgh' has cross sections showing overhead lines. <https://www.edinburgh.gov.uk/downloads/file/37943/city-centre-to-edinburgh-bioquarter-and-royal-infirmary-of-edinburgh-cross-sections-5-locations-pdf>

I request any research or consideration that the Council has with regard to antisocial behaviour (including littering) and how this would be affected by the proposed segregation of the Roseburn Path as proposed.

This level of consideration would take place at the next stage should the project progress, though we have highlighted in the consultation material that a tram would introduce more activity and overlooking to the Roseburn Path, along with better lighting and CCTV, which may support higher levels of personal security.

I request any research or consideration that the Council has with regard to the safeguarding of users (including sightlines and escape routes) and how this would be affected by the proposed segregation of the Roseburn Path as proposed.

For the purposes of concluding an SBC, the following documents have formed part of the consideration in regard to health, safety and wellbeing- [Integrated Impact Assessment Report 5c Initial health impact assessment](#) and [NHS Health impact scoping report](#)

During the potential next stage, sightlines and escape routes will be reviewed further as part of the detailed design process.

I request the Multi-Criteria Assessment Framework which is not available / not linked in the Integrated Impact Assessment currently available.

[Report 7 on the project webpages details the Multi-criteria assessment framework](#)

If the Multi-Criteria Assessment Framework is not prepared, I request the 'Carbon emissions generated/reduced data' (Integrated Impact Assessment p.13) and 'Environmental data' (Integrated Impact Assessment p.14).

A qualitative assessment of carbon impacts is required to complete the SBC (SBC will be published in 2026). A quantitative assessment will be undertaken if the project progresses to the next stage of development (Outline Business Case). The quantitative assessment can

only be produced once a detailed design has been developed and construction methodologies have been defined (which will be available during the next stage). Nevertheless, carbon emissions have been considered in making design decisions at this early stage in the process. For example, on the Roseburn corridor, single tracking reduces tree loss and the need for retaining walls and other structures. Other examples include; the use of ballasted track, as opposed to grass track which requires a concrete foundation, also reduces carbon emissions, and where there are on-street sections, utilities and streetscape works will be undertaken in parallel, reducing the need for multiple construction and utility works over the 60-year lifespan of the project.

If this data has not been gathered or prepared by the Council, I request clarity on the Council's justification for proceeding to this consultation without appropriate consideration of such fundamentally important information.

As above, a qualitative assessment of carbon emissions informs early design choices. A quantitative assessment will be undertaken as part of the development of a detailed design and construction strategy should the project obtain approval to proceed beyond SBC stage.

I request the data and / or information used by the Council to inform the assertion that 'Overall tram is a quieter form of transport compared to motor vehicles' (Integrated Impact Assessment p.15). How has this 'overall' level been assessed and what consideration has been given to the type / nature of the noise generated (eg. infrequent, penetrating noise)? If averages / mean noise levels have been used to inform this assertion, why does the Council feel that this is an appropriate form of measurement and representation in the context of Equality, Health and Wellbeing and Human Rights?

This statement was input into the IIA as trams are generally regarded as quieter than diesel buses and general traffic. The Edinburgh trams website cites this under the 'be safe' messaging, <https://edinburghtrams.com/contact/be-safe#:~:text=Make%20sure%20to%20look%20both,and%20when%20using%20the%20tram>. Also, the NHS Health impact scoping report referred to in Q8 states on page 3, under 1.3 Noise Pollution Reduction: 'Trams offer quieter transit compared to road traffic.'

No detailed noise analysis has been undertaken at this stage, other than to identify tight radii where squeal may be an issue. A quantitative noise assessment will be undertaken as part of the future scheme design, informing noise and vibration mitigation strategies.

Annual noise monitoring is undertaken on the existing route and this would be expanded to cover a future network. Noise measurements are made in accordance with BS 7445:1991 'Description and measurement of environmental noise'.