

**Table 7 - Tram Route Proposal and Option Safeguards**

Safeguards options for the extension of the tram network connecting Granton and the South East. The Edinburgh Strategic Sustainable Transport Study Phase 2 shows alignment options for the Granton to City Centre extension and the South East Corridor options, being taken forward to a Strategic Business Case. Route of existing and under-construction line is also shown in the Proposals Map.

Reference	Title	Further Information
TR1	Safeguard A1: West Granton Access Road from Ferry Road to Caroline Park.	Existing Safeguard
TR2	Safeguard option B1b: ties in with the existing tram line at Roseburn and then follows the Roseburn Path from the A8 to Ferry Road, west of Crewe Toll.	Existing Safeguard
TR3	Safeguard option B2: ties in with the existing tram line at Shandwick Place at the west end of Princes Street and assumes an on-street route following Queensferry Road, Orchard Brae and Crewe Road South.	New Safeguard
TR4	Safeguard C1 route leaves the existing tramline at Princes Street/South St David Street and continue east along Princes Street to North Bridge. It would then follow North and South Bridge connecting into Nicholson Square.	Existing Safeguard
TR5	Safeguard option C3: create operational loop connecting Newhaven route and South East corridors via Leith Street.	New Safeguard option
TR6	Safeguard D: Nicolson Square to BioQuarter.	Existing Safeguard
TR7	Safeguard option E1a: BioQuarter to Newcraighall via segregated route.	New safeguard option
TR8	Safeguard option E1b: BioQuarter to Sheriffhall via mixed on-street and segregated alignment.	New safeguard option
TR9	Safeguard option E1c: BioQuarter to Sheriffhall via Shawfair on segregated alignment.	New safeguard option
TR10	Safeguard Airport to Newbridge.	Existing safeguard
TR11	Safeguard Newhaven to Granton.	Existing safeguard