LEITH WALK

Summary Public Realm Assessment and Strategy		Public Realm Implementation Options / Measures		
Key Factors	Opportunities and Design Approach	**Within Tram project scope**	CEC complementary short-term scope	CEC overall longer-term scope
14.01 Character / identity / quality / development plans / potential / opportunities				
Good quality 4/5-storey terraces both sides, turning corners at London Road in grand manner, set well-back from carriageways with broad footways. Generally well-defined spaces and enclosure requiring only cosmetic improvement, but dominated by major traffic route and roundabout, severance and street furniture.	Potential for restoration of historic quality of treatment within New Town context and of links/ views to north-east/ east/ south-west. Also for improved pedestrian accessibility and safety with reduced severance. Introduction of Tram as leverage for positive change.	Subject to availability of short-term CEC funding, Tramway/ pedestrian/ vehicle access/ servicing paved surfaces to match ESFS standards, or LFL.	Subject to availability of short-term CEC funding and within overall public realm design, existing footways paving from building faces to kerb-lines as LFL or upgrade to ESFS standards.	Complete footways upgrade as necessary.
14.02 Historic / heritage / conservation influences				
New Town Conservation Area / World Heritage Site.	Opportunity to restore historic quality for 21C functions and context.	Restore historic quality of context and surfaces; preserve significant views.	Complementary provision as appropriate.	Complementary provision as appropriate.
14.03 Topography				
Significant fall (2-3%) south-west to north-east; slight cross-fall towards south-east.	No major design issues but need to consider DDA factors for any frontage activities/ uses.			
14.04 Views – long / cross / through				
Important long views along street towards Leith (north-east); Picardy Place (south-west); and along London Road (east)	Preserve and reinforce long views, but need to consider visual impact of OLE catenary, in combination with street infrastructure.	Careful design of OLE/ lighting and combined street infrastructure to minimise visual impact.	Co-ordination of street infrastructure provision.	Complementary provision as appropriate.
14.05 Frontages / spaces / links – quality / types / usage				
4/5-storey 18/19C good quality terrace buildings; mixed commercial/ residential uses; some active frontages. Important link route between Leith Walk and London Road to/ from Picardy Place.	Develop important links positively and legibly, to north-east, east and south-west.	Integrated Tram and wider signage and way-finding.	Complementary signage and way-finding as appropriate.	Complementary provision as appropriate.
14.06 Hard landscape / trees / soft landscape / monuments / civic statuary				
Some trees north side to be replaced/ relocated; on south side to be retained. Clock tower on existing roundabout to be relocated.	Develop tree planting plan to help form public realm spaces and to define views. If possible, relocate clock tower appropriately within vicinity.	Remove trees affected by Tram / utilities diversions; replace per planting plan. Relocate clock tower as advised by CEC.	Advise on relocation of clock tower. Complementary tree planting outwith Tram scope per planting plan.	Further tree planting as appropriate.
14.07 Public art				
Currently no public art provision.	Strategies for Public Art/ Street Dressing to help define street spaces and mitigate Tram infrastructure.	Make provision for Public Art/ Street Dressing on Tram infrastructure.	Complementary provision within CEC Public Art/ Street Dressing Strategies	Development, maintenance and management regimes for Public Art etc strategies.
14.08 Pedestrian accessibility / flows / usability / priority / severance				
Medium/ broad width footways, partly obstructed by bus-shelters, signage and barriers. Traffic volumes and barriers cause severance.	Optimise footways usability and minimise street clutter, with easily accessible crossings on desire-lines, without barriers.	Maximise footways, optimise crossings, remove existing barriers.	Develop typology/ zoning of footways usability along Tram route.	Consider 20mph speed limit to improve pedestrian accessibility, usability and safety.
14.09 Footways capacity / condition				
Adequate for current flows although partly obstructed; future capacity will need to be assessed. Grey pcc paving in variable condition.	Essential to maximise all footways capacity, to provide for predicted increased future flows. Paving to be to conservation quality standards.	Optimise footway provision for assessed future demand. Subject to availability of CEC short-term funding, paving to be to ESFS standards or LFL.	Subject to availability of CEC short-term funding, existing paving from frontage to kerb as LFL or upgraded to ESFS standards.	Complete footways upgrade as necessary.

14.10 Traffic types / flows / restrictions / priorities

High density two-way general traffic including bus priority; limited access/ no parking on-street.	Tram-way assumed to be segregated in centre of carriageway, but may have some shared running with buses. Consider 20mph speed limit.	Minimise road, TRO and Tram signage/ equipment; maximise/ optimise combinations with other street furniture.	Complementary co-ordination/ provision as appropriate. Consider 20mph speed limit to optimise traffic flows.	Complementary provision as appropriate.

14.11 Vehicle access / servicing / deliveries

Some servicing of terraces possible from rear. Limited short-stay servicing/ loading to frontages.	Rear servicing/ parking access to be retained to both terraces; no further provision for frontages.	Terraces to be serviced from rear. Limit-ed frontage short-stay servicing/ parking.	Servicing/ car parking provision to be co-ordinated within overall city regulation.	

14 – LEITH WALK – PICARDY PLACE to LONDON ROAD JUNCTION [DRAFT as at 11 February 2008]

Summary Public Realm Assessment and Strategy		Public Realm Implementation Options / Measures		
Key Factors	Opportunities and Design Approach	**Within Tram project scope**	CEC complementary short-term scope	CEC overall longer-term scope
14.12 Carriageways capacity				
Generally adequate for current flows, but congested at peak periods. Introduction of Tram requires some traffic reconfiguration.	Minimise carriageway widths to maximise pedestrian footway widths; consider opportunity for 20mph local speed limit.	Optimise carriageway/ footway widths.	Consider 20mph speed limit.	
14.13 Utilities locations / alignments / re-alignments / MUDFA surfacing				
[Pre / post Tram data needed] Major utilities relocations may form critical locational constraints. MUDFA surface re-instatements to be temporary only	Assess utilities locations/ alignments for impacts. If necessary, suggest alternative locations/ alignments. Tram/ CEC to provide permanent surface finishes.	[Subject to assessment of data] Tram project to provide permanent surface finishes to MUDFA scope within LoDs.	[Subject to assessment of data] CEC to provide permanent surface finishes to MUDFA scope outside LoDs.	[Subject to assessment of data] Complete permanent surfacing to MUDFA scope as necessary.
Street furniture types / impacts				
14.14 Street clutter / integration				
[Pre / post Tram audit / data needed] Limited data available on locations of existing elements; on OLE and on proposals to minimise obstruction and to co-ordinate/ combine elements to minimise clutter.	[Subject to data] Assess Tram proposals for location/ co-ordination/ combination of street furniture elements within footway typology/ zoning. If necessary, suggest alternatives/ opportunities.	Fully audit/ co-ordinate/ integrate existing street furniture and tram provision within footway typology/ zoning; deliver/ safeguard key combinations.	[Subject to assessment of audit data] Extend principles established by Tram proposals to minimise street clutter generally – or initiate audit etc process.	[Subject to assessment of audit data] Complete process of minimising clutter as City-wide typology.
14.15 Street lighting / footway lighting / feature lighting / traffic lights / CCTV / PIDS				
[Pre / post Tram audit / data needed] Street lighting/ traffic lights/ signing on standard poles; visually intrusive and in parts obstructive to footways.	[Subject to data] Rationalise lighting/ signage/ traffic lights etc long-term to reduce clutter.	[Subject to assessment of data] Existing lighting displaced by Tram/ to be replaced, preferably in combination with OLE as default option.	[Subject to assessment of data] Subject to CEC short-term funding, minimise signage etc within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter.
14.16 Shelters / seating / bins / cabinets / signage / displays				
[Pre/ post Tram audit/ data needed] Bus shelters/ stop signs/ refuse bins/ wheelies/ TRO and traffic signage visually intrusive, partly obstructing footways.	[Subject to data] Some elements to become redundant and removed; all to be rationalised and minimised, including shelters.	[Subject to assessment of data] Rationalise relocated/ replacement infrastructure to set new typology and minimise clutter.	[Subject to assessment of data] Complementary provision as appropriate within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter as City-wide typology.
14.17 Tramway – alignment / segregated / unsegregated				
Tram alignment assumed segregated in centre of carriageway, possibly part-shared with buses only.	Current proposals for delineation of tramway should be optimised to minimise visual impact.	Optimise delineation of swept-path/ DKE within context of current speed limits.	Propose street-marking palette for minimal visual impact along route.	Implement street-marking palette for minimal visual impact along route.
14.18 Tram-stop – type / interchange / people-place generator / integration				
No Tram-stop in this section.	N/ A	N/ A	N/ A	N/ A
14.19 Tram-stop shelters / furniture / equipment – types / kit-of-parts				

No Tram-stop or shelter in this section.	No Tram-stop, but shelters/ kit-of-parts could form typology for and be integrated with wider street infrastructure.	Propose Tram-compatible integrated typology for street furniture generally.	Bus-stop shelters and other street infrastructure to be re-configured within Tram-compatible typology.	Complete process of integration of street infrastructure/ minimising clutter.
14.20 Tram OLE – types / impacts				
No current data available on OLE in this section, but centre poles with twin cantilever arms assumed.	Minimise impact of OLE on significant views.	Optimise OLE array generally to minimise impact on views along street.	[Subject to assessment of data]	[Subject to assessment of data]
14.21 Track-side infrastructure – types / impacts				
[Data on design typologies and locations needed]	[Subject to data] Assess current proposals/ designs/ potential for combination of functions. If necessary, suggest alternatives/ opportunities.	[Subject to assessment of data]	[Subject to assessment of data]	[Subject to assessment of data]

15 – LEITH WALK – LONDON ROAD to MACDONALD ROAD TRAM-STOP [DRAFT as at 11 February 2008]

Summary Public Realm Assessment and Strategy		Public Realm Implementation Options / Measures		
Key Factors	**Opportunities and Design Approach**	**Within Tram project scope**	**CEC complementary short-term scope**	**CEC overall longer-term scope**
15.01 Character / identity / quality / development plans / potential / opportunities				
Medium density urban streetscape of mainly good quality, but severed by traffic and somewhat run-down. Elm Row parking/ public realm enclave on south side will be affected by introduction of Tram.	Identify/ develop opportunities to reinforce/ restore identity/ legibility/ usability of public realm spaces in 21C context. Configuration and use of Elm Row will need to be significantly re-designed.	Identify/ develop opportunities to reinforce and/or restore identity/ legibility/ usability of public realm spaces, mainly footways.	Make economic/ commercial case for opportunities/ potential for public realm improvement/ redevelopment generally as well as generated by Tram.	Develop full public realm proposals and implementation.
15.02 Historic / Heritage / Conservation issues				
New Town Conservation Area / World Heritage Site. Historic side-street pattern; 18/19C diversity/ mixed uses/ active street frontages/ side-street links.	Opportunity to restore historic quality for 21C context/ functions and to develop active frontages and links.	Restore historic quality of context and surfaces; preserve significant views.	Identify/ develop opportunities to reinforce active street frontages and links.	Complementary provision as appropriate.
15.03 Topography				
Moderate slope (2%) down to north-east.	No significant design issues.			
15.04 Views – long / cross / through				
Contained by frontages with variety of interest, particularly at Elm Row and north-east/ south-west along Leith Walk and in cross views at junctions.	Preserve and reinforce long views, but need to consider visual impact of OLE catenary, in combin-ation with street infrastructure and trees – see plan.	Careful design of OLE/ lighting and combined street infrastructure and relocated trees, to minimise visual impact.	Co-ordination of street infrastructure and tree provision.	Complementary provision as appropriate.
15.05 Frontages / spaces / links – quality / types / usage				
Random 3 to 5 storey mainly 18/19C terraces, some infill buildings, including institutional, residential, commercial and leisure uses. Mostly direct frontages; some active. Mainly good quality buildings; some run-down.	New infill/ redevelopment to be appropriate to character and variety of existing uses. Identify and develop potential for upgrading of run-down frontages and street uses, particular usability and quality of footways.	Integrated Tram and wider signage and way-finding.	Complementary signage and way-finding as appropriate.	Complementary provision as appropriate.
15.06 Hard landscape / trees / soft landscape / monuments / civic statuary				
Semi-mature street trees along Leith Walk generally; no statuary.	Develop tree planting plan for vicinity as a whole, to help form public realm spaces and to define views.	Remove street trees affected by Tram / utilities diversions; replace per tree plan.	Remove additional trees which obstruct footways; replace per tree planting plan.	Further tree planting as appropriate.
15.07 Public art				
Currently no public art provision, except bird sculptures at Elm Row.	Strategies for Public Art/ Street Dressing to help define street spaces and mitigate Tram infrastructure.	Make provision for Public Art/ Street Dressing on Tram infrastructure.	Complementary provision within CEC Public Art/ Street Dressing Strategies	Development, maintenance and management regimes for Public Art etc strategies.
15.08 Pedestrian accessibility / links /flows / usability / priority / severance				
Generally narrow footways, partly obstructed by bus shelters, bins, street trees, lamp-posts etc. High pedestrian flows; barriers at crossings. See below.	Rationalise and minimise street furniture/ loading/ car parking bays; maximise usable extent of footways on shared surfaces where necessary; remove barriers.	Assess pedestrian flows; maximise usable extent of footways; remove barriers.	Develop typology/ zoning of footways usability along Tram route.	Consider 20mph speed limit to improve pedestrian accessibility, usability and safety.
15.09 Footways capacity / condition				
Widths currently just adequate, except where partly obstructed. Mainly pcc paving, medium to poor condition; side street table entries in red brick.	Essential to maximise all footways capacity, to provide for predicted increased future flows. Optimise usability/ capacity with shared surfaces. Upgrade generally to ESFS, including side street entries and to vehicle loading standards for shared surfaces.	Optimise footway provision for future demand; reinforce shared surfaces for vehicle loadings. Subject to availability of CEC short-term funding, paving/ side street entries to ESFS standards or LFL.	Subject to availability of CEC short-term funding, existing paving from frontage to kerb as LFL or upgraded to ESFS standards.	Complete footways upgrade as necessary.
15.10 Traffic types / flows / restrictions / priorities				
Heavy general traffic including bus lanes with parking / loading bays one or both sides of carriageway.	Tram / bus / pedestrian priority; short-stay loading bays on reinforced footways; minimise car parking.	Minimise road, TRO and Tram signage/ equipment; maximise/ optimise combin-ations with other street furniture.	Complementary co-ordination/ provision as appropriate. Consider 20mph speed limit to optimise traffic flows.	Complementary provision as appropriate.
15.11 Vehicle access / servicing / deliveries				
Some sections of carriageway narrow; access / servicing mostly on-street at frontages and congested.	Maintain existing but minimise future on-street provision. Optimise carriageway / reinforced footway widths to enable restricted hours servicing / loading.	Optimise provision for loading bays. Carriageway / shared surfaces to ESFS standards (upgrade from LFL provision?).	Complementary provision as necessary.	

EDAW | AECOM

15 – LEITH WALK – LONDON ROAD to MACDONALD ROAD TRAM-STOP [DRAFT as at 11 February 2008]

Summary Public Realm Assessment and Strategy		Public Realm Implementation Options / Measures		
Key Factors	**Opportunities and Design Approach**	**Within Tram project scope**	**CEC complementary short-term scope**	**CEC overall longer-term scope**
15.12 Carriageways capacity				
Just adequate for current flows, but congested at peak periods. Segregated Tramway will require no bus lanes and partial, limited loading/ parking bays.	Minimise carriageway widths to maximise pedestrian footway widths; consider opportunity for 20mph local speed limit.	Optimise carriageway/ footway widths.	Consider 20mph speed limit.	
15.13 Utilities locations / alignments / re-alignments / MUDFA surfacing				

[Pre / post Tram data needed] MUDFA surface re-instatements to be temporary only	Assess utilities locations/ alignments for impacts. If necessary, suggest alternative locations/ alignments. Tram/ CEC to provide permanent surface finishes.	[Subject to assessment of data] Tram project to provide permanent surface finishes to MUDFA scope within LoDs.	[Subject to assessment of data] CEC to provide permanent surface finishes to MUDFA scope outside LoDs.	[Subject to assessment of data] Complete permanent surfacing to MUDFA scope as necessary.
Street furniture types / impacts				
15.14 Street clutter / integration				
[Pre / post Tram audit / data needed] Limited data available on locations of existing elements; on OLE and on proposals to minimise obstruction and to co-ordinate/ combine elements to minimise clutter.	[Subject to data] Assess current Tram proposals for location/ co-ordination/ combination of street furniture elements within footway typology/ zoning. If necessary, suggest alternatives/ opportunities.	Fully audit/ co-ordinate/ integrate existing street furniture and tram provision within footway typology/ zoning; deliver/ safe-guard key combinations.	[Subject to assessment of audit data] Extend principles established by Tram proposals to minimise street clutter generally – or initiate audit etc process.	[Subject to assessment of audit data] Complete process of minimising clutter as City-wide typology.
15.15 Street lighting / footway lighting / feature lighting / traffic lights / CCTV / PIDS				
[Pre / post Tram audit / data needed] Street lighting/ traffic lights/ signing on standard poles; visually intrusive and in parts obstructive to footways.	[Subject to data] Rationalise lighting/ signage/ traffic lights etc long-term to reduce clutter.	[Subject to assessment of data] Existing lighting displaced by Tram/ to be replaced, preferably in combination with OLE as default option.	[Subject to assessment of data] Subject to CEC short-term funding, minimise signage etc within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter.
15.16 Shelters / seating / bins / cabinets / signage / displays				
[Pre/ post Tram audit/ data needed] Bus shelters/ stop signs/ refuse bins/ wheelies/ TRO and traffic signage visually intrusive, partly obstructing footways.	[Subject to data] Some elements to become redundant and removed; all to be rationalised and minimised, including shelters.	[Subject to assessment of data] Rationalise relocated/ replacement infrastructure to set new typology and minimise clutter.	[Subject to assessment of data] Complementary provision as appropriate within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter as City-wide typology.
15.17 Tramway – alignment / segregated / unsegregated				
Centre-street alignment, segregated from general traffic but some shared running with buses.	Current proposals for delineation of tramway should be optimised to minimise visual impact.	Optimise delineation of swept-path/ DKE within context of current speed limits.	Propose street-marking palette for minimal visual impact along route.	Implement street-marking palette for minimal visual impact along route.
15.18 Tram-stop – type / interchange / people-place generator / integration				
No Tram-stop in this section.	N/ A	N/ A	N/ A	N/ A
15.19 Tram-stop shelters / furniture / equipment – types / kit-of-parts				
No Tram-stop or shelter in this section.	No Tram-stop, but shelters/ kit-of-parts could form typology for and be integrated with wider street infrastructure.	Propose Tram-compatible integrated typology for street furniture generally.	Bus-stop shelters and other street infrastructure to be re-configured within Tram-compatible typology.	Complete process of integration of street infrastructure/ minimising clutter.
15.20 Tram OLE – types / impacts				
Centre poles with twin cantilever arms, combined with street lighting currently assumed.	Minimise impact of OLE on significant views.	Optimise OLE/ lighting array generally to minimise impact on views along street.	[Subject to assessment of data]	[Subject to assessment of data]
15.21 Track-side infrastructure – types / impacts				
[Data on design typologies needed]	[Subject to data] Assess current proposals / designs / potential for combination of functions. If necessary, suggest alternatives / opportunities.	[Subject to assessment of data]	[Subject to assessment of data]	[Subject to assessment of data]

Summary Public Realm Assessment and Strategy		Public Realm Implementation Options / Measures		
Key Factors	**Opportunities and Design Approach**	**Within Tram project scope**	**CEC complementary short-term scope**	**CEC overall longer-term scope**
16.01 Character / identity / quality / development plans / potential / opportunities				
Medium density urban streetscape of variable quality, some good but severed by traffic and somewhat run-down. Potential public realm spaces between street frontages/ Tram-stop and re-development context.	Identify / develop opportunities to reinforce/restore identity / legibility / usability of public realm spaces in 21C context – part-generated / serviced by Tram-stop; co-ordinated / integrated with any re-developments.	Locate and integrate Tram-stop for optimum interchange with bus services / ped flows; and to service current frontage uses and potential public realm spaces.	Make economic/ commercial case for opportunities/ potential for public realm improvement/ redevelopment generally as well as generated by Tram.	Develop full public realm proposals and implementation.
16.02 Historic / Heritage / Conservation issues				
Historic side-street pattern; 18/19C diversity / mixed uses / active street frontages / side-street links.	Opportunity to restore historic quality for 21C context/ functions and to develop active frontages and links.	Restore historic quality of context and surfaces; preserve significant views.	Identify/ develop opportunities to reinforce active street frontages and links.	Complementary provision as appropriate.
16.03 Topography				
Moderate slope (1%) down to north-east.	No significant design issues.			
16.04 Views – long / cross / through				
Contained by frontages with variety of interest, particularly north-east and south-west along Leith Walk and in cross views at junctions.	Preserve and reinforce long views, but need to consider visual impact of OLE catenary, in combin-ation with street infrastructure and trees – see plan.	Careful design of OLE/ lighting and combined street infrastructure and relocated trees, to minimise visual impact.	Co-ordination of street infrastructure and tree provision.	Complementary provision as appropriate.
16.05 Frontages / spaces – quality / types / usage				
Random 3 to 5 storey mainly 18/19C terraces, some infill buildings, including institutional, residential, commercial and leisure uses. Mostly direct frontages; some active. Mainly good quality buildings; some run-down.	New infill/ redevelopment to be appropriate to character and variety of existing uses. Identify and develop potential for upgrading of run-down frontages and street uses, particular usability and quality of footways.	Integrated Tram and wider signage and way-finding.	Complementary signage and way-finding as appropriate.	Complementary provision as appropriate.
16.06 Hard landscape / trees / soft landscape / monuments / civic statuary				
Semi-mature street trees along Leith Walk generally; no statuary.	Develop tree planting plan to help form public realm spaces and to define views.	Remove street trees affected by Tram / utilities diversions; replace per tree plan.	Remove additional trees which obstruct footways; replace per tree planting plan.	Further tree planting as appropriate.
16.07 Public art				
Currently no public art provision.	Strategies for Public Art/ Street Dressing to help define street spaces and mitigate Tram infrastructure.	Make provision for Public Art/ Street Dressing on Tram infrastructure.	Complementary provision within CEC Public Art/ Street Dressing Strategies	Development, maintenance and management regimes for Public Art etc strategies.
16.08 Pedestrian accessibility / links /flows / usability / priority / severance				
Generally narrow footways, partly obstructed by bus shelters, bins, street trees, lamp-posts etc. High pedestrian flows; barriers at crossings. See below.	Rationalise and minimise street furniture / loading / parking bays; maximise usable extent of footways on shared surfaces where necessary; remove barriers.	Assess pedestrian flows; maximise usable extent of footways; remove barriers.	Develop typology/ zoning of footways usability along Tram route.	Consider 20mph speed limit to improve pedestrian accessibility, usability and safety.
16.09 Footways capacity / condition				
Widths currently just adequate, except where partly obstructed. Mainly pcc paving, medium to poor condition; side street table entries in red brick.	Essential to maximise all footways capacity, to provide for predicted increased future flows. Optimise usability/ capacity with shared surfaces. Upgrade generally to ESFS, including side street entries and to vehicle loading standards for shared surfaces.	Optimise footway provision for future demand; reinforce shared surfaces for vehicle loadings. Subject to availability of CEC short-term funding, paving/ side street entries to ESFS standards or LFL.	Subject to availability of CEC short-term funding, existing paving from frontage to kerb as LFL or upgraded to ESFS standards.	Complete footways upgrade as necessary.
16.10 Traffic types / flows / restrictions / priorities				
Heavy general traffic including bus lanes with parking / loading bays one or both sides of carriageway.	Tram / bus / pedestrian priority; short-stay loading bays on reinforced footways; minimise car parking.	Minimise road, TRO and Tram signage/ equipment; maximise/ optimise combinations with other street furniture.	Complementary co-ordination/ provision as appropriate. Consider 20mph speed limit to optimise traffic flows.	Complementary provision as appropriate.
16.11 Vehicle access / servicing / deliveries				
Some sections of carriageway narrow; access / servicing mostly on-street at frontages and congested.	Maintain existing but minimise future on-street provision. Optimise carriageway / reinforced footway widths to enable restricted hours servicing / loading.	Optimise provision for loading bays. Carriageway / shared surfaces to ESFS standards (upgrade from LFL provision?).	Complementary provision as necessary.	

16 – LEITH WALK – MACDONALD ROAD TRAM-STOP [DRAFT as at 11 February 2008]

Summary Public Realm Assessment and Strategy		Public Realm Implementation Options / Measures		
Key Factors	**Opportunities and Design Approach**	**Within Tram project scope**	**CEC complementary short-term scope**	**CEC overall longer-term scope**
16.12 Carriageways capacity				
Just adequate for current flows, but congested at peak periods. Segregated Tramway will require no bus lanes and partial, limited loading/ parking bays.	Minimise carriageway widths to maximise pedestrian footway widths; consider opportunity for 20mph local speed limit.	Optimise carriageway/ footway widths.	Consider 20mph speed limit.	
16.13 Utilities locations / alignments / re-alignments				

[Pre / post Tram data needed] MUDFA surface re-instatements to be temporary only	Assess utilities locations/ alignments for impacts. If necessary, suggest alternative locations/ alignments. Tram/ CEC to provide permanent surface finishes.	[Subject to assessment of data] Tram project to provide permanent surface finishes to MUDFA scope within LoDs.	[Subject to assessment of data] CEC to provide permanent surface finishes to MUDFA scope outside LoDs.	[Subject to assessment of data] Complete permanent surfacing to MUDFA scope as necessary.
Street furniture types / impacts				
16.14 Street clutter / integration				
[Pre / post Tram audit / data needed] Limited data available on locations of existing elements; on OLE and on proposals to minimise obstruction and to co-ordinate/ combine elements to minimise clutter.	[Subject to data] Assess current Tram proposals for location/ co-ordin-ation/ combination of street furniture elements within footway typology/ zoning. If necessary, suggest alternatives/ opportunities.	Fully audit/ co-ordinate/ integrate existing street furniture and tram provision within footway typology/ zoning; deliver/ safe-guard key combinations.	[Subject to assessment of audit data] Extend principles established by Tram proposals to minimise street clutter generally – or initiate audit etc process.	[Subject to assessment of audit data] Complete process of minimising clutter as City-wide typology.
16.15 Street lighting / footway lighting / feature lighting / traffic lights / CCTV / PIDS				
[Pre / post Tram audit / data needed] Street lighting/ traffic lights/ signing on standard poles; visually intrusive and in parts obstructive to footways.	[Subject to data] Rationalise lighting/ signage/ traffic lights etc long-term to reduce clutter.	[Subject to assessment of data] Existing lighting displaced by Tram/ to be replaced, preferably in combination with OLE as default option.	[Subject to assessment of data] Subject to CEC short-term funding, minimise signage etc within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter.
16.16 Shelters / seating / bins / cabinets / signage / displays				
[Pre/ post Tram audit/ data needed] Bus shelters/ stop signs/ refuse bins/ wheelies/ TRO and traffic signage visually intrusive, partly obstructing footways.	[Subject to data] Some elements to become redundant and removed; all to be rationalised and minimised, including shelters.	[Subject to assessment of data] Rationalise relocated/ replacement infrastructure to set new typology and minimise clutter.	[Subject to assessment of data] Complementary provision as appropriate within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter as City-wide typology.
16.17 Tramway – alignment / segregated / unsegregated				
Centre-street alignment, segregated from general traffic but some shared running with buses.	Current proposals for delineation of tramway should be optimised to minimise visual impact.	Optimise delineation of swept-path/ DKE within context of current speed limits.	Propose street-marking palette for minimal visual impact along route.	Implement street-marking palette for minimal visual impact along route.
16.18 Tram-stop – type / interchange / people-place generator / integration				
MacDonald Road – centre platform type tram-stop in centre of street. Potential for interchange with buses and as activity-generator.	Identify/ develop potential for tram-stop to play an integrated and wider active role in forming new centre of activity within Leith Walk context.	Incorporate developed potential to full extent possible within Tram scope.	Complementary development as necessary.	Further development of tram-stop role as public realm space and activities become established and themselves develop.
16.19 Tram-stop shelters / furniture / equipment – types / kit-of-parts				
Potential for Tram-stop shelters and equipment to form exemplars for and to be integrated with wider street infrastructure.	Tram-stop shelters, equipment etc to be integrated and where possible combined with wider street infrastructure, also to conservation area standards.	Tram-stop equipment etc to be integrated to minimise street clutter. Propose Tram-compatible integrated typology for street furniture generally.	Bus-stop shelters and other street infrastructure to be re-configured within Tram-compatible typology.	Complete process of integration of street infrastructure/ minimising clutter.
16.20 Tram OLE – types / impacts				
Centre poles with twin cantilever arms, combined with street lighting currently assumed.	Minimise impact of OLE on significant views.	Optimise OLE/ lighting array generally to minimise impact on views along street.	[Subject to assessment of data]	[Subject to assessment of data]
16.21 Track-side infrastructure – types / impacts				
[Data on design typologies needed]	[Subject to data] Assess current proposals / designs / potential for combination of functions. If necessary, suggest alternatives / opportunities.	[Subject to assessment of data]	[Subject to assessment of data]	[Subject to assessment of data]

17 – LEITH WALK – MACDONALD ROAD to BALFOUR STREET [DRAFT as at 11 February 2008]

Summary Public Realm Assessment and Strategy		Public Realm Implementation Options / Measures		
Key Factors	**Opportunities and Design Approach**	**Within Tram project scope**	**CEC complementary short-term scope**	**CEC overall longer-term scope**
17.01 Character / identity / quality / development plans / potential / opportunities				
Medium density urban streetscape of variable quality, some good but severed by traffic and now somewhat rundown. Potential public realm spaces between street frontages and road junctions, particularly at set-backs and at Pilrig Dalmeny Church / Halls.	Identify / develop opportunities to reinforce and/or restore identity / legibility / usability of public realm spaces, mainly footways.	Identify/ develop opportunities to reinforce and/or restore identity/ legibility/ usability of public realm spaces, mainly footways.	Make economic/ commercial case for opportunities/ potential for public realm improvement/ redevelopment generally as well as generated by Tram.	Develop full public realm proposals and implementation.
17.02 Historic / heritage / conservation influences				
Historic side-street pattern; 18/19C diversity / mixed uses / active street frontages / side-street links.	Opportunity to restore historic quality for 21C context/ functions and to develop active frontages and links.	Restore historic quality of context and surfaces; preserve significant views.	Identify/ develop opportunities to reinforce active street frontages and links.	Complementary provision as appropriate.
17.03 Topography				
Moderate slope (1%) down to north-east.	No significant design issues.			
17.04 Views – long / cross / through				
Contained by frontages with variety of interest, particularly north-east and south-west along Leith Walk and in cross views at junctions.	Preserve and reinforce long views, but need to consider visual impact of OLE catenary, in combin-ation with street infrastructure and trees – see plan.	Careful design of OLE/ lighting and combined street infrastructure and relocated trees, to minimise visual impact.	Co-ordination of street infrastructure and tree provision.	Complementary provision as appropriate.
17.05 Frontages / spaces – quality / types / usage				
Random 3 to 5 storey mainly 18/19C terraces, some infill buildings, including institutional, residential, commercial and leisure uses. Mostly direct frontages; some active. Some good quality buildings; some run-down.	New infill/ redevelopment to be appropriate to character and variety of existing uses. Identify and develop potential for upgrading of run-down frontages and street uses, particular usability and quality of footways.	Integrated Tram and wider signage and way-finding.	Complementary signage and way-finding as appropriate.	Complementary provision as appropriate.
17.06 Hard landscape / trees / soft landscape / monuments / civic statuary				
Semi-mature street trees along Leith Walk generally; no statuary.	Develop tree planting plan to help form public realm spaces and to define views.	Remove street trees affected by Tram / utilities diversions; replace per tree plan.	Remove additional trees which obstruct footways; replace per tree planting plan.	Further tree planting as appropriate.
17.07 Public art				
Currently no public art provision.	Strategies for Public Art/ Street Dressing to help define street spaces and mitigate Tram infrastructure.	Make provision for Public Art/ Street Dressing on Tram infrastructure.	Complementary provision within CEC Public Art/ Street Dressing Strategies	Development, maintenance and management regimes for Public Art etc strategies.
17.08 Pedestrian accessibility / links /flows / usability / priority / severance				
Generally narrow footways, partly obstructed by bus shelters, bins, street trees, lamp-posts etc. High pedestrian flows; barriers at crossings. See below.	Rationalise and minimise street furniture/ loading/ car parking bays; maximise usable extent of footways on shared surfaces where necessary; remove barriers.	Assess pedestrian flows; maximise usable extent of footways; remove barriers.	Develop typology/ zoning of footways usability along Tram route.	Consider 20mph speed limit to improve pedestrian accessibility, usability and safety.
17.09 Footways capacity / condition				
Widths currently just adequate, except where partly obstructed. Mainly pcc paving, medium to poor condition; side street table entries in red brick.	Essential to maximise all footways capacity, to provide for predicted increased future flows. Optimise usability/ capacity with shared surfaces. Upgrade generally to ESFS, including side street entries and to vehicle loading standards for shared surfaces.	Optimise footway provision for future demand; reinforce shared surfaces for vehicle loadings. Subject to availability of CEC short-term funding, paving/ side street entries to ESFS standards or LFL.	Subject to availability of CEC short-term funding, existing paving from frontage to kerb as LFL or upgraded to ESFS standards.	Complete footways upgrade as necessary.
17.10 Traffic types / flows / restrictions / priorities				
Heavy general traffic including bus lanes with parking / loading bays one or both sides of carriageway.	Tram / bus / pedestrian priority; short-stay loading bays on reinforced footways; minimise car parking.	Minimise road, TRO and Tram signage/ equipment; maximise/ optimise combinations with other street furniture.	Complementary co-ordination/ provision as appropriate. Consider 20mph speed limit to optimise traffic flows.	Complementary provision as appropriate.
17.11 Vehicle access / servicing / deliveries				
Some sections of carriageway narrow; access / servicing mostly on-street at frontages and congested.	Maintain existing but minimise future on-street provision. Optimise carriageway / reinforced footway widths to enable restricted hours servicing / loading.	Optimise provision for loading bays. Carriageway / shared surfaces to ESFS standards (upgrade from LFL provision?).	Complementary provision as necessary.	

17 – LEITH WALK – MACDONALD ROAD to BALFOUR STREET [DRAFT as at 11 February 2008]

Summary Public Realm Assessment and Strategy		Public Realm Implementation Options / Measures		
Key Factors	**Opportunities and Design Approach**	**Within Tram project scope**	**CEC complementary short-term scope**	**CEC overall longer-term scope**
17.12 Carriageways capacity				
Just adequate for current flows, but congested at peak periods. Segregated Tramway will require no bus lanes and partial, limited loading/ parking bays.	Minimise carriageway widths to maximise pedestrian footway widths; consider opportunity for 20mph local speed limit.	Optimise carriageway/ footway widths.	Consider 20mph speed limit.	
17.13 Utilities locations / alignments / re-alignments				

[Pre / post Tram data needed] MUDFA surface re-instatements to be temporary only	Assess utilities locations/ alignments for impacts. If necessary, suggest alternative locations/ alignments. Tram/ CEC to provide permanent surface finishes.	[Subject to assessment of data] Tram project to provide permanent surface finishes to MUDFA scope within LoDs.	[Subject to assessment of data] CEC to provide permanent surface finishes to MUDFA scope outside LoDs.	[Subject to assessment of data] Complete permanent surfacing to MUDFA scope as necessary.
Street furniture types / impacts				
17.14 Street clutter / integration				
[Pre / post Tram audit / data needed] Limited data available on locations of existing elements; on OLE and on proposals to minimise obstruction and to co-ordinate/ combine elements to minimise clutter.	[Subject to data] Assess current Tram proposals for location/ co-ordination/ combination of street furniture elements within footway typology/ zoning. If necessary, suggest alternatives/ opportunities.	Fully audit/ co-ordinate/ integrate existing street furniture and tram provision within footway typology/ zoning; deliver/ safe-guard key combinations.	[Subject to assessment of audit data] Extend principles established by Tram proposals to minimise street clutter generally – or initiate audit etc process.	[Subject to assessment of audit data] Complete process of minimising clutter as City-wide typology.
17.15 Street lighting / footway lighting / feature lighting / traffic lights / CCTV / PIDS				
[Pre / post Tram audit / data needed] Street lighting/ traffic lights/ signing on standard poles; visually intrusive and in parts obstructive to footways.	[Subject to data] Rationalise lighting/ signage/ traffic lights etc long-term to reduce clutter.	[Subject to assessment of data] Existing lighting displaced by Tram/ to be replaced, preferably in combination with OLE as default option.	[Subject to assessment of data] Subject to CEC short-term funding, minimise signage etc within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter.
17.16 Shelters / seating / bins / cabinets / signage / displays				
[Pre/ post Tram audit/ data needed] Bus shelters/ stop signs/ refuse bins/ wheelies/ TRO and traffic signage visually intrusive, partly obstructing footways.	[Subject to data] Some elements to become redundant and removed; all to be rationalised and minimised, including shelters.	[Subject to assessment of data] Rationalise relocated/ replacement infrastructure to set new typology and minimise clutter.	[Subject to assessment of data] Complementary provision as appropriate within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter as City-wide typology.
17.17 Tramway – alignment / segregated / unsegregated				
Centre-street alignment, segregated from general traffic but some shared running with buses.	Current proposals for delineation of tramway should be optimised to minimise visual impact.	Optimise delineation of swept-path/ DKE within context of current speed limits.	Propose street-marking palette for minimal visual impact along route.	Implement street-marking palette for minimal visual impact along route.
17.18 Tram-stop – type / interchange / people-place generator / integration				
No Tram-stop in this section.	N/ A	N/ A	N/ A	N/ A
17.19 Tram-stop shelters / furniture / equipment – types / kit-of-parts				
No Tram-stop or shelter in this section.	No Tram-stop, but shelters/ kit-of-parts could form typology for and be integrated with wider street infrastructure.	Propose Tram-compatible integrated typology for street furniture generally.	Bus-stop shelters and other street infrastructure to be re-configured within Tram-compatible typology.	Complete process of integration of street infrastructure/ minimising clutter.
17.20 Tram OLE – types / impacts				
Centre poles with twin cantilever arms, combined with street lighting currently assumed.	Minimise impact of OLE on significant views.	Optimise OLE/ lighting array generally to minimise impact on views along street.	[Subject to assessment of data]	[Subject to assessment of data]
17.21 Track-side infrastructure – types / impacts				
[Data on design typologies needed]	[Subject to data] Assess current proposals / designs / potential for combination of functions. If necessary, suggest alternatives / opportunities.	[Subject to assessment of data]	[Subject to assessment of data]	[Subject to assessment of data]

18 – LEITH WALK – BALFOUR STREET TRAM-STOP [DRAFT as at 11 February 2008]

Summary Public Realm Assessment and Strategy		Public Realm Implementation Options / Measures		
Key Factors	**Opportunities and Design Approach**	**Within Tram project scope**	**CEC complementary short-term scope**	**CEC overall longer-term scope**
18.01 Character / identity / quality / development plans / potential / opportunities				
Medium density urban streetscape of variable quality, some good but severed by traffic and somewhat run-down. Potential public realm spaces between street frontages/ Tram-stop and re-development context.	Identify / develop opportunities to reinforce/restore identity / legibility / usability of public realm spaces in 21C context – part-generated / serviced by Tram-stop; co-ordinated / integrated with any re-developments.	Locate and integrate Tram-stop for optimum interchange with bus services / ped flows; and to service current frontage uses and potential public realm spaces.	Make economic/ commercial case for opportunities/ potential for public realm improvement/ redevelopment generally as well as generated by Tram.	Develop full public realm proposals and implementation.
18.02 Historic / Heritage / Conservation issues				
Historic side-street pattern; 18/19C diversity / mixed uses / active street frontages / side-street links.	Opportunity to restore historic quality for 21C context/ functions and to develop active frontages and links.	Restore historic quality of context and surfaces; preserve significant views.	Identify/ develop opportunities to reinforce active street frontages and links.	Complementary provision as appropriate.
18.03 Topography				
Moderate slope (1%) down to north-east.	No significant design issues.			
18.04 Views – long / cross / through				
Contained by frontages with variety of interest, particularly north-east and south-west along Leith Walk and in cross views at junctions.	Preserve and reinforce long views, but need to consider visual impact of OLE catenary, in combin-ation with street infrastructure and trees – see plan.	Careful design of OLE/ lighting and combined street infrastructure and relocated trees, to minimise visual impact.	Co-ordination of street infrastructure and tree provision.	Complementary provision as appropriate.
18.05 Frontages / spaces – quality / types / usage				
Random 3 to 5 storey mainly 18/19C terraces, some infill buildings, including institutional, residential, commercial and leisure uses. Mostly direct frontages; some active. Mainly good quality buildings; some run-down.	New infill/ redevelopment to be appropriate to character and variety of existing uses. Identify and develop potential for upgrading of run-down frontages and street uses, particularly usability and quality of footways.	Integrated Tram and wider signage and way-finding.	Complementary signage and way-finding as appropriate. . Identify/ develop potential for upgrading of run-down frontages/ street uses/ usability and quality of footways.	Complementary provision as appropriate.
18.06 Hard landscape / trees / soft landscape / monuments / civic statuary				
Semi-mature street trees along Leith Walk generally; no statuary.	Develop tree planting plan to help form public realm spaces and to define views.	Remove street trees affected by Tram / utilities diversions; replace per tree plan.	Remove additional trees which obstruct footways; replace per tree planting plan.	Further tree planting as appropriate.
18.07 Public art				
Currently no public art provision.	Strategies for Public Art/ Street Dressing to help define street spaces and mitigate Tram infrastructure.	Make provision for Public Art/ Street Dressing on Tram infrastructure.	Complementary provision within CEC Public Art/ Street Dressing Strategies	Development, maintenance and management regimes for Public Art etc strategies.
18.08 Pedestrian accessibility / links /flows / usability / priority / severance				
Generally narrow footways, partly obstructed by bus shelters, bins, street trees, lamp-posts etc. High pedestrian flows; barriers at crossings. See below.	Rationalise and minimise street furniture / loading / parking bays; maximise usable extent of footways on shared surfaces where necessary; remove barriers.	Assess pedestrian flows; maximise usable extent of footways; remove barriers.	Develop typology/ zoning of footways usability along Tram route.	Consider 20mph speed limit to improve pedestrian accessibility, usability and safety.
18.09 Footways capacity / condition				
Widths currently just adequate, except where partly obstructed. Mainly pcc paving, medium to poor condition; side street table entries in red brick.	Essential to maximise all footways capacity, to provide for predicted increased future flows. Optimise usability/ capacity with shared surfaces. Upgrade generally to ESFS, including side street entries and to vehicle loading standards for shared surfaces.	Optimise footway provision for future demand; reinforce shared surfaces for vehicle loadings. Subject to availability of CEC short-term funding, paving/ side street entries to ESFS standards or LFL.	Subject to availability of CEC short-term funding, existing paving from frontage to kerb as LFL or upgraded to ESFS standards.	Complete footways upgrade as necessary.
18.10 Traffic types / flows / restrictions / priorities				
Heavy general traffic including bus lanes with parking / loading bays one or both sides of carriageway.	Tram / bus / pedestrian priority; short-stay loading bays on reinforced footways; minimise car parking.	Minimise road, TRO and Tram signage/ equipment; maximise/ optimise combinations with other street furniture.	Complementary co-ordination/ provision as appropriate. Consider 20mph speed limit to optimise traffic flows.	Complementary provision as appropriate.
18.11 Vehicle access / servicing / deliveries				
Some sections of carriageway narrow; access / servicing mostly on-street at frontages and congested.	Maintain existing but minimise future on-street provision. Optimise carriageway / reinforced footway widths to enable restricted hours servicing / loading.	Optimise provision for loading bays. Carriageway / shared surfaces LFL or upgrade to ESFS standards.	Complementary provision as necessary.	

18 – LEITH WALK – BALFOUR STREET TRAM-STOP [DRAFT as at 11 February 2008]

Summary Public Realm Assessment and Strategy		Public Realm Implementation Options / Measures		
Key Factors	**Opportunities and Design Approach**	**Within Tram project scope**	**CEC complementary short-term scope**	**CEC overall longer-term scope**
18.12 Carriageways capacity				
Just adequate for current flows, but congested at peak periods. Segregated Tramway will require no bus lanes and partial, limited loading/ parking bays.	Minimise carriageway widths to maximise pedestrian footway widths; consider opportunity for 20mph local speed limit.	Optimise carriageway/ footway widths.	Consider 20mph speed limit.	
18.13 Utilities locations / alignments / re-alignments				

[Pre / post Tram data needed] MUDFA surface re-instatements to be temporary only	Assess utilities locations/ alignments for impacts. If necessary, suggest alternative locations/ alignments. Tram/ CEC to provide permanent surface finishes.	[Subject to assessment of data] Tram project to provide permanent surface finishes to MUDFA scope within LoDs.	[Subject to assessment of data] CEC to provide permanent surface finishes to MUDFA scope outside LoDs.	[Subject to assessment of data] Complete permanent surfacing to MUDFA scope as necessary.
Street furniture types / impacts				
18.14 Street clutter / integration				
[Pre / post Tram audit / data needed] Limited data available on locations of existing elements; on OLE and on proposals to minimise obstruction and to co-ordinate/ combine elements to minimise clutter.	[Subject to data] Assess current Tram proposals for location/ co-ordination/ combination of street furniture elements within footway typology/ zoning. If necessary, suggest alternatives/ opportunities.	Fully audit/ co-ordinate/ integrate existing street furniture and tram provision within footway typology/ zoning; deliver/ safe-guard key combinations.	[Subject to assessment of audit data] Extend principles established by Tram proposals to minimise street clutter generally – or initiate audit etc process.	[Subject to assessment of audit data] Complete process of minimising clutter as City-wide typology.
18.15 Street lighting / footway lighting / feature lighting / traffic lights / CCTV / PIDS				
[Pre / post Tram audit / data needed] Street lighting/ traffic lights/ signing on standard poles; visually intrusive and in parts obstructive to footways.	[Subject to data] Rationalise lighting/ signage/ traffic lights etc long-term to reduce clutter.	[Subject to assessment of data] Existing lighting displaced by Tram/ to be replaced, preferably in combination with OLE as default option.	[Subject to assessment of data] Subject to CEC short-term funding, minimise signage etc within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter.
18.16 Shelters / seating / bins / cabinets / signage / displays				
[Pre/ post Tram audit/ data needed] Bus shelters/ stop signs/ refuse bins/ wheelies/ TRO and traffic signage visually intrusive, partly obstructing footways.	[Subject to data] Some elements to become redundant and removed; all to be rationalised and minimised, including shelters.	[Subject to assessment of data] Rationalise relocated/ replacement infrastructure to set new typology and minimise clutter.	[Subject to assessment of data] Complementary provision as appropriate within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter as City-wide typology.
18.17 Tramway – alignment / segregated / unsegregated				
Centre-street alignment, segregated from general traffic but some shared running with buses.	Current proposals for delineation of tramway should be optimised to minimise visual impact.	Optimise delineation of swept-path/ DKE within context of current speed limits.	Propose street-marking palette for minimal visual impact along route.	Implement street-marking palette for minimal visual impact along route.
18.18 Tram-stop – type / interchange / people-place generator / integration				
Balfour Street – centre platform type tram-stop in centre of street. Potential for interchange with buses and as activity-generator.	Identify/ develop potential for tram-stop to play an integrated and wider active role in forming new centre of activity within Leith Walk context.	Incorporate developed potential to full extent possible within Tram scope.	Complementary development as necessary.	Further development of tram-stop role as public realm space and activities become established and themselves develop.
18.19 Tram-stop shelters / furniture / equipment – types / kit-of-parts				
Potential for Tram-stop shelters and equipment to form exemplars for and to be integrated with wider street infrastructure.	Tram-stop shelters, equipment etc to be integrated and where possible combined with wider street infrastructure, also to conservation area standards.	Tram-stop equipment etc to be integrated to minimise street clutter. Propose Tram-compatible integrated typology for street furniture generally.	Bus-stop shelters and other street infrastructure to be re-configured within Tram-compatible typology.	Complete process of integration of street infrastructure/ minimising clutter.
18.20 Tram OLE – types / impacts				
Centre poles with twin cantilever arms, combined with street lighting currently assumed.	Minimise impact of OLE on significant views.	Optimise OLE/ lighting array generally to minimise impact on views along street.	[Subject to assessment of data]	[Subject to assessment of data]
18.21 Track-side infrastructure – types / impacts				
[Data on design typologies needed]	[Subject to data] Assess current proposals / designs / potential for combination of functions. If necessary, suggest alternatives / opportunities.	[Subject to assessment of data]	[Subject to assessment of data]	[Subject to assessment of data]

Summary Public Realm Assessment and Strategy		Public Realm Implementation Options / Measures		
Key Factors	**Opportunities and Design Approach**	**Within Tram project scope**	**CEC complementary short-term scope**	**CEC overall longer-term scope**
19.01 Character / identity / quality / development plans / potential / opportunities				
Medium density urban streetscape of variable quality, some good but severed by traffic and now somewhat rundown. Potential public realm spaces between street frontages and road junctions, particularly at set-backs and at Pilrig Dalmeny Church / Halls.	Identify / develop opportunities to reinforce and/or restore identity / legibility / usability of public realm spaces, mainly footways.	Identify/ develop opportunities to reinforce and/or restore identity/ legibility/ usability of public realm spaces, mainly footways.	Make economic/ commercial case for opportunities/ potential for public realm improvement/ redevelopment generally as well as generated by Tram.	Develop full public realm proposals and implementation.
19.02 Historic / heritage / conservation influences				
Historic side-street pattern; 18/19C diversity / mixed uses / active street frontages / side-street links.	Opportunity to restore historic quality for 21C context/ functions and to develop active frontages and links.	Restore historic quality of context and surfaces; preserve significant views.	Identify/ develop opportunities to reinforce active street frontages and links.	Complementary provision as appropriate.
19.03 Topography				
Slight slope down to north-east.	No significant design issues.			
19.04 Views – long / cross / through				
Contained by frontages with variety of interest, particularly north-east towards Foot-of-the-Walk, south-west along Leith Walk; in cross views at junctions.	Preserve and reinforce long views, but need to consider visual impact of OLE catenary, in combin-ation with street infrastructure and trees – see plan.	Careful design of OLE/ lighting and combined street infrastructure and relocated trees, to minimise visual impact.	Co-ordination of street infrastructure and tree provision.	Complementary provision as appropriate.
19.05 Frontages / spaces – quality / types / usage				
Random 3 to 5 storey mainly 18/19C terraces, some infill buildings, including institutional, residential, commercial and leisure uses. Mostly direct frontages; some active. Mainly good quality buildings; some run-down.	New infill/ redevelopment to be appropriate to character and variety of existing uses. Identify and develop potential for upgrading of run-down frontages and street uses, particular usability and quality of footways.	Integrated Tram and wider signage and way-finding.	Complementary signage and way-finding as appropriate.	Complementary provision as appropriate.
19.06 Hard landscape / trees / soft landscape / monuments / civic statuary				
Semi-mature street trees along Leith Walk generally; no statuary.	Develop tree planting plan to help form public realm spaces and to define views.	Remove street trees affected by Tram / utilities diversions; replace per tree plan.	Remove additional trees which obstruct footways; replace per tree planting plan.	Further tree planting as appropriate.
19.07 Public art				
Currently no public art provision.	Strategies for Public Art/ Street Dressing to help define street spaces and mitigate Tram infrastructure.	Make provision for Public Art/ Street Dressing on Tram infrastructure.	Complementary provision within CEC Public Art/ Street Dressing Strategies	Development, maintenance and management regimes for Public Art etc strategies.
19.08 Pedestrian accessibility / links /flows / usability / priority / severance				
Generally narrow footways, partly obstructed by bus shelters, bins, street trees, lamp-posts etc. High pedestrian flows; barriers at crossings. See below.	Rationalise and minimise street furniture/ loading/ car parking bays; maximise usable extent of footways on shared surfaces where necessary; remove barriers.	Assess pedestrian flows; maximise usable extent of footways; remove barriers.	Develop typology/ zoning of footways usability along Tram route.	Consider 20mph speed limit to improve pedestrian accessibility, usability and safety.
19.09 Footways capacity / condition				
Widths currently just adequate, except where partly obstructed. Mainly pcc paving, medium to poor condition; side street table entries in red brick.	Essential to maximise all footways capacity, to provide for predicted increased future flows. Optimise usability/ capacity with shared surfaces. Upgrade generally to ESFS, including side street entries and to vehicle loading standards for shared surfaces.	Optimise footway provision for future demand; reinforce shared surfaces for vehicle loadings. Subject to availability of CEC short-term funding, paving/ side street entries to ESFS standards or LFL.	Subject to availability of CEC short-term funding, existing paving from frontage to kerb as LFL or upgraded to ESFS standards.	Complete footways upgrade as necessary.
19.10 Traffic types / flows / restrictions / priorities				
Heavy general traffic including bus lanes with parking / loading bays one or both sides of carriageway.	Tram / bus / pedestrian priority; short-stay loading bays on reinforced footways; minimise car parking.	Minimise road, TRO and Tram signage/ equipment; maximise/ optimise combinations with other street furniture.	Complementary co-ordination/ provision as appropriate. Consider 20mph speed limit to optimise traffic flows.	Complementary provision as appropriate.
19.11 Vehicle access / servicing / deliveries				
Some sections of carriageway narrow; access / servicing mostly on-street at frontages and congested.	Maintain existing but minimise future on-street provision. Optimise carriageway / reinforced footway widths to enable restricted hours servicing / loading.	Optimise provision for loading bays. Carriageway / shared surfaces to ESFS standards (upgrade from LFL provision?).	Complementary provision as necessary.	

19 – LEITH WALK – BALFOUR STREET to FOOT-OF-THE-WALK [DRAFT as at 11 February 2008]

EDAW | AECOM

Summary Public Realm Assessment and Strategy		Public Realm Implementation Options / Measures		
Key Factors	**Opportunities and Design Approach**	**Within Tram project scope**	**CEC complementary short-term scope**	**CEC overall longer-term scope**
19.12 Carriageways capacity				
Just adequate for current flows, but congested at peak periods. Segregated Tramway will require no bus lanes and partial, limited loading/ parking bays.	Minimise carriageway widths to maximise pedestrian footway widths; consider opportunity for 20mph local speed limit.	Optimise carriageway/ footway widths.	Consider 20mph speed limit.	

19.13 Utilities locations / alignments / re-alignments				
[Pre / post Tram data needed] MUDFA surface re-instatements to be temporary only	Assess utilities locations/ alignments for impacts. If necessary, suggest alternative locations/ alignments. Tram/ CEC to provide permanent surface finishes.	[Subject to assessment of data] Tram project to provide permanent surface finishes to MUDFA scope within LoDs.	[Subject to assessment of data] CEC to provide permanent surface finishes to MUDFA scope outside LoDs.	[Subject to assessment of data] Complete permanent surfacing to MUDFA scope as necessary.
Street furniture types / impacts				
19.14 Street clutter / integration				
[Pre / post Tram audit / data needed] Limited data available on locations of existing elements; on OLE and on proposals to minimise obstruction and to co-ordinate/ combine elements to minimise clutter.	[Subject to data] Assess current Tram proposals for location/ co-ordination/ combination of street furniture elements within footway typology/ zoning. If necessary, suggest alternatives/ opportunities.	Fully audit/ co-ordinate/ integrate existing street furniture and tram provision within footway typology/ zoning; deliver/ safeguard key combinations.	[Subject to assessment of audit data] Extend principles established by Tram proposals to minimise street clutter generally – or initiate audit etc process.	[Subject to assessment of audit data] Complete process of minimising clutter as City-wide typology.
19.15 Street lighting / footway lighting / feature lighting / traffic lights / CCTV / PIDS				
[Pre / post Tram audit / data needed] Street lighting/ traffic lights/ signing on standard poles; visually intrusive and in parts obstructive to footways.	[Subject to data] Rationalise lighting/ signage/ traffic lights etc long-term to reduce clutter.	[Subject to assessment of data] Existing lighting displaced by Tram/ to be replaced, preferably in combination with OLE as default option.	[Subject to assessment of data] Subject to CEC short-term funding, minimise signage etc within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter.
19.16 Shelters / seating / bins / cabinets / signage / displays				
[Pre/ post Tram audit/ data needed] Bus shelters/ stop signs/ refuse bins/ wheelies/ TRO and traffic signage visually intrusive, partly obstructing footways.	[Subject to data] Some elements to become redundant and removed; all to be rationalised and minimised, including shelters.	[Subject to assessment of data] Rationalise relocated/ replacement infrastructure to set new typology and minimise clutter.	[Subject to assessment of data] Complementary provision as appropriate within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter as City-wide typology.
19.17 Tramway – alignment / segregated / unsegregated				
Centre-street alignment, segregated from general traffic but some shared running with buses.	Current proposals for delineation of tramway should be optimised to minimise visual impact.	Optimise delineation of swept-path/ DKE within context of current speed limits.	Propose street-marking palette for minimal visual impact along route.	Implement street-marking palette for minimal visual impact along route.
19.18 Tram-stop – type / interchange / people-place generator / integration				
No Tram-stop in this section.	N/ A	N/ A	N/ A	N/ A
19.19 Tram-stop shelters / furniture / equipment – types / kit-of-parts				
No Tram-stop or shelter in this section.	No Tram-stop, but shelters/ kit-of-parts could form typology for and be integrated with wider street infrastructure.	Propose Tram-compatible integrated typology for street furniture generally.	Bus-stop shelters and other street infrastructure to be re-configured within Tram-compatible typology.	Complete process of integration of street infrastructure/ minimising clutter.
19.20 Tram OLE – types / impacts				
Centre poles with twin cantilever arms, combined with street lighting currently assumed.	Minimise impact of OLE on significant views.	Optimise OLE/ lighting array generally to minimise impact on views along street.	[Subject to assessment of data]	[Subject to assessment of data]
19.21 Track-side infrastructure – types / impacts				
[Data on design typologies needed]	[Subject to data] Assess current proposals / designs / potential for combination of functions. If necessary, suggest alternatives / opportunities.	[Subject to assessment of data]	[Subject to assessment of data]	[Subject to assessment of data]

Summary Public Realm Assessment and Strategy		Public Realm Implementation Options / Measures		
Key Factors	**Opportunities and Design Approach**	**Within Tram project scope**	**CEC complementary short-term scope**	**CEC overall longer-term scope**
20.01 Character / identity / quality / development plans / potential / opportunities				
Once a well-defined commercial, cultural and leisure centre for Leith. Mixed quality, some good buildings devalued by poor Kirkgate redevelopments; all now dominated by traffic and somewhat run-down.	Identify / develop opportunities to reinforce/restore identity / legibility / usability of public realm spaces in 21C context – part-generated / serviced by Tram-stop; co-ordinated / integrated with any re-developments.	Locate and integrate Tram-stop for optimum interchange with bus services / ped flows; and to service current frontage uses and potential public realm spaces.	Make economic/ commercial case for opportunities/ potential for public realm improvement/ redevelopment generally as well as generated by Tram.	Develop full public realm proposals and implementation.
20.02 Historic / Heritage / Conservation issues				
Formerly three important public realm spaces; The Square, Great Junction Street and Kirkgate; and main link to the Port of Leith; 18/19C diversity / mixed uses / active street frontages; poor quality 20C infill and development; Leith Conservation Area.	Identify opportunities to reinforce active street frontages and links; and to mitigate recent poor quality development.	Restore historic quality of context and surfaces; preserve significant views.	Identify/ develop opportunities to reinforce active street frontages and links.	Complementary provision as appropriate.
20.03 Topography				
Generally level; some slight slopes.	No significant design issues.			
20.04 Views – long / cross / through				
Contained by frontages with variety of interest, particularly south-west along Leith Walk and in broader spaces at The Square, Kirkgate and Great Junction Street. Cross views at Gt Junction St and Duke St.	Preserve and reinforce long and cross views, but need to consider visual impact of OLE catenary, in combination with street infrastructure and trees – see plan.	Careful design of OLE/ lighting and combined street infrastructure and relocated trees, to minimise visual impact.	Co-ordination of street infrastructure and tree provision.	Complementary provision as appropriate.
20.05 Frontages / spaces – quality / types / usage				
Random 3 to 5 storey 18/19/20C terrace and infill buildings, mainly residential, commercial and leisure uses. Mostly direct, active frontages; some set back behind railings and trees. Variable but generally good quality buildings, except Kirkgate – some run-down.	Require any new infill / redevelopment to be appropriate to character and variety of existing uses. Identify potential for upgrading of run-down frontages and uses; also for re-creating public realm spaces at The Square, Great Junction Street and Kirkgate.	Integrated Tram and wider signage and way-finding.	Complementary signage and way-finding as appropriate. . Identify/ develop potential for redevelopment/ upgrading of run-down frontages/ street uses/ usability and quality of footways.	Complementary provision as appropriate.
20.06 Hard landscape / trees / soft landscape / monuments / civic statuary				
Mature street trees in the Square / Leith Walk; "pylon" and Queen Victoria statue outside New Kirkgate.	Develop tree planting plan to help form public realm spaces and to define views; relocate Queen Victoria?	Remove street trees affected by Tram / utilities diversions; replace per tree plan.	Remove additional trees which obstruct footways; replace per tree planting plan.	Further tree planting as appropriate.
20.07 Public art				
Currently no public art provision, except "pylon" at New Kirkgate.	Strategies for Public Art/ Street Dressing to help define street spaces and mitigate Tram infrastructure.	Make provision for Public Art/ Street Dressing on Tram infrastructure.	Complementary provision within CEC Public Art/ Street Dressing Strategies	Development, maintenance and management regimes for Public Art etc strategies.
20.08 Pedestrian accessibility / links / flows / usability / priority / severance				
Generally narrow footways, partly obstructed by bus shelters, bins, street trees, lamp-posts etc. High pedestrian flows; barriers at crossings. See below.	Rationalise and minimise street furniture / loading / parking bays; maximise usable extent of footways on shared surfaces where necessary; remove barriers.	Assess pedestrian and bus / Tram interchange flows; maximise usable extent of footways; remove barriers.	Develop typology/ zoning of footways usability along Tram route.	Consider 20mph speed limit to improve pedestrian accessibility, usability and safety.
20.09 Footways capacity / condition				
Widths currently just adequate, except where partly obstructed. Mainly pcc paving, medium to poor condition.	Optimise usability / capacity with shared surfaces. Upgrade generally to natural stone paving/granite kerbs per ESFS and to vehicle loading standards for shared surfaces.	Reinforce footways sub-base for vehicle loadings, as nec. Subject to availability of CEC short-term funding, paving/ side street entries to ESFS standards or LFL.	Extend reinforced sub-base to building frontages. Subject to CEC short-term funding, existing paving from frontage to kerb as LFL or upgraded to ESFS.	Complete footways upgrade as necessary.
20.10 Traffic types / flows / restrictions / priorities				
Heavy general traffic including buses with parking / loading bays one or both sides of carriageway.	Tram / bus / pedestrian priority; short-stay loading bays on reinforced footways; minimise car parking.	Minimise road, TRO and Tram signage/ equipment; maximise/ optimise combinations with other street furniture.	Complementary co-ordination/ provision as appropriate. Consider 20mph speed limit to optimise traffic flows.	Complementary provision as appropriate.
20.11 Vehicle access / servicing / deliveries				
Some sections of carriageway narrow; access / servicing mostly on-street at frontages and congested.	Maintain existing but minimise future on-street provision. Optimise carriageway / reinforced footway widths to enable restricted hours servicing / loading.	Optimise provision for loading bays. Carriageway / shared surfaces to ESFS standards (upgrade from LFL provision?).	Complementary provision as necessary.	

20 – FOOT-OF-THE-WALK to LAURIE STREET and TRAM-STOP [DRAFT as at 11 February 2008]

Summary Public Realm Assessment and Strategy		Public Realm Implementation Options / Measures		
Key Factors	**Opportunities and Design Approach**	**Within Tram project scope**	**CEC complementary short-term scope**	**CEC overall longer-term scope**
20.12 Carriageways capacity				
Just adequate for current flows, but congested at peak periods. Segregated Tramway will require no bus lanes/ shared use at Tram-stop and partial, limited loading/ parking bays.	Minimise carriageway widths to maximise pedestrian footway widths; consider opportunity for 20mph local speed limit.	Optimise carriageway/ footway widths.	Consider 20mph speed limit.	

20.13 Utilities locations / alignments / re-alignments				
[Pre / post Tram data needed] MUDFA surface re-instatements to be temporary only	Assess utilities locations/ alignments for impacts. If necessary, suggest alternative locations/ alignments. Tram/ CEC to provide permanent surface finishes.	[Subject to assessment of data] Tram project to provide permanent surface finishes to MUDFA scope within LoDs.	[Subject to assessment of data] CEC to provide permanent surface finishes to MUDFA scope outside LoDs.	[Subject to assessment of data] Complete permanent surfacing to MUDFA scope as necessary.
Street furniture types / impacts				
20.14 Street clutter / integration				
[Pre / post Tram audit / data needed] Limited data available on locations of existing elements; on OLE and on proposals to minimise obstruction and to co-ordinate/ combine elements to minimise clutter.	[Subject to data] Assess current Tram proposals for location/ co-ordination/ combination of street furniture elements within footway typology/ zoning. If necessary, suggest alternatives/ opportunities.	Fully audit/ co-ordinate/ integrate existing street furniture and tram provision within footway typology/ zoning; deliver/ safe-guard key combinations.	[Subject to assessment of audit data] Extend principles established by Tram proposals to minimise street clutter generally – or initiate audit etc process.	[Subject to assessment of audit data] Complete process of minimising clutter as City-wide typology.
20.15 Street lighting / footway lighting / feature lighting / traffic lights / CCTV / PIDS				
[Pre / post Tram audit / data needed] Street lighting/ traffic lights/ signing on standard poles; visually intrusive and in parts obstructive to footways.	[Subject to data] Rationalise lighting/ signage/ traffic lights etc long-term to reduce clutter.	[Subject to assessment of data] Existing lighting displaced by Tram/ to be replaced, preferably in combination with OLE as default option.	[Subject to assessment of data] Subject to CEC short-term funding, minimise signage etc within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter.
20.16 Shelters / seating / bins / cabinets / signage / displays				
[Pre/ post Tram audit/ data needed] Bus shelters/ stop signs/ refuse bins/ wheelies/ TRO and traffic signage visually intrusive, partly obstructing footways.	[Subject to data] Some elements to become redundant and removed; all to be rationalised and minimised, including shelters.	[Subject to assessment of data] Rationalise relocated/ replacement infrastructure to set new typology and minimise clutter.	[Subject to assessment of data] Complementary provision as appropriate within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter as City-wide typology.
20.17 Tramway – alignment / segregated / unsegregated				
Centre-street alignment, segregated from general traffic but shared running with buses at Tram-stop.	Current proposals for delineation of tramway should be optimised to minimise visual impact.	Optimise delineation of swept-path/ DKE within context of current speed limits.	Propose street-marking palette for minimal visual impact along route.	Implement street-marking palette for minimal visual impact along route.
20.18 Tram-stop – type / interchange / people-place generator / integration				
Foot-of-the-Walk – side platform type tram-stop at south end of Constitution Street. Potential for interchange with buses and as activity-generator.	Identify/ develop potential for tram-stop to play an integrated and wider active role in forming new public realm spaces with activities.	Tram-stop design to be fully integrated with footways, with minimal impact/ maximum potential for wider role.	Complementary development as necessary.	Further development of tram-stop role as public realm space and activities become established and themselves develop.
20.19 Tram-stop shelters / furniture / equipment – types / kit-of-parts				
Potential for Tram-stop shelters and equipment to form exemplars for and to be integrated with wider street infrastructure.	Tram-stop shelters, equipment etc to be integrated and where possible combined with wider street infrastructure, also to conservation area standards.	Tram-stop equipment etc to be integrated to minimise street clutter. Propose Tram-compatible integrated typology for street furniture generally.	Bus-stop shelters and other street infrastructure to be re-configured within Tram-compatible typology.	Complete process of integration of street infrastructure/ minimising clutter.
20.20 Tram OLE – types / impacts				
Side poles and span wires at Foot-of-the-Walk/ building fixings in Constitution Street assumed.	Minimise impact of OLE on significant views.	Optimise OLE/ lighting array generally to minimise impact on views along street.	[Subject to assessment of data]	[Subject to assessment of data]
20.21 Track-side infrastructure – types / impacts				
[Data on design typologies needed]	[Subject to data] Assess current proposals / designs / potential for combination of functions. If necessary, suggest alternatives / opportunities.	[Subject to assessment of data]	[Subject to assessment of data]	[Subject to assessment of data]

Photo 1

Photo 2

Photo 3

Photo 4

Photograph Locations

Photo 1

Photo 2

Photo 3

Photo 4

Photo 5

Photograph Locations

steer davies gleave EDAW | AECOM

Photo 1

Photo 2

Photo 3

Photo 4

Photo 5

Photo 1

Photo 2

Photo 3

Photo 4

Photograph Locations

steer davies gleave EDAW | AECOM

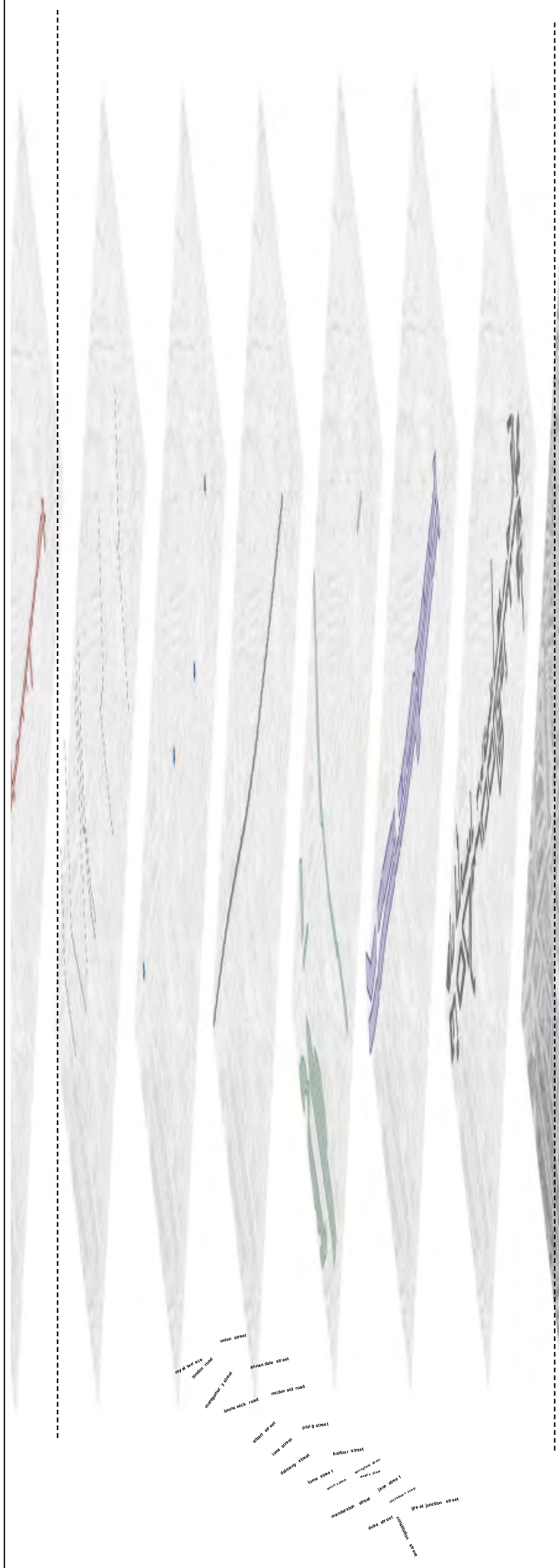
Photo 1

Photo 2

Photo 3

Photo 4

Photograph Locations



8: Character Zones

Taking into account all the below, and an initial reaction having walked Leith Walk, this shows where we feel the major character zones are. While all linked, the character of the street does change along the length. As can be seen, the character zones are more continuous at the top and bottom, but there is a section in the middle that is less continuous. As this area is developed further, it may change this trait, and provide either a more continuous, or broken future character.

7: Character Break Points

This layer tries to indicate where the character break points occur along Leith Walk. This, on the whole, fall where major streets cross Leith Walk, but they are also defined by combining the layers identified below.

6: Landmarks

Mainly architectural elements, these landmarks stand out as nodes along the route that aid in orientation, and help to define some of the character zones and character zone break points. These include the clock tower at London Road, Pilrig Church, and Queen Victoria's statue at the Foot of the Walk.

5: Alignment

While very subtle in plan, the slight double curve in Leith Walks alignment creates a street that, rather being wholly visible at any one point, reveals itself as you move along it.

4: Green Space

As can be seen in this layer, Leith Walk itself doesn't have an extensive 'green' character, but there are interventions where tree planting and 'green' space occur, often along routes that cross Leith Walk, or set back from the pavements, such as on the west side towards the Foot of the Walk. Rather than strong avenues, individual street trees mark some of the junctions with other streets.

3: Frontage Continuity

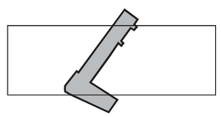
This layer shows how the building frontages change in terms of continuity, not only along the length of Leith Walk, but along either side. As can be seen, the frontages along the east side are generally more continuous than those along the west side. This changes to some degree at the Foot of the Walk, when both sides become similar in character.

2: Massing

The massing and continuity of the buildings that define Leith Walk are primary in defining the spaces along Leith Walk. The height, distance between frontages across the street and continuity of frontage all vary along the length of Leith Walk, creating different character zones.

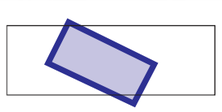
1: Leith Walk

While Leith walk has a certain character along its length, there are distinct sections that can be identified as having a specific character. This is dictated by a variety traits that alter as you move along Leith Walk. A few of these are summarised above.



Leith Walk

While Leith walk has a certain character along its length, there are distinct sections that can be identified as having a specific character. This is dictated by a variety traits that alter as you move along Leith Walk. A few of these are summarised above.

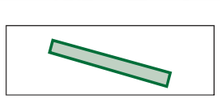


Massing

The massing and continuity of the buildings that define Leith Walk are primary in defining the spaces along Leith Walk. The height, distance between frontages across the street and continuity of frontage all vary along the length of Leith Walk, creating different character zones.

Frontage Continuity

This layer shows how the building frontages change in terms of continuity, not only along the length of Leith Walk, but along either side. As can be seen, the frontages along the east side are generally more continuous than those along the west side. This changes to some degree at the Foot of the Walk, when both sides become similar in character.



Green Space

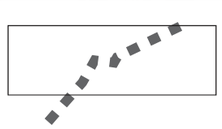
As can be seen in this layer, Leith Walk itself doesn't have an extensive 'green' character, but there are interventions where tree planting and 'green' space occur, often along routes that cross Leith Walk, or set back from the pavements, such as on the west side towards the Foot of the Walk. Rather than strong avenues, individual street trees mark some of the junctions with other streets.

Alignment

While very subtle in plan, the slight double curve in Leith Walks alignment creates a street that, rather being wholly visible at any one point, reveals itself as you move along it.

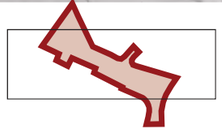
Landmarks

Mainly architectural elements, these landmarks stand out as nodes along the route that aid in orientation, and help to define some of the character zones and character zone break points. These include the clock tower at London Road, Pilrig Church, and Queen Victoria's statue at the Foot of the Walk.



Character Break Points

This layer tries to indicate where the character break points occur along Leith Walk. This, on the whole, fall where major streets cross Leith Walk, but they are also defined by combining the layers identified below.



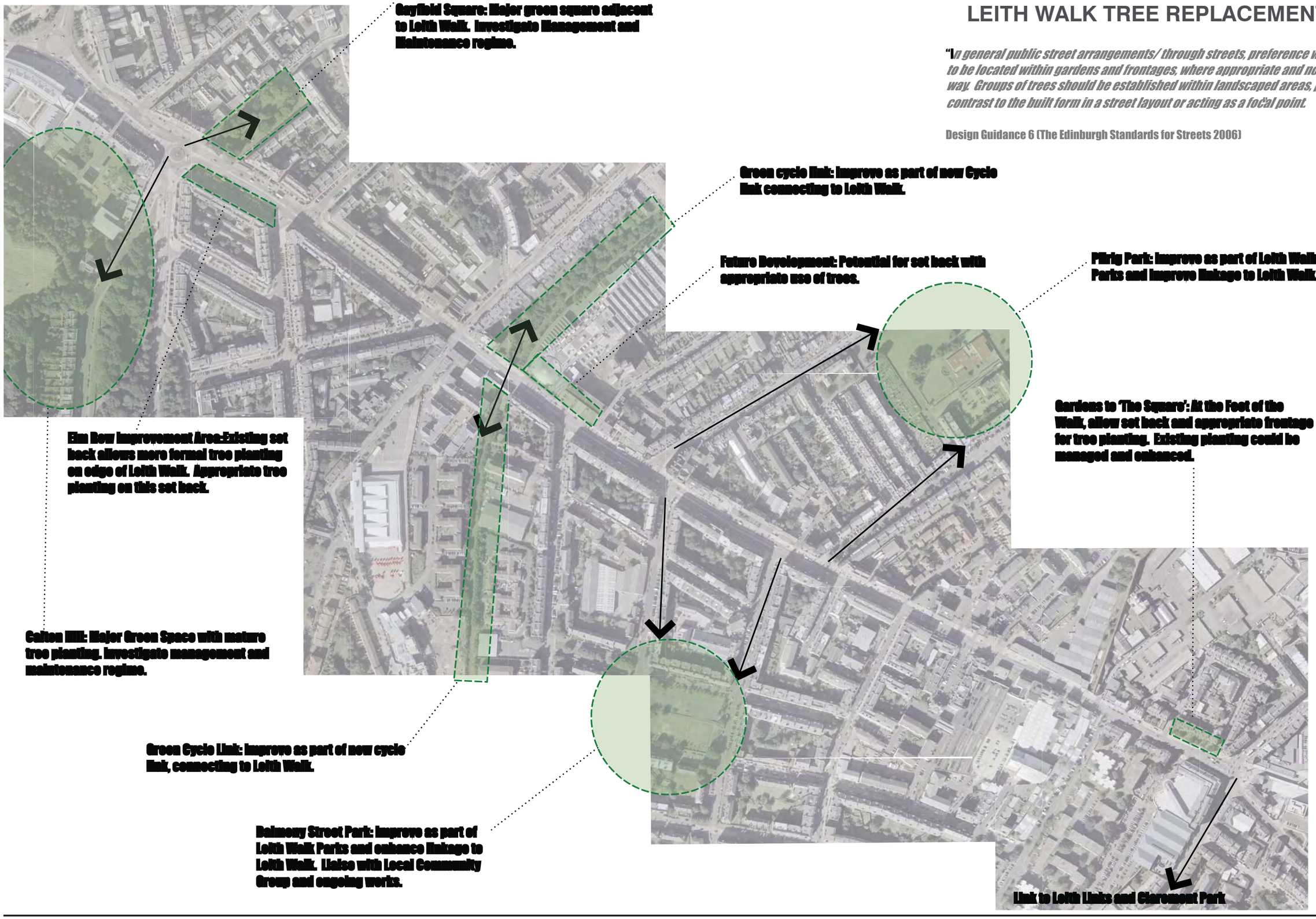
Character Zones

Taking into account all the below, and an initial reaction having walked Leith Walk, this shows where we feel the major character zones are. While all linked, the character of the street does change along the length. As can be seen, the character zones are more continuous at the top and bottom, but there is a section in the middle that is less continuous. As this area is developed further, it may change this trait, and provide either a more continuous, or broken future character.

LEITH WALK TREE REPLACEMENTS

"In general public street arrangements/ through streets, preference will be for tr to be located within gardens and frontages, where appropriate and not in the foo way. Groups of trees should be established within landscaped areas, providing a contrast to the built form in a street layout or acting as a focal point.

Design Guidance 6 (The Edinburgh Standards for Streets 2006)



LEITH WALK TREE REPLACEMENTS

Parks / Green Spaces

1. Leith Links (West): 74 trees
2. Montgomery Street Park: 6 trees
3. Balmoral Street Park: 1 tree
4. London Road Gardens: 8 trees

Total: 89 trees

Streetscape / Tree Pits

5. McDonald Road: 11 trees
6. Brunswick Terrace: 1 tree
7. Gordon Street: 2 trees
8. Iona Street: 1 tree
9. Balmoral Street: 2 trees
10. Annandale Street: 2 trees

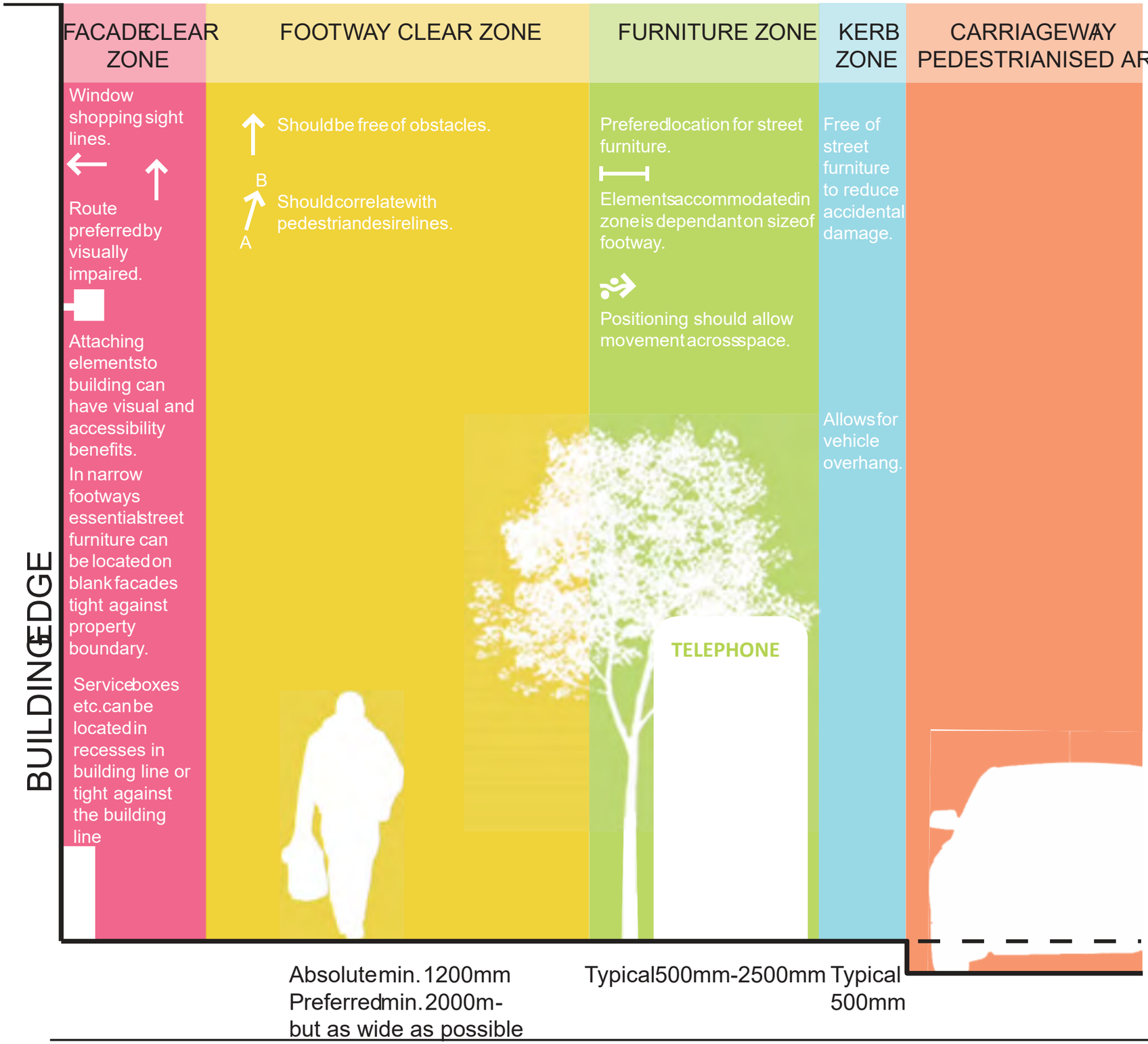
Total: 19 trees

Total: 108 trees (leaving 82 trees for the tree bank) Excluding Foot of Leith Walk, Bernard Street and/ or Picardy Place.

Strategic Overview

- (A) Top of the Walk / Elm Row
- (B) Walkway Linkage
- (C) Foot of the Walk 'Square'

Typical cross section of street zones



Typically footway the can be divided into 4 sections:

Kerb zone
Furniture Zone
Footway
Clear Zone
Facade Clear Zone

The scale and importance of each zone will vary according to the particular street or section of street.

NB: Each of the character zones designated along Leith walk should be assessed individually using the basis of the sample section at the foot of Leith Walk.

Reference to Design Guidance 2: Footways (The Edinburgh Standards for Streets)

FOOT OF LEITH WALK STREETSCAPE STUDY
Existing Survey Analysis

- bollard
- Large Refuge Bin
- Small Wheely Bin
- Small Street bin
- Tree
- Sign
- Service Box
- Telephone Box
- Lighting Column
- Speed Camera
- Bus Stop
- Bus timetables
- Ticket Machine
- Bus Tracker
- Traffic Lights
- Post Box
- Bike stand
- Shop signs

street furniture set back at varying offsets from kerb zone.

- Assess requirement of phone boxes
- Remove wheeley bins from pavement
- Combine signage with traffic camera

Bus stop offset from kerb zone, individual objects associated with bus stop

- Set bus stop forward to kerb zone
- Combine bus info-integrate bus stop furniture

Street signs, bins and trees aligned with 750 offset from kerb zone.

- set furniture closer to kerb zone to free footway
- Combine signage

Bus stop with separate associated objects

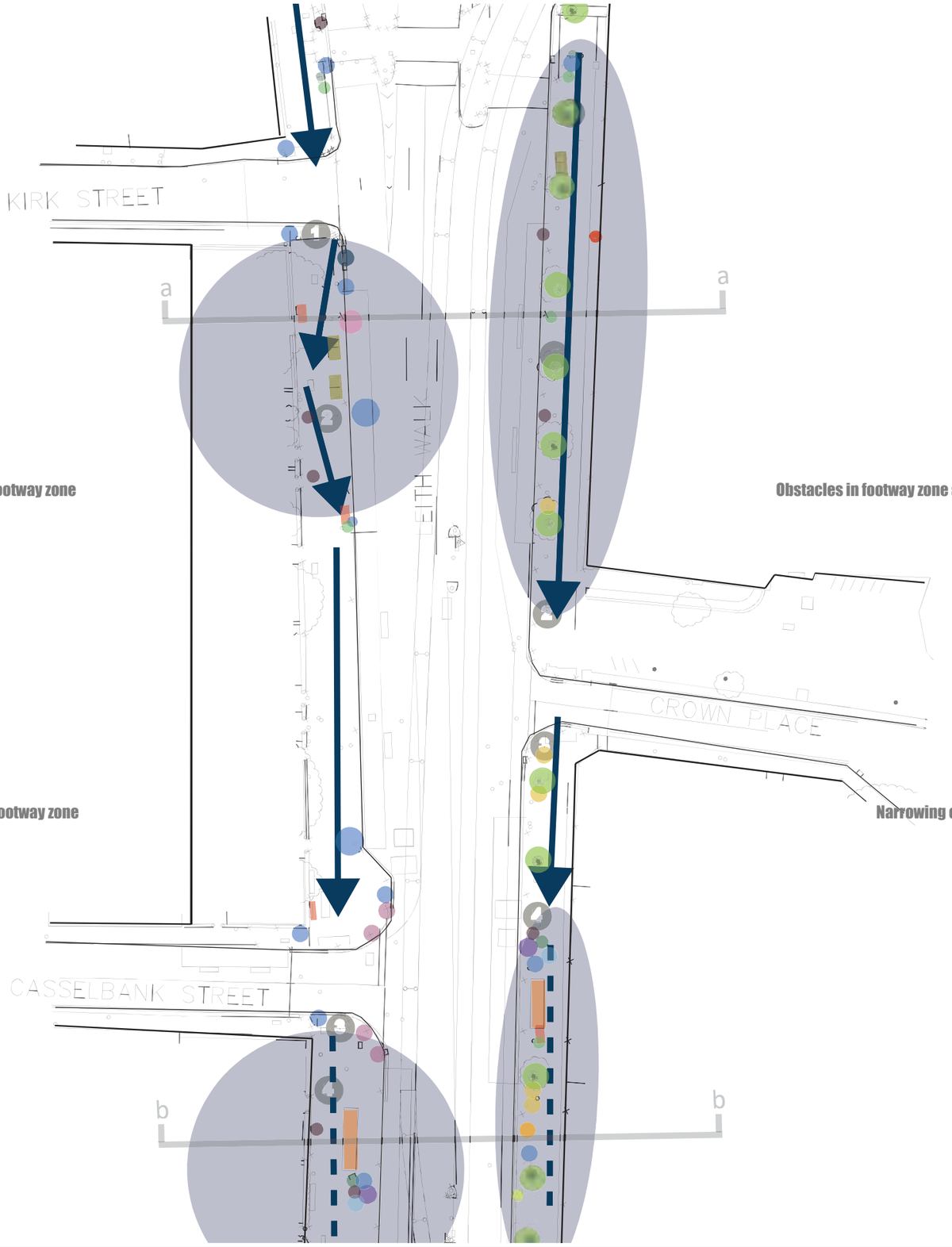
- Combine related objects

Commercial bins, street bins: obstructing footway, yellow road signs prevelent.

- 1 Type of street bin
- Commercial bins removed from footway
- Removal of yellow signs

Obstacles in footway zone

Narrowing of footway zone



Obstacles in footway zone at crossing points

Narrowing of footway zone

Street Trees

Public Notices

Wheely bins

Combined Signage

Phone boxes

Bike Stands

Traffic Signs

Street Signs

Speed Cameras

Street Bins

Street Trees

Letter Box

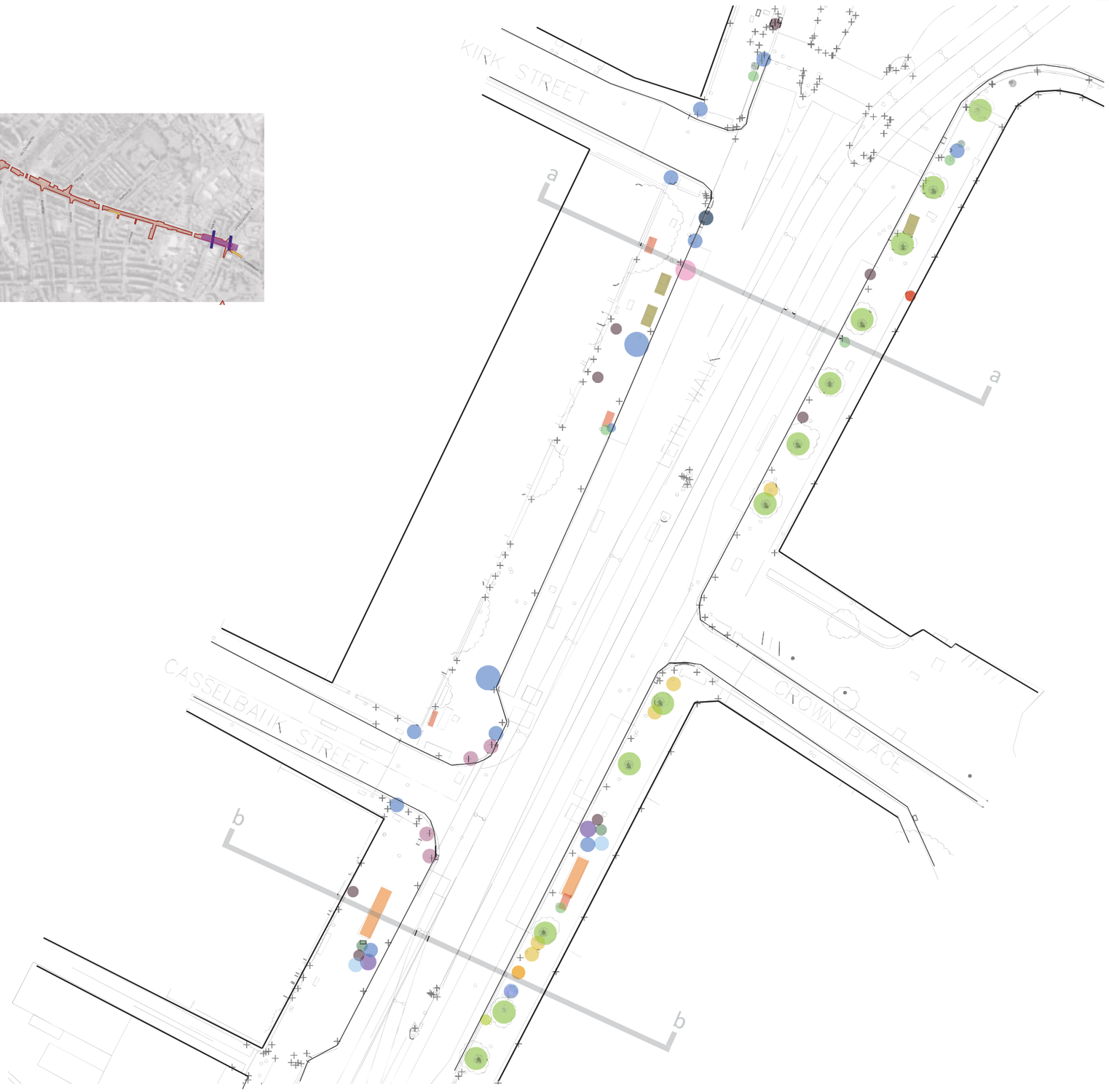
Large Refuse Bins

Large Refuse Bins

Tree Protection / Parked Bikes

Bus Stops

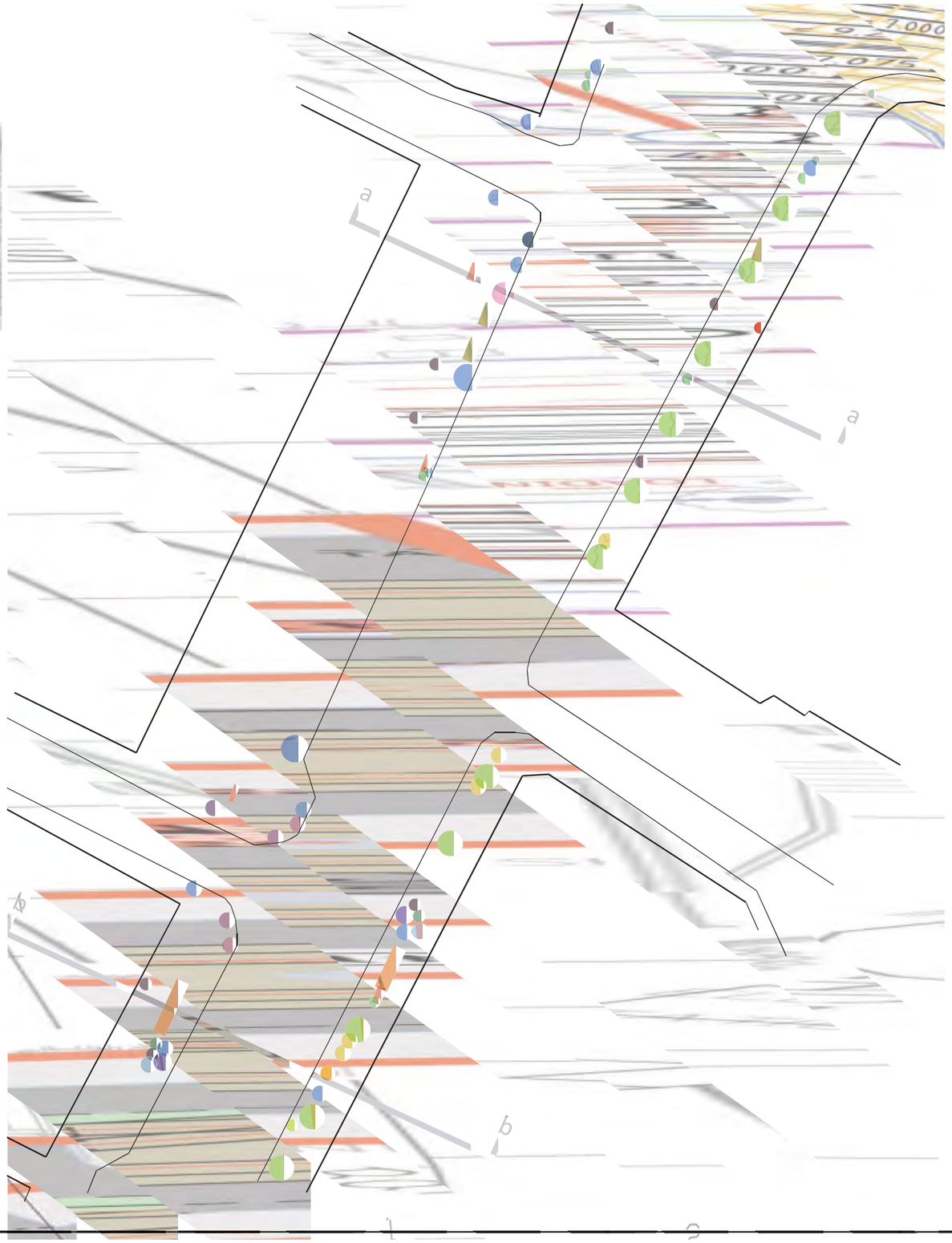
FOOT OF LEITH WALK STREETSCAPE STUDY
Existing Survey 080119



Street Elements

- bollard
- Speed Camera
- Large Refuse Bin
- Bus Stop
- Small Wheely Bin
- Bus timetables
- Small Street bin
- Ticket Machine
- Tree
- Bus Tracker
- Sign
- Traffic Lights
- Service Box
- Post Box
- Telephone Box
- Bike stand
- Lighting Column
- Shop signs

FOOT OF LEITH WALK STREETSCAPE STUDY
Existing + Tram 080119



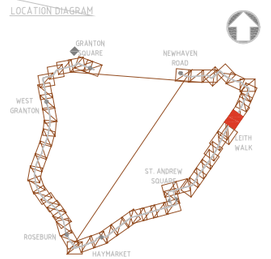
Street Elements

- bollard
- Speed Camera
- Large Refuse Bin
- Bus Stop
- Small Wheely Bin
- Bus timetables
- Small Street bin
- Ticket Machine
- Tree
- Bus Tracker
- Sign
- Traffic Lights
- Service Box
- Post Box
- Telephone Box
- Bike stand
- Lighting Column
- Shop signs

KEY

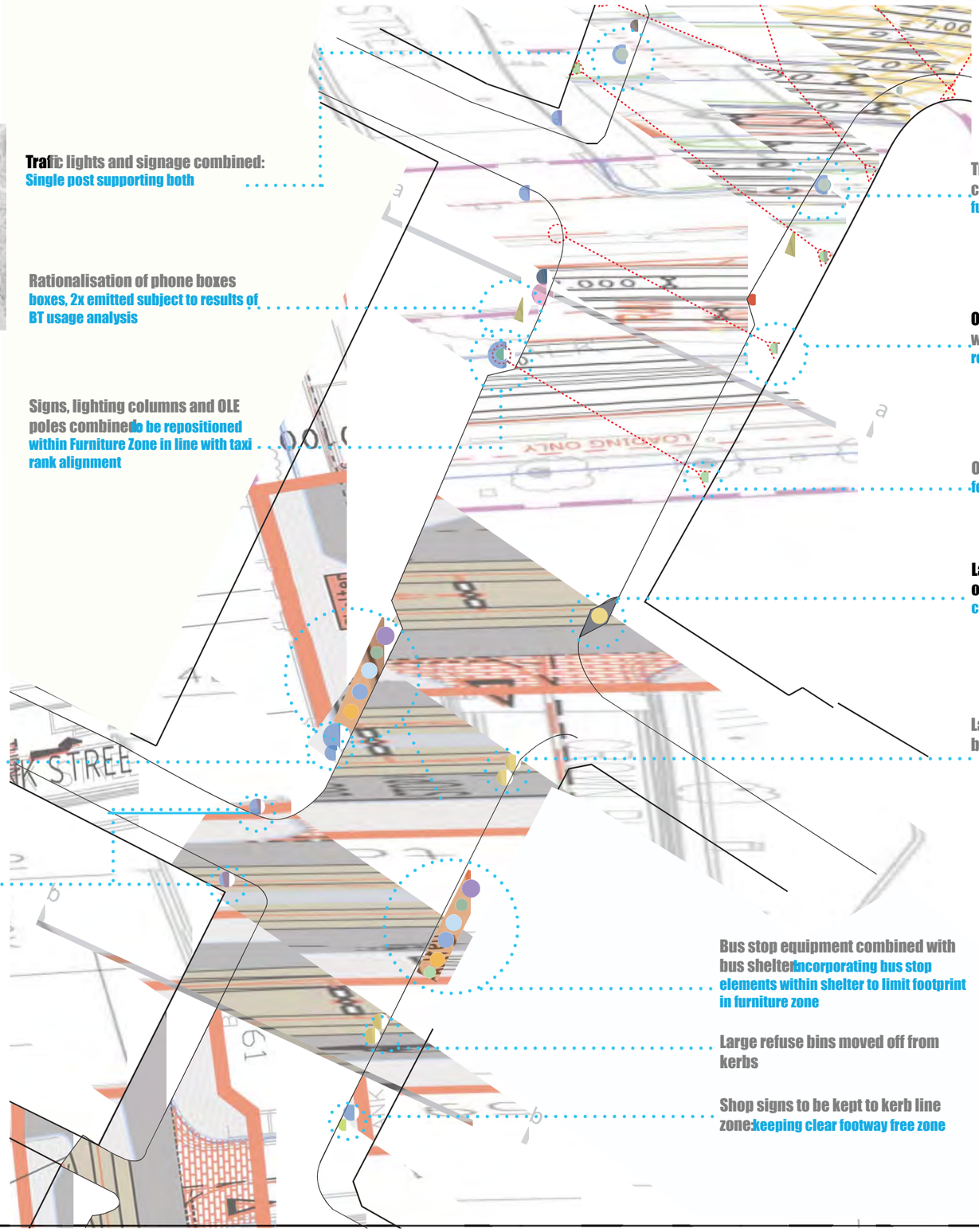
- LIMIT OF DEVIATION
- LIMIT OF LAND TO BE ACQUIRED OR USED (LLAU)
- PRIOR APPROVAL SUBMISSION SITE BOUNDARY
- TRAMS FOP PAVING
- STONE SETTS
- TARMAC FOOTWAYS
- FOOTWAY PAVING SLABS
- TARMAC ROAD
- CONCRETE
- BUS & TRAMWAY ONLY TARMAC
- KERBLINE
- TRAMSTOP PLATFORM TACTILE PAVING
- OLE POLE AND WIRE RUN
- OLE BUILDING FIXING
- TRAM TRACK
- STREET LIGHTING COLUMN

LOCATION DIAGRAM



steer davies gleave EDAW | AECOM

FOOT OF LEITH WALK STREETSCAPE STUDY
Tram + Proposed 080119



Traffic lights and signage combined:
Single post supporting both

Rationalisation of phone boxes
boxes, 2x emitted subject to results of BT usage analysis

Signs, lighting columns and OLE poles combined to be repositioned within Furniture Zone in line with taxi rank alignment

Signs combined to a single post
All yellow road signs to be removed

Bollards removed kerb delineation clarified through materials (see junctions study)

Traffic lights and lighting columns combined with single post within furniture zone

OLE building fixing incorporated with street lighting response to narrowing of footway clear zone

Omit street trees keeping narrow footway clear of furniture zone

Large refuse bins located to end of loading bay keeping large bins to controlled position off of kerb

Large refuse bins moved off of kerbline maximizing footway clear zone

Bus stop equipment combined with bus shelter incorporating bus stop elements within shelter to limit footprint in furniture zone

Large refuse bins moved off from kerbs

Shop signs to be kept to kerb line zone keeping clear footway free zone

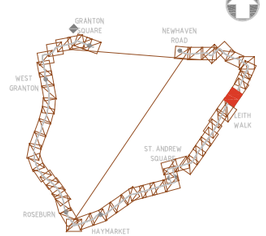
Rationalized Street Elements

- bollard
- Speed Camera
- Large Refuse Bin
- Bus Stop
- Small Wheely Bin
- Bus timetables
- Small Street bin
- Ticket Machine
- Tree
- Bus Tracker
- Sign
- Traffic Lights
- Service Box
- Post Box
- Telephone Box
- Bike stand
- Lighting Column
- Shop signs

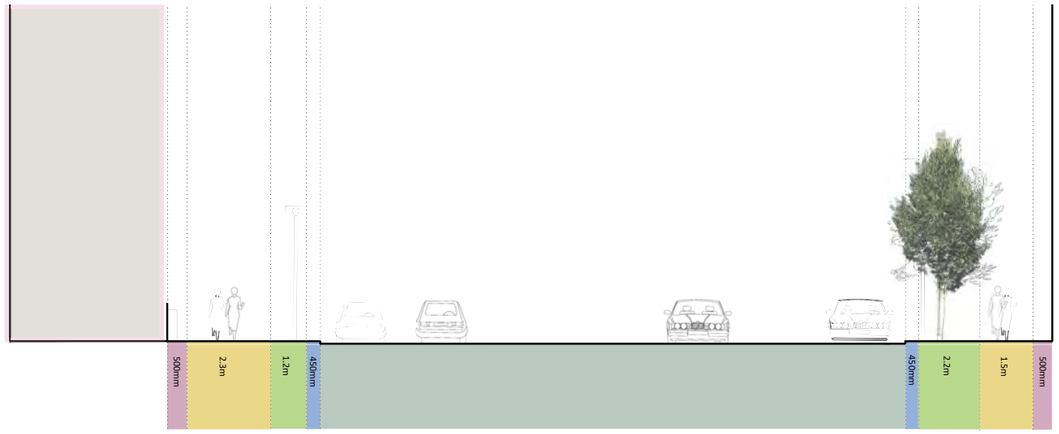
KEY

- LIMIT OF DEVIATION
- LIMIT OF LAND TO BE ACQUIRED OR USED (LLAU)
- PRIOR APPROVAL SUBMISSION SITE BOUNDARY
- TRAMSTOP PAVING
- STONE SETTS
- TARMAC FOOTWAYS
- FOOTWAY PAVING SLABS
- TARMAC ROAD
- CONCRETE
- BUS & TRAMWAY ONLY TARMAC KERBLINE
- TRAMSTOP PLATFORM TACTILE PAVING
- OLE POLE AND WIRE RUN
- OLE BUILDING FIXING
- TRAM TRACK
- STREET LIGHTING COLUMN

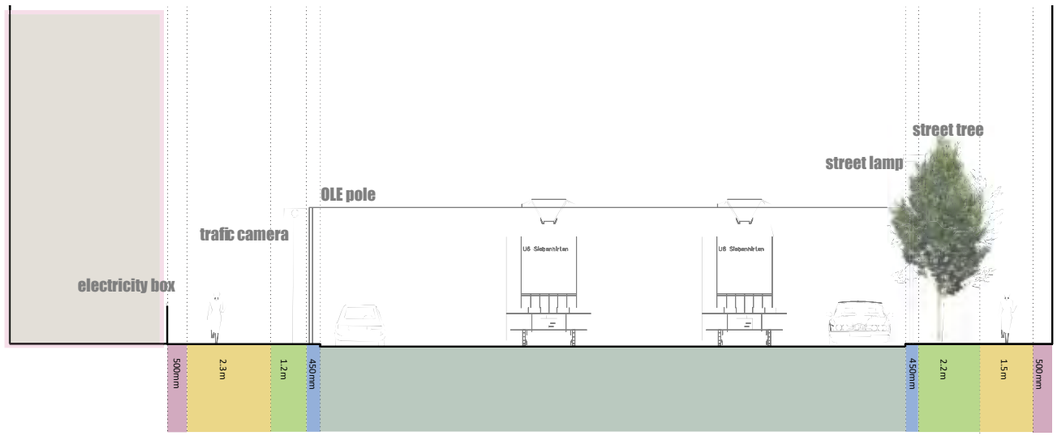
LOCATION DIAGRAM



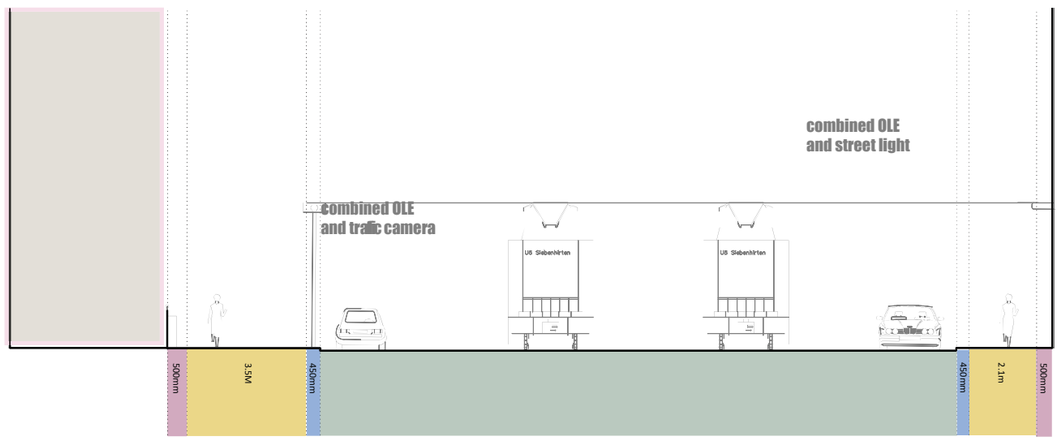
FOOT OF LEITH WALK STREETSCAPE STUDY
SECTION a-a 080119



Section a-a existing



Section a-a existing + tram



Section a-a proposed + tram

Facade Clear Zone

Footway Clear Zone

Furniture Zone

Kerb Zone

Carriage Way

FOOT OF LEITH WALK STREETSCAPE STUDY
Section b-b 080119

Section b-b existing

Section b-b existing + tram

Section b-b proposed + tram

Facade Clear Zone

Footway Clear Zone

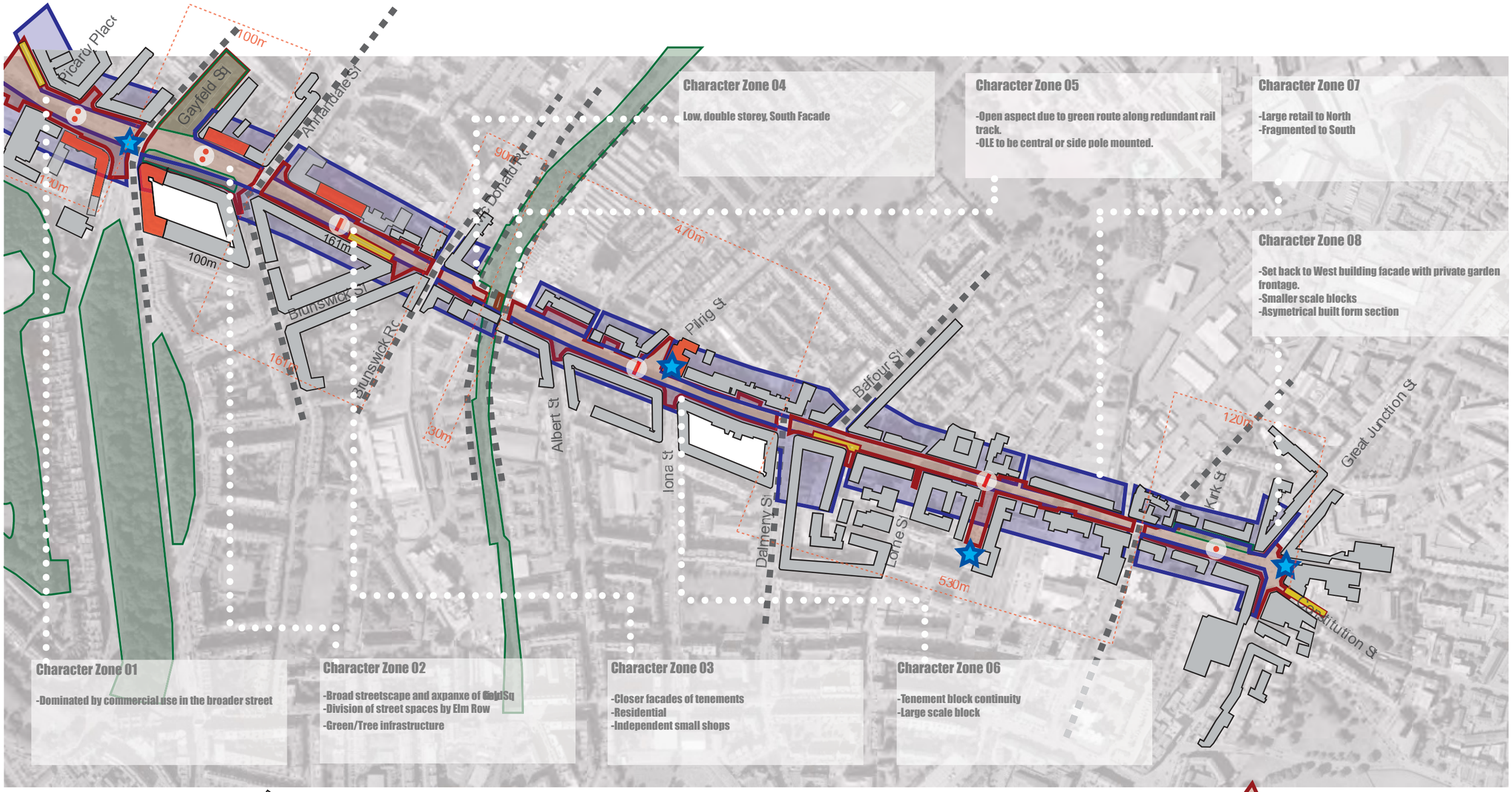
Furniture Zone

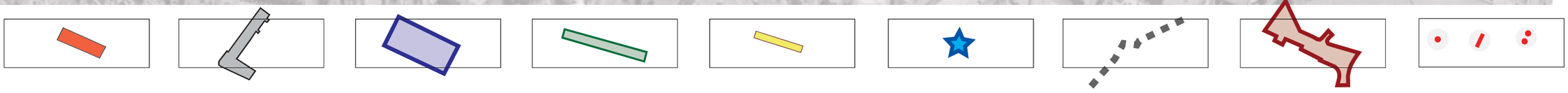
Kerb Zone

Carriage Way

- OLE posts to be combined with street lamp posts where appropriate, facade fixed or centrally positioned according to character zone
- Large refuge bins to be located off the foorway clear zone, where appropriate designated an extended area of loading bays
- All yellow road signs and advertising to be removed
- Telephone boxes to be relocated, removed depending on usage info from BT
- Signage where feasable to be combined
- Street trees to be removed
- Bus stop equipment to be combined within bus shelters
- Bus and tram information to be combined
- Shop street signs to be postioned at kerb edge of the clear zone
- Consistent model of street bin, with appropriate positioning
- Lamposts and sign posts to be consistently grey

Reference to Design Guidance 2: Footways (The Edinburgh Standards for Streets)





Listed Buildings

Listed buildings enhance the character zones, giving visual definiftion to the streetscape. OLE options could be constrained in character zones containing Listed buildings.

Massing

The massing and continuity of the buildings that define Leith Walk are primary in defining the spaces along Leith Walk. The height, distance between frontages across the street and continuity of frontage all vary along the length of Leith Walk, creating different character zones.

Frontage Continuity

This layer shows how the building frontages change in terms of continuity, not only along the length of Leith Walk, but along either side. As can be seen, the frontages along the east side are generally more continuous than those along the west side. This changes to some degree at the Foot of the Walk, when both sides become similar in character.

Green Space

As can be seen in this layer, Leith Walk itself doesn't have an extensive 'green' character, but there are interventions where tree planting and 'green' space occur, often along routes that cross Leith Walk, or set back from the pavements, such as on the west side towards the Foot of the Walk. Rather than strong avenues, individual street trees mark some of the junctions with other streets.

Tram Stop

Tram stop location to be considered within character zone and the way that it should respond to that character zone.

Landmarks

Mainly architectural elements, these landmarks stand out as nodes along the route that aid in orientation, and help to define some of the character zones and character zone break points. These include the clock tower at London Road, Pilrig Church, and Queen Victoria's statue at the Foot of the Walk.

Character Break Points

This layer tries to indicate where the character break points occur along Leith Walk. This, on the whole, fall where major streets cross Leith Walk, but they are also defined by combining the layers identified below.

Character Zones

Taking into account all the below, and an initial reaction having walked Leith Walk, this shows where we feel the major character zones are. While all linked, the character of the street does change along the length. As can be seen, the character zones are more continuous at the top and bottom, but there is a section in the middle that is less continuous. As this area is developed further, it may change this trait, and provide either a more continuous, or broken future character.

OLE mode

Taking into account all of the characteristics of the separate areas along the length of Leith Walk, either central, facade fixed of pole mounted OLEs are designated to the .

- Centralpole mounted OLE
- Facademounted OLE
- Sidepole mounted OLE