



CONSTITUTION STREET



21 – CONSTITUTION STREET – LAURIE STREET to BERNARD 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
21.01 Character / identity / quality / development plans / potential / opportunities				
Medium density urban streetscape of variable, but generally good quality, somewhat rundown. Potential public realm spaces at 119 Constitution Street and Queen Charlotte Street.	Identify / develop opportunities to reinforce and/or restore identity / legibility / usability of public realm spaces in 21C context – link to potential third party developments.	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.
21.02 Historic / heritage / conservation influences				
Medieval street structure; 18/19C diversity / mixed uses / active street frontages; links to waterfront and within Leith; Leith Conservation Area.	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.
21.03 Topography				
Generally level; some slight slopes.	No significant design issues.			
21.04 Views – long / cross / through				
Along street – contained by frontages with variety of interest. Cross views at Queen Charlotte St and Bernard / Baltic Streets.	Preserve and reinforce long and cross views, but need to consider visual impact of OLE catenary, in combination with street infrastructure and trees.	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.
21.05 Frontages / spaces – quality / types / usage				
Random 2 to 5 storey 18/19/20C terrace, warehouse and infill buildings, including high boundary wall around churchyard; institutional, residential, commercial, leisure uses. Mostly direct frontages; some set back behind railings, some active. Variable, generally good quality buildings – some run-down.	New infill/ redevelopment to be appropriate to character and variety of existing uses. Identify/ develop potential for upgrading of run-down frontages and street uses, particularly usability and quality of footways; and for potential public realm spaces at #119 Constitution Street and Queen Charlotte St.	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.
21.06 Hard landscape / trees / soft landscape / monuments / civic statuary				
Mature street trees mainly near Bernard St and off-street at #119 Constitution Street; 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.
21.07 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.
21.08 Pedestrian accessibility / links / flows / usability / priority / severance				
Generally narrow footways, partly obstructed by bus shelters, bins, trees, lamp-posts etc. Pedestrian flows not high but barriers at Queen Charlotte Street.	Rationalise and minimise street furniture / loading bays; maximise usable extent of footways on shared surfaces; remove barriers.	Assess pedestrian flows with Tram; maximise usable extent of footways on shared surfaces; remove barriers.	Develop typology/ zoning of footways usability along Tram route.	Consider 20mph speed limit to improve pedestrian accessibility, usability and safety.
21.09 Footways capacity / condition				
Widths currently just adequate, except where partly obstructed. Mainly pcc paving, medium to poor condition; granite setts in some footway crossings and side streets.	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.
21.10 Traffic types / flows / restrictions / priorities				
Medium-density general traffic incl buses with parking/loading bays variably one or both sides.	Mixed traffic on shared surfaces; 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.
21.11 Vehicle access / servicing / deliveries				
Some sections of carriageway very narrow and congested; access/ servicing mostly on-street at frontages. Tram/bus only Foot-of-the-Walk to Laurie St.	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.	

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21.12 Carriageways capacity				
Currently just adequate without Tram; with Tram possible only with shared-surface running.	Optimise carriageway / reinforced footway widths for mixed traffic on shared surfaces; Tram/bus/ped priority and safety regime incl poss 20mph speed limit.	Optimise carriageway / footway widths for safe shared use.	Consider 20 mph speed limit.	

21.13 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				
21.14 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.
21.15 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 as building fixed or in combination with OLE as default options.	[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.
21.16 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.
21.17 Tramway – alignment / segregated / unsegregated				
Centre-street alignment, unsegregated in shared running.	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.
21.18 Tram-stop – type / interchange / people-place generator / integration				
No Tram-stop in this section.	N/A	N/A	N/A	N/A
21.19 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.
21.20 Tram OLE – types / impacts				
Mainly building fixings/ some side poles and span wires currently assumed; combined with street lighting where possible	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]
21.21 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]



Photo1



Photo 2



Photo 3



Photo 4





Photo 1



Photo 2



Photo 3





Photo 1



Photo 2



Photo 3



Photo 4





Photo 1



Photo 2



Photo 3



Photo 4





Photo 1



Photo 3



Photo 2



Photo 4



Photo 5



Photo 6



Photo 7





Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



EXISTING EXPOSED SETTS

Street (including exposed setts and setts covered with asphalt) will need to be dug up and reinstalled with new sub base to meet tram requirements.

Current extents of exposed setts not in best location in design terms.

Area of setts covered under asphalt is unknown.

In principle, surfaces should be replaced 'like for like'. However there is an opportunity to rationalise the design at this point.



HISTORIC DOCK GATES AND WALL

From URBAN DESIGN BRIEF page 7.2, Urban Design Issues; "Retention of historic dock gates and improvement of their setting"

These gates must be retained.

Can tram go through these?

If not require detailed information regarding how the gates are to be treated



EXISTING CONDITION

- A. Current extents of exposed setts. Would not make design sense to replace like for like in this location.
- B. Likely to be larger area of setts covered under asphalt.
- C. Dock gates must be retained.

REPLACED SETTS OPTION 1

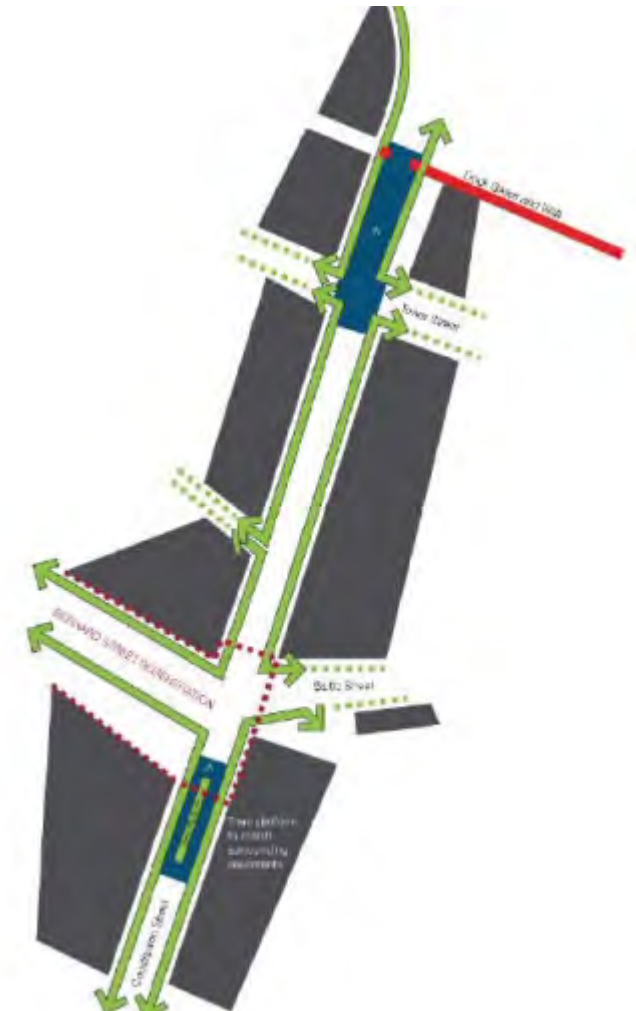
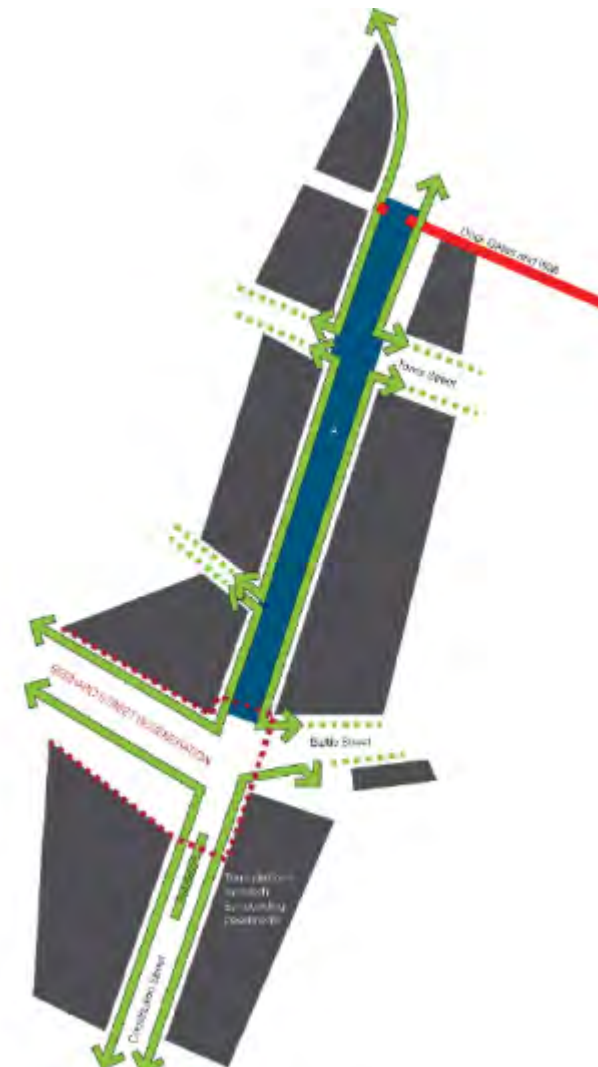
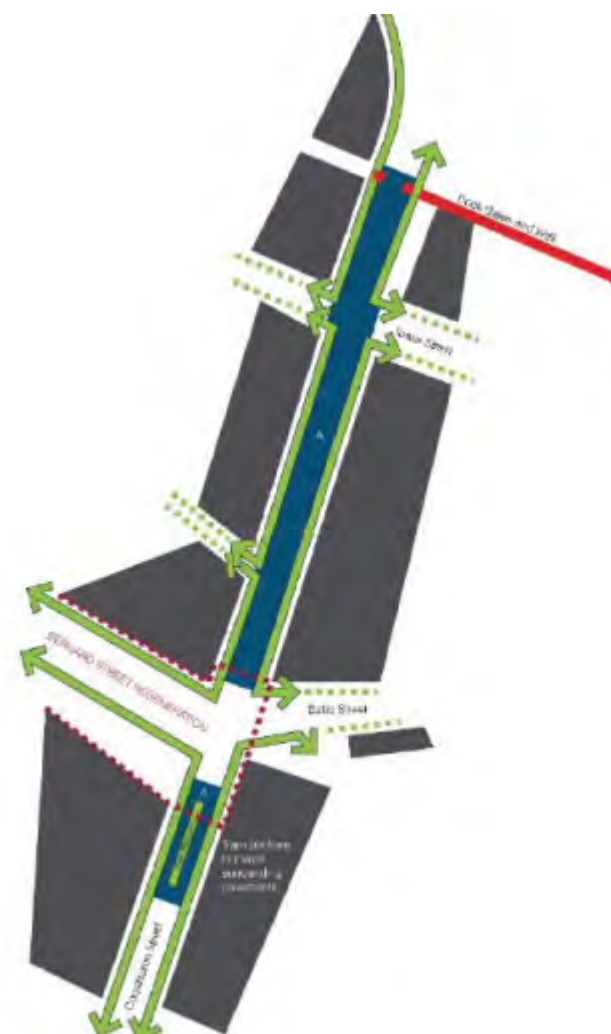
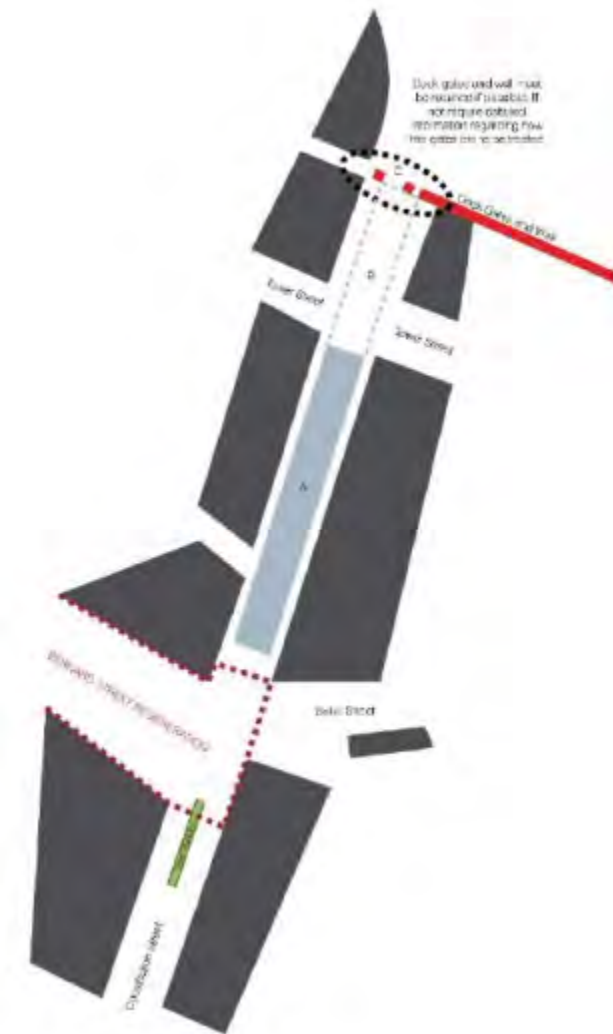
- A. Relocated setts
 - Create improved setting to Dock Gates
 - Knit together Constitution Street and Bernard Street Regeneration
 - Natural stone pavements unify Constitution Street. Side streets and adjoining streets could be upgraded to tie in at later date.
 - Tram stop is treated with same material as pavements.

REPLACED SETTS OPTION 2

- A. Relocated setts
 - Create improved setting to Dock Gates
 - Natural stone pavements unify Constitution Street. Side streets and adjoining streets could be upgraded to tie in at later date.
 - Tram stop is treated with same material as pavements.

REPLACED SETTS OPTION 3

- A. Relocated setts
 - Create improved setting to Dock Gates
 - Helps knit together Constitution Street with Bernard Street Regeneration but creates inconsistency along Constitution Street.
 - Natural stone pavements unify Constitution Street. Side streets and adjoining streets could be upgraded to tie in at later date.
 - Tram stop is treated with same material as pavements.



FOOT OF THE WALK TO THE DOCKS : SPATIAL STRATEGY

KEY



- Key Nodal Spaces**
- Requiring design and implementation
 - Creation of significant place making
 - Careful co-ordination with Tram Stop



- Secondary Junctions**
- Require careful design attention



- Incidental Spaces**
- Potential opportunity for public space creation



- Key Pedestrian Routes**
- These should be of a width allowing the free flow of pedestrians
 - Should be as free of street clutter as possible
 - Should be provided on both sides of the street
 - Should provide unity through consistent material use



- Links**
- Historic built form allowing links through to primary route should be recognised



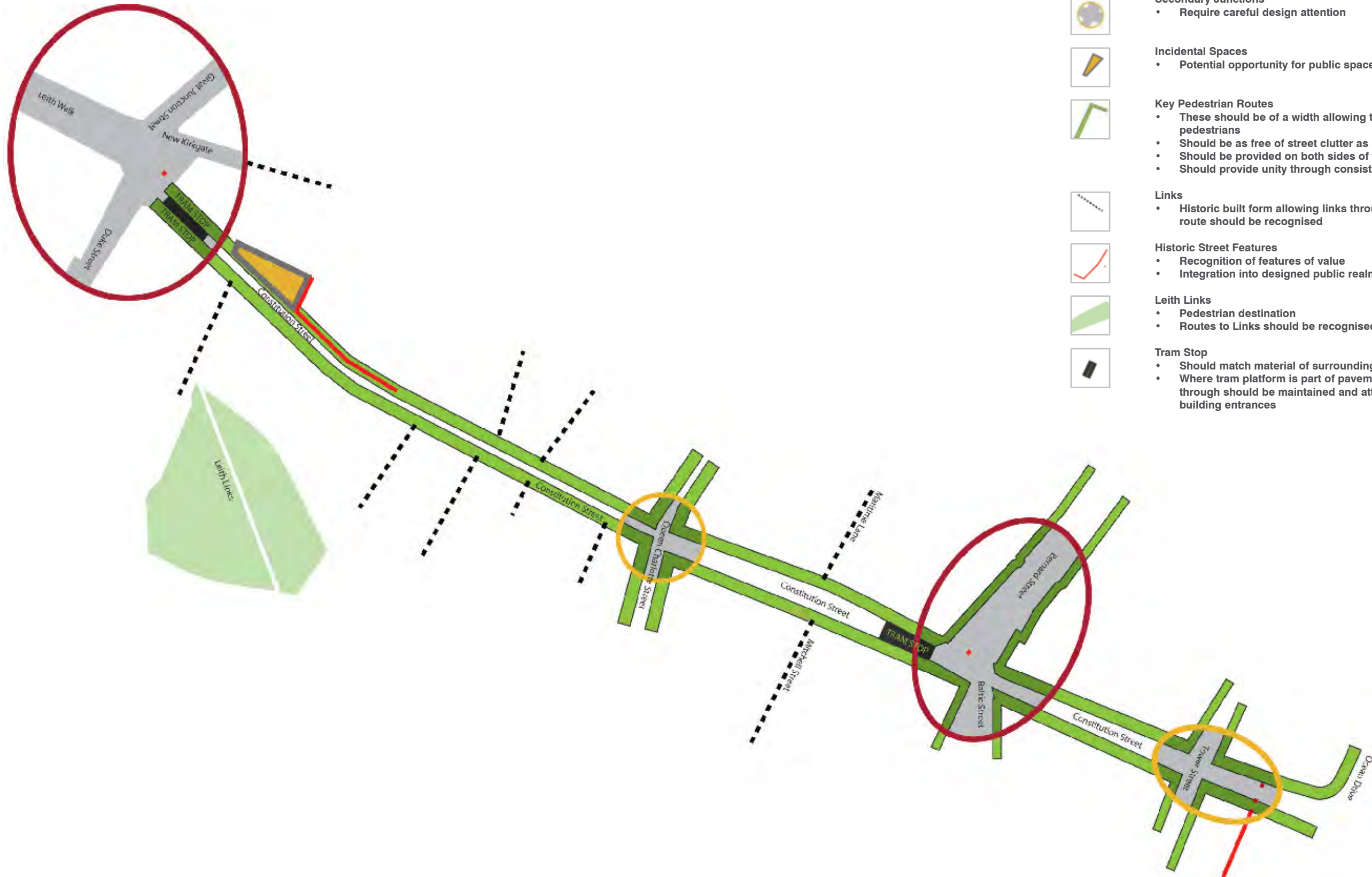
- Historic Street Features**
- Recognition of features of value
 - Integration into designed public realm



- Leith Links**
- Pedestrian destination
 - Routes to Links should be recognised



- Tram Stop**
- Should match material of surrounding pavement
 - Where tram platform is part of pavement clear route through should be maintained and attention paid to building entrances



COMBINATION OF SDS AND PAUL HOGARTH PROPOSALS FOR BERNARD STREET

COMMENTS

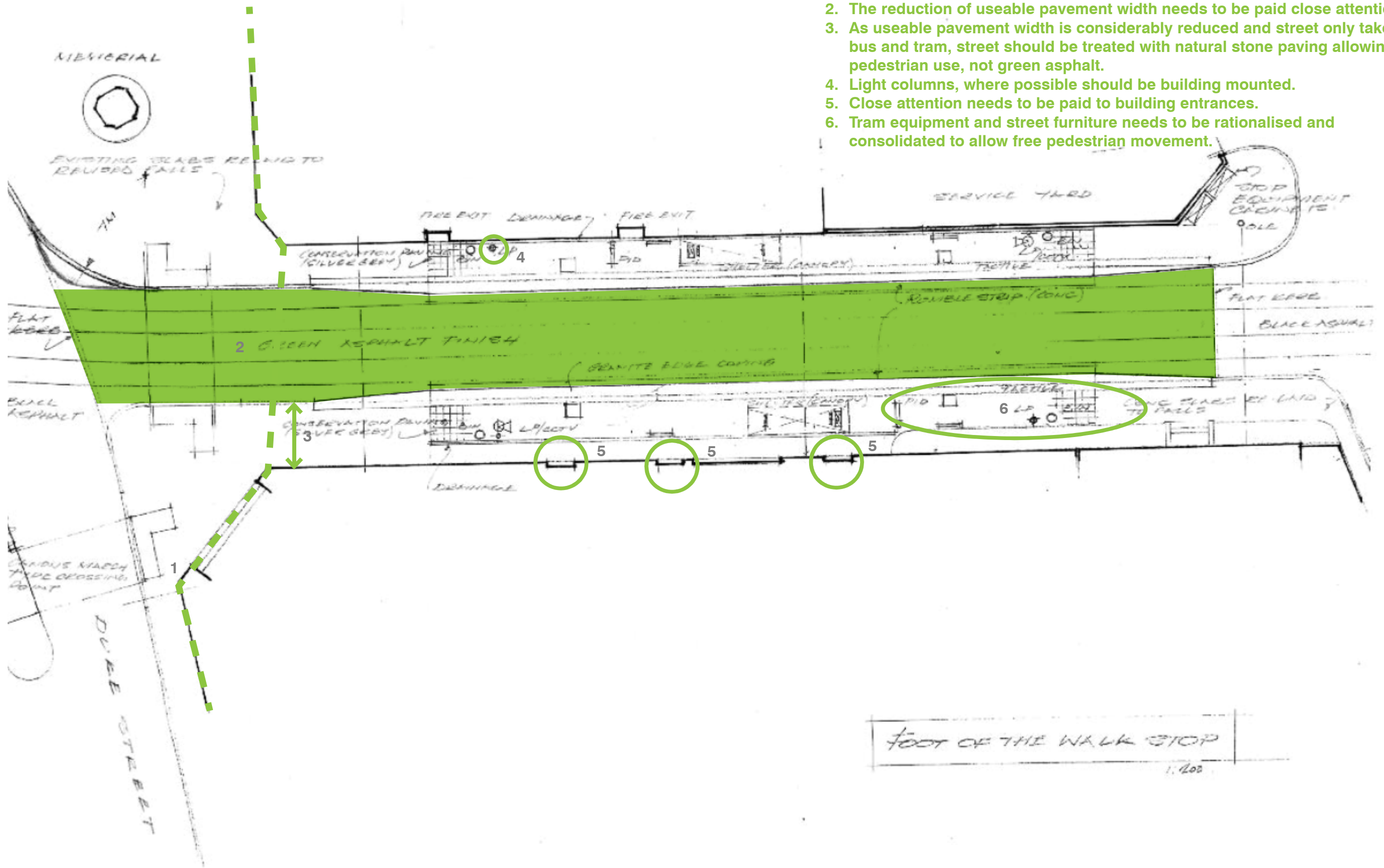
1. Trees in central reservation not appropriate to Leith, especially on this scale of street.
2. Can this radius be squared off?
3. Service lane is unnecessary to serve these businesses, layby option was preferable, allowing more to be made of the space.
4. Feature paving could extend to shop frontages, encouraging spill out and use of the space.
5. Use of bollards is excessive where kerbs are used, as per Kensington High Street example.
6. Can swept path be rationalised?
7. Lighting elements need to be co-ordinated with Tram lighting and OLE poles.
8. Trees hide views to this grand building.



COMBINATION OF SDS PROPOSALS FOR BERNARD STREET

COMMENTS

1. Proposals in this location need to take into account the future development of Foot of the Walk as a space. The Tram Stop will become a busy part of this space.
2. The reduction of useable pavement width needs to be paid close attention.
3. As useable pavement width is considerably reduced and street only takes bus and tram, street should be treated with natural stone paving allowing pedestrian use, not green asphalt.
4. Light columns, where possible should be building mounted.
5. Close attention needs to be paid to building entrances.
6. Tram equipment and street furniture needs to be rationalised and consolidated to allow free pedestrian movement.



**EDM
COMMENTS**
14.12.07

**DON'T TRY TO
LAY SETTS IN TO RADIII - SQUARE OFF**
NATURAL STONE

**UPDATE TO
CURRENT
SCHEME**

**No
BOLLARDS**

**NATURAL
STONE**

NATURAL STONE

PROPOSED GENERAL ARRANGEMENT PLAN
SCALE 1:500

**TEAM PLATFORM TO BE LAID IN
GRID TO MINIMISE CUTS?**

**SHOULD BE LARGER
RANDOM SIZES IN NATURAL
STONE.**

SETTS

SETTS.

NATURAL STONE

PROPOSED PLATFORM LAYOUT
SCALE 1:500

NOTES
FOR ALL EXTERNAL AND EXHIBIT DETAIL STOPS DRAWINGS, SEE SHEET 01/01-01/05 DRAWING SCHEDULE SHEET

- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT EXHIBIT DRAWINGS AND OTHER EXHIBIT PARTS, DRAWINGS AND SPECIFICATIONS.
- ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE. ALL DIMENSIONS SHALL BE TO THE CENTRE LINE UNLESS NOTED OTHERWISE.
- ALL LEVELS ARE IN METRES UNLESS NOTED OTHERWISE.
- FOR DETAILS OF PLANTING AND TREES, REFER TO LANDSCAPE DRAWINGS.
- REFER TO THE EXHIBIT DRAWINGS FOR THE LOCATION OF ALL PLANTING.
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LEGEND

- DETAIL NO.
- DRAWING NO.
- FOR PLATFORM SETTING, SEE NOTES TO DRAWING FROM THE SETTING AND LAYOUT DRAWINGS AND ALSO FROM THE EXHIBIT DRAWINGS.
- PLATFORM TREE OR LOCATION FOR SET IN THE COMMUNITY PROPERTY BOLLARD.
- POSITION OF PLATFORM LAMP POSTS.
- SHOW LAMP COMPONENTS.
- PLATFORM LAMP POST.
- SEE
- LIMIT OF SETTING FOR ROAD.
- LIMIT OF LANE TO BE ACCESSED BY ROAD BRIDGE.
- TRAFFIC SIGNALS (SEE EXHIBIT DRAWINGS).

SURFACE FINISHES TO MATCH BEHIND STREET. FURTHER DETAILS CAN BE FOUND ON DRAWING NUMBER REFERRED TO IN SETTING NOTES.

DILE POLE LOCATIONS ARE SUBJECT TO CHANGE DURING FURTHER ASSESSMENT.

LOCATION SUMMARY

NO.	DESCRIPTION	DATE	BY	CHECKED
1	ISSUED FOR EXTERNAL APPROVAL	14/12/07	EDM	EDM

Issued for External Approval

EDINBURGH TRAM NETWORK

PG PARSONS BRINCKERHOFF

NEWHAVEN ROAD TO HAYMARKET
BERNARD STREET TRAMSTOP
PROPOSED GENERAL ARRANGEMENT
DETAILED DESIGN

NO.	DATE	BY	CHECKED
1	14/12/07	EDM	EDM

UL/190130-01-STP-00038

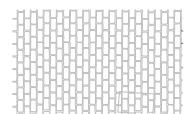
PERSONAL VERSION NUMBER: 1



Project	Edinburgh Tram		Date	071221
Drawing Title	Dock Gates - Extents of Setts		Scale	1:200
Drawing No.	3365-CC-15		Approved	Checked
Issue	Issue Notes		---	---
			Date	



Reclaimed Setts



New Setts

