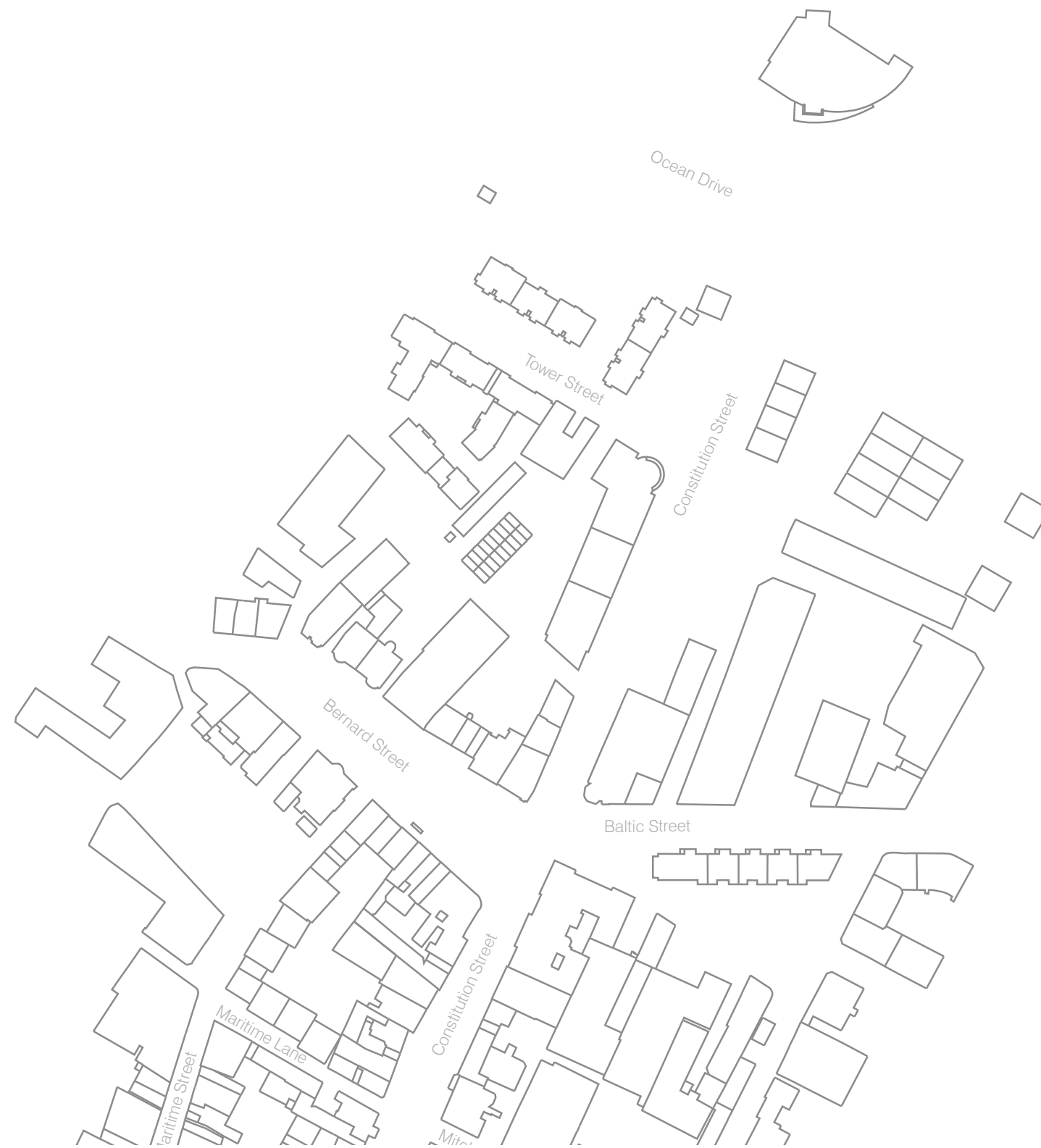


OCEAN DRIVE



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
23.01 Character / identity / quality / development plans / potential / opportunities				
Transition zone between Leith and Docks area, now in process of urban renewal. Mix of 18/19C and 20/21C buildings, reasonable quality, part somewhat rundown. Development sites to east and north.	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.
23.02 Historic / heritage / conservation influences				
Historic urban structure/ uses being replaced by residential/ leisure developments. Link to waterfront/ historic former Dock Gates/ 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.
23.03 Topography				
Generally level; some slight slopes.	No significant design issues.			
23.04 Views – long / cross / through				
Along street – contained by frontages along full west side/ part only east side. Cross views at Bernard Street/ Baltic Street and Ocean Drive.	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.
23.05 Frontages / spaces – quality / types / usage				
Mix of 18/19/20C terrace, warehouse and residential buildings; some direct frontages, none active. Variable, reasonable quality buildings – some new, others somewhat 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.	Integrated Tram and wider signage and way-finding.	Complementary signage and way-finding as appropriate. . Identify/ develop potential to upgrade run-down frontages/ usability and quality of footways.	Complementary provision as appropriate.
23.06 Hard landscape / trees / soft landscape / monuments / civic statuary				
No street trees or statuary. Historic former Dock Gates abutments and some street setts remain.	Develop tree planting plan to help form public realm spaces and to define views. Refurbish Dock Gates.	Respect/ protect Dock Gates abutments. Provide street trees per plan as approp.	Propose tree planting plan as appropriate.	Further tree planting as appropriate.
23.07 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.
23.08 Pedestrian accessibility / links / flows / usability / priority / severance				
Generally narrow footways, partly obstructed by bins, lamp-posts etc. Pedestrian flows currently not high but predicted to increase.	Rationalise and minimise street furniture / loading bays; maximise usable extent of footways on shared surfaces; remove any 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.
23.09 Footways capacity / condition				
Widths currently just adequate, except where partly obstructed. Mainly pcc paving, medium to poor condition; granite setts in some footway crossings.	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.
23.10 Traffic types / flows / restrictions / priorities				
Currently low-density general traffic including 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.
23.11 Vehicle access / servicing / deliveries				
Access/ servicing mostly on-street at frontages, some off-street.	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.	

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
23.12 Carriageways capacity				
Currently adequate without Tram; with Tram will require some 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.	
23.13 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				
23.14 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.
23.15 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.
23.16 Shelters / seating / bins / cabinets / signage / displays				
[Pre/ post Tram audit/ data needed] 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.
23.17 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.
23.18 Tram-stop – type / interchange / people-place generator / integration				
No Tram-stop in this section.	N/A	N/A	N/A	N/A
23.19 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.
23.20 Tram OLE – types / impacts				
Mix of 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]
23.21 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

