

EDINBURGH TRAM PUBLIC REALM : Work in Progress File

DESIGN WORKBOOK – STRUCTURE AND USE

The Public Realm project and programme has been established by The City of Edinburgh Council (CEC) to complement the work involved with the introduction of the Edinburgh Tram. The Tram scheme as such makes no provision for public realm aspects outside its own Tram-specific work contracting area and only limited provision within its own scope.

The role of the CEC Public Realm project is therefore to ensure there can be an integration of the Tram scheme within the high quality streetscape of Edinburgh, and particularly the World Heritage Site, New Town and other Conservation Areas. This will involve work primarily outside the Tram-specific work area, but also potentially the upgrading of the specification both within and out with the Tram-funded area.

The Tram works are planned to be carried out approximately between mid 2008 and mid 2010 and are fully funded, but to a very tight budget. The CEC Public Realm works are expected to have to been carried out over a much longer timescale, with funding for detailed design and implementation likely to be allocated in limited, targeted sections. However, there would be obvious economies of scale, minimising of disruption to the public and other advantages if at least the most critical aspects of the public realm works could be carried at the same time as the Tram works, ideally by the Tram contractor (Infracore).

The Design Workbook concept and format was proposed by SDG/ EDAW to accommodate the possible need for implementation of the public realm works in discrete sections along the Tram route; also for detailed designs to be developed and implemented in phases, as and when funding may be possible to allocate by CEC. The Design Workbook has therefore been structured to enable CEC to have available a continuously evolving brief/work in progress and basis for continuing Public Realm design development and implementation.

The Design Workbook is currently structured in 24 sections for the Tram route between Haymarket Terrace and Ocean Drive (Port of Leith). These sections can be further subdivided or added to if appropriate. Each section is summarised in a schedule complemented by illustrations of at least the context and principal issues identified. Public realm analyses and designs to varying levels of detail for some sections have then been further developed and can be added to the basic data in each section. The detail for each section can be further added to until it comprises sufficient information to represent a brief for the detailed design and further implementation of the public realm for that section of route.

In the process of developing the Design Workbook, section by section, generic issues have been identified, some of which, such as tree replacements and planting plan and treatment of side street entries and setted areas, have been possible to develop as overall design typologies for the whole length of route under consideration. These typologies are included within the Workbook. Approaches to other generic issues, such as street furniture and clutter have been possible only to outline, awaiting detailed information from the Tram system designers. These issues are summarised in the form of position papers, intended to provide a way forward when the relevant data becomes available in due course.

The summary schedules within the Design Workbook are themselves structured around five main principles.

- CEC's existing urban design and public realm design guidance for the Tram project has been reviewed and assessed as exemplary, in as far as it goes in terms of design. CEC therefore decided new public realm guidance documentation was not necessary, so the principal driver should be the detail needed for implementation of the Public realm works, using the existing guidance. The schedules therefore aim to summarise the key aspects of the guidance which apply to each section (Column 1) and the principal features required for implementation (Column 2), in specific categories.
- CEC had agreed with TIE, the promoting agency for the Tram scheme, that the technical design and programme for the Tram would be paramount, so public realm designs and proposals should defer to these, at the same time offering complementary advice to assist the Tram system design process. Some outputs from the public realm project therefore appear in the form of changes and improvements to the Tram system design as such. Some of the background design and assessment to these improvements also appears in the Workbook.
- The availability of Tram project funding for Public Realm works within the Tram scope is extremely limited; and any improvements in specification which CEC may desire are likely to be designated as "betterment" and subject to availability of additional funding by CEC. In turn, the availability of CEC funding either for betterment within the Tram scope or for public realm works adjacent to the Tram is likely to be limited in scope and spread over a longer timescale than the Tram project. The schedules therefore identify works which should form part of the Tram project as such (Column 3); works which would then need to be funded by CEC, in parallel with and complementary to the Tram project (Column 4); and works which will need to be funded by CEC over a longer timescale (Column 5) – these latter may need to be added to, depending on the resolution of the two previous categories.
- Utilities diversions and related works are being contracted ahead of the Tram works as such. It has been assumed re-instatement works will be on an adhoc, temporary basis only. This will require the Tram Infracore to carry out permanent re-instatement works within the Tram Limits of Deviation and CEC similarly outside the LoDs. The full scope of these is not likely to be known until the utilities works have been completed; an allowance for their funding will therefore need to be made.
- One of the principal generic issues involved is of reduction of street clutter; achievable by rationalising and combining elements of street furniture and infrastructure. In turn this requires involvement of many different providers of services, both statutory and commercial, as well as issues of ownership, accessibility, safety and commercial contracts. It had been expected these issues would have been well advanced by the Tram system designers, but it now appears CEC may have to take the initiative to achieve the desired result.

The Design Workbook is work in progress illustrating a point in time and, as such, remains a draft intended to be capable of updating as necessary.

CONTENTS

- > GENERAL INTRODUCTION
- > CONSULTATION
- > DOCUMENTS AND GUIDANCE
- > EDINBURGH TRAM PUBLIC REALM WORKBOOK
 - Haymarket
 - West Maitland Street
 - Coates Crescent / Atholl Crescent
 - Shandwick Place
 - Princes Street
 - Saint Andrews Street
 - York Place
 - Picardy Place
 - Leith Walk
 - Constitution Street
 - Ocean Drive
- > STUDY WIDE GENERAL PRINCIPLES
- > APPENDIX