



THE GREEN TOWNSCAPE HERITAGE INITIATIVE

Public Realm Streetscape Works: Description

Hadden Street

This street is the widest in the area and has much potential as a public space. The proposals for this street are to:

- Widen the footway on the north side of the street adjacent to the market building, sufficient to allow the planting of large trees that will act as a foil and soften the appearance of the market building.
- Widen the footway on the south side of the street to a minimum width.
- Raise the level of the carriageway to the same level as the footways on each side, and resurface it with the existing small scale granite setts.

This raised area would extend from Market Street on the east, to Stirling Street on the West. The intention is to create a pedestrian friendly area where pedestrians can share the carriageway with vehicles, so as to inhibit motorists using the street as a through route to Guild Street and Rennie's Wynd.

Stirling Street, Exchange Street and Imperial Place

These are possibly the grandest and the most attractive three streets in the area. Much of the vehicular traffic in the Green area will enter and exit via these streets, and use by pedestrians is also expected to increase. In recognition of this, the following works are proposed:

- Form raised platforms at the southern ends of the streets to slow vehicular traffic, or inhibit it from entering the area.
- Widen the footways on each side of the streets, whilst still retaining enough width of carriageway to permit on-street parking on one side, with sufficient remaining carriageway to allow servicing without blocking the carriageway.
- Re-surface the carriageway with new or re-worked granite setts sufficiently flat to accommodate heavy vehicles on a gradient.
- Raise the level of the carriageway on Imperial Place linking Stirling Street and Exchange Street to the level of the footways on each side, to improve access for pedestrians using all three streets, and to slow vehicular traffic within the area.

Carmelite Street

This street has been identified in early studies as an important pedestrian route from the Union Square development on Guild Street to the St Nicholas and Bon Accord Centres. In recognition of this, the following works are proposed:

- Raise the level of the carriageway to the level of the footways on each side, and re-surface the carriageway with smooth granite setts to create a fully shared surface that will deter motorists from entering the street except for access, and reduce vehicle speeds.
- Plant medium to small street trees, or otherwise create soft landscaping on the east side of the street, which borders rear car parks serving the buildings on Carmelite Lane.

The purpose of the trees and/or soft landscaping would be to soften the impact of the car parks and the rears of the buildings on Carmelite Lane, and to reinforce the pedestrian priority nature of the street.

Carmelite Lane

This street is not expected to be heavily trafficked, either by vehicles or pedestrians, but will be used mainly for access to, and servicing of residences and businesses in the street. The following works are proposed:

- Raise and relay existing footway and carriageways, much as they are at present, whilst retaining car parking on the western side of the street.
- Widen footway on west side of street at its southern end, to provide more width on the corner as it turns into Trinity Street.

Trinity Street

Trinity Street is often used by vehicles as a through route from Market Street to Rennie's Wynd. The aim would be to reduce vehicular traffic to those that have a need to be in the area, and at the same time, improve access for pedestrians. The following works are proposed:

- Narrow the western end of the street and form a raised platform at its junction with Rennie's Wynd, to improve this crossing point for pedestrians heading for Carmelite Street and the Green, and to slow and inhibit traffic entering the street from Rennie's Wynd.
- Raise and relay the footways and carriageway, but with a narrower carriageway and wider footways on each side.
- Create a parking area/loading bay on the south side of the street, adjacent to the public house and the theatre.
- Plant some medium to small height trees on the widened footway on the north side of the street at its western end.

Rennie's Wynd

The northern end of Rennie's Wynd is flanked on both sides by very utilitarian side elevations of commercial buildings. The aim is to reduce the visual impact of these elevations by creating the opportunity for the planting of some large trees that will act as a foil to these buildings, and improve the footway for pedestrians heading for the Back Wynd stairs. The following works are proposed:

- Lift and relay the surfaces of the carriageway and footways, but with a narrower, re-aligned carriageway, and footways sufficiently wide to allow for the planting of trees.

Exchange Lane and Trinity Lane

These lanes are extremely narrow and footways, where they exist, are too narrow to be usable. The following works are proposed:

- Lift existing setts and paving, and replace with setts that are sufficiently flat for ease of walking, to create a uniform shared surface from building to building, with no footway delineation.

The Green

The eastern end of the Green will form an important part of the pedestrian route from Carmelite Street to Correction Wynd. The route however, is presently impeded by a clutter of signs, trees, benches and other street furniture. The aim is simply to rationalise the street furniture, etc., to create a clearer route for pedestrians. There also exists an opportunity to improve the pedestrian linkages between the Back Wynd stairs and Rennie's Wynd to the western edge of the Green. Hard landscape proposals would reinforce this key pedestrian route.

