03 COATES/ ATHOLL CRESCENTS and SHANDWICK PLACE TRAM-STOP [DRAFT as at 11 February 2008]

Summary Public Realm Assessment and Strategy

Key Factors

03.01 Character / identity / quality / development plans / potential / opportunities
Elegant, very fine 4-storey facing Crescents; publicly accessible landscaped gardens; Gladstone Memorial; listed edge walls remaining but damaged; railings long since removed. Central space severed/ dominated by traffic, lighting, signage and street furniture.

Potential for restoration of historic [place]and quality of treatment within New Town context; of links/ views between Crescents and to gardens; and to regeneration in areas behind to north. Introduction of Tram/way and Tram-stop as leverage for positive change.

03.02 Historic / heritage / conservation influences
New Town Conservation Area / World Heritage Site.

Opportunity to restore historic grand scale and quality for 21C functions and context.

03.03 Topography
Generally level with slight fall east to west

No design issues.

03.04 Views [long / cross / through]
Important long views along street to west and east; former cross views between Crescents and within gardens currently obscured by avenue tree planting.

Restore and reinforce long and cross views, but need to consider visual impact of OLE poles and catenary, in combination with trees and street infrastructure.

03.05 Frontages / spaces / links [quality / types / usage]
4-storey 18/19C very good quality Crescent terrace buildings; mixed commercial/ residential uses; semi-active frontages.

Develop important links positively and legibly; to east and west; to and across gardens; to adjacent [boutique] areas.

03.06 Hard landscape / trees / soft landscape / monuments / civic statuary
Mature semi-mature trees, some to be removed + hard and soft landscape + Gladstone Memorial.

Replacement trees to be carefully located to restore/ reinforce views; no further statuary required.

03.07 Public art
Currently no public art provision.

Strategies for Public Art/ Street Dressing to help define street spaces and mitigate Tram infrastructure.

03.08 Pedestrian accessibility / flows / usability / priority / severance
Medium width footways, but obstructed by bus-shelters, lighting poles, signage and events displays. Traffic volumes cause some severance.

Re-route footways through gardens, without street clutter; develop easily accessible crossings on desire-lines, without barriers.

03.09 Footways capacity / condition
 Barely adequate for current flows because of obstructions; 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 of conservation quality standards.

03.10 Traffic types / flows / restrictions / priorities

Within Tram project scope

Tram/ pedestrian/ vehicle access/ servicing paved surfaces to match ESFS standards; replacement tree planting plan to focus views and mitigate OLE/ lighting poles impact.

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; poss provision of Crescent railings/ footway lighting.

Public Realm Implementation Options / Measures

Within Tram project scope

CEC complementary short-term scope

CEC overall longer-term scope

Complete footways upgrade, railings, tree planting and lighting as necessary.

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.

CEC complementary provision as appropriate.

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CEC complementary provision as appropriate.

CEC Development, maintenance and management regimes for Public Art etc strategies.

CEC Supplementary tree planting/ landscaping, if necessary in short-term + railings.

CEC Longer-term development, maintenance and management of landscaped gardens.

CEC Complementary provision within CEC Public Art/ Street Dressing Strategies.

CEC Supplementary tree planting/ landscaping, if necessary in short-term + railings.

CEC Longer-term development, maintenance and management of landscaped gardens.

CEC Development, maintenance and management of landscaped gardens.

Within Tram project scope

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03.11 Vehicle access / servicing / deliveries
North-side Crescent serviced from front; south-side Crescent from front and rear lane. Short-stay servicing/ car parking in front of both Crescents.

03.12 Carriageways capacity
Generally adequate for current flows, but congested at peak periods. Future reconfiguration with introduction of Tram requires some traffic redirection.

03.13 Utilities locations / alignments / re-alignments / MUDFA surfacing
[Pre / post Tram data needed] MUDFA surface re-instalments to be temporary only
Assess utilities locations/ alignments for impacts. If necessary, suggest alternative locations/ alignments. Tram/ CEC to provide permanent surface finishes.

03.14 Street furniture types / Impacts
Street clutter / Integration
[Pre / post Tram audit / data needed] Limited data available on locations of existing elements; on proposals to minimise obstruction and to co-ordinate/ combine elements to minimise clutter.

03.15 Street lighting / footway lighting / feature lighting / traffic lights / CCTV / PIDS
Street lighting + traffic lights/ signage on standard poles; visually intrusive and obstructive to footways.

03.16 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.

03.17 Tramway alignment / segregated / unsegregated
Tram alignment in centre of carriageway and segregated except at Tram-stop; delineation of swept-path/ DKE by colour and texture.

Summary Public Realm Assessment and Strategy

<table>
<thead>
<tr>
<th>Key Factors</th>
<th>Opportunities and Design Approach</th>
<th>Within Tram project scope</th>
<th>Public Realm Implementation Options / Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>03.12 Carriageways capacity</td>
<td>Minimise carriageway widths to maximise pedestrian footway widths; consider opportunity for 20mph local speed limit.</td>
<td>Optimise carriageway/ footway widths.</td>
<td>Consider 20mph speed limit to optimise traffic flows.</td>
</tr>
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<td>Assess current Tram proposals for location/ co-ordination/ combination of street furniture elements. If necessary, suggest alternatives/ opportunities.</td>
<td>[Subject to assessment of data] Tram to provide permanent surface finishes to MUDFA scope within LoDs.</td>
<td>[Subject to assessment of data] CEC to provide permanent surface finishes outside LoDs.</td>
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<td>[Subject to assessment of data] Extend principles established by Tram proposals to minimise street clutter generally or initiate audit etc process.</td>
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<td>[Subject to assessment of data] Existing lighting to be displaced by Tram, to be replaced in combination with OLE, signage etc.</td>
<td>[Subject to assessment of data] Complete process of rationalising/ minimising clutter.</td>
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<td>03.16 Shelters / seating / bins / cabinets / signage / displays</td>
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<td>[Subject to data] Some elements to become redundant and removed; all to be rationalised and minimised, including shelters.</td>
<td>[Subject to assessment of data] Rationalise displaced/ replacement infrastructure to set new typology and minimise clutter.</td>
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<td>[Subject to assessment of data] Complete process of rationalisation/ minimising clutter as City-wide typology.</td>
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<td>03.18 Tram-stop type / interchange / people-place generator / integration</td>
<td>Current proposals for delineation of tramway should be optimised to minimise visual impact.</td>
<td>Optimise delineation of swept-path/ DKE within context of current speed limits.</td>
<td>Propose street-marking palette for minimal visual impact along route.</td>
</tr>
</tbody>
</table>
### Potential for Tram-stop to be integrated with regeneration of Crescents gardens and clearly linked to neighbouring areas.

**03.19 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 integrated for minimal street clutter/ safeguarded for future integration/ conservation standards.
- Bus-stop shelters and other street infrastructure to be re-configured within Tram-compatible typology.
- Complete process of integration of street infrastructure/ minimising clutter.

**03.20 Tram OLE types / impacts**
- OLE mainly side poles/ span wires, integrated with street/ footway lighting. Integration with other street infrastructure not yet specified.
- OLE etc design not yet fully integrated within context. Fully integrated design required, including wider street furniture.
- Location of poles to optimise efficiency; to reflect context; to minimise visual impact; combination of functions to be optimised.
- Appropriate street infrastructure to be re-configured for combination with OLE.
- Complete process of integration of street infrastructure/ minimising clutter.

**03.21 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]
Existing Layout

Western End
Adjacent paving characters.
This is a public space on a route!

Celebrating the space
Realising/appreciating the assets
Key pedestrian spaces for linking route through.
Possible treatments to Stafford Street once closed to traffic:

1. Simple bollarded junction to prevent vehicular access.
2. Setts along length of Stafford Street tying in with character of adjacent areas.
3. Partial setts along Stafford Street.
4. Setted junction with Shandwick Place, including raised table to be flush with footpath.

Proposed introduction of coloured tarmac through Coates / Atholl Crescent.
COMMENTS ON SDS SKETCH DESIGN

1. Treatment of Canning Street to be considered as setted surface with flush access across from Shandwick Place to Atholl Crescent? Possibility of creating a space associated with Au Bar?

2. Possibility of using one central OLE rather than two side poles in this location? Reduces clutter at pedestrian crossing, and provides more clarity at key pedestrian linking space.

3. Widen crossing to provide a better pedestrian priority in this location. Also helps to create a ‘space’ for the existing memorial.

4. Keep footpath consistent width in this location.

5. Potential to create two pedestrian links that relate better to the footpaths either side of Walker Street.

6. Selective removal of existing trees supplemented with planting to create ‘clusters’ of trees rather than one visually impermeable barrier. This would allow ‘glimpse’ views of the building frontages along Atholl / Coates Crescent, aiding the perception of the whole space.

7. Consideration of the axial view from Walker Street. Removal / reinstatement of planting to frame view? Consideration given to locations of OLE poles either side of the memorial?

8. Introduction of coloured tarmac through Coates / Atholl Crescent to be reconsidered. Is it necessary in a location where no cars are going to be?
Possible introduction of railings within Atholl / Coates Crescent.

Scenarios:

1. Railings adjacent to Shandwick Place and Atholl / Coates Crescent.
   - Experience of walking through ‘gardens’.
   - Reintroduction of a historical feature.
   - Providing what is appropriate to modern uses?
   - Technical / safety issues with railings adjacent to a highway.
   - Spatial issues. Coates / Atholl Crescent visually separated?

2. Railings adjacent to Atholl / Coates Crescent only.
   - Removing vegetation along the back of the ‘gardens’ and reinstating the railing.
   - Visually cleaner option?
   - Spatial perception. Coates / Atholl Crescent viewed as a more cohesive space?
1. Canning Street Lane, Stafford Street and Walker Street to take on board consistent materials treatment at junctions. While the use of the junction may differ in each case, the approach to materials must be consistent, with an arrangement that respects the existing street pattern rather than severing side roads from Shandwick Place / Coates Crescent.

Stafford Street to have granite setted surface flush with the pavement. Upstand kerb lines perpendicular to Stafford Street to prevent vehicular access. Flush kerbs on the existing alignment of Stafford Street to define boundary between pavement surface and setts. Minimal radii to be used adjacent to Shandwick Place. No bollards to be used. This approach is the same for Walker Street.

Canning Street lane to be narrowed to minimum required for vehicle movements. Raised setted table at mouth of junction to allow pedestrian priority. Radii at junction to be minimal. Setts to be introduced to junction leading into Rutland Square. Use of bollards at raised tables to be discouraged.

The consistent approach to materials at junctions also applies to the entrances / exits to Atholl Crescent and Coates Crescent. Flush raised tables are to be introduced with pedestrian setts to the top surface.

2. Rationalisation of road materials.

As a set piece within the New Town, there must be a clear and simple use of materials within the spaces. The variety of materials within the road, and the presence of raised islands should be rationalised to provide the simplest scheme possible for the safe operation of the tram and other traffic using the space.

Providing one setted surface through associated with the tram stop helps to simplify the number of materials and material changes.

Providing one island within this for the location of the sign required at the west end of Coates / Atholl Crescent would also simplify the scheme.

The use of Bus gate(s) rather than greenways would also help simplify the materials being proposed through the space.

3. Widen crossing point associated with the memorial. Crossing point to be widened and retained walls along Shandwick Place to be adjusted to suit.

4. Minimal radii to be used on all corners.

5. Tree retention / removal / planting / moving.

All the above techniques are to be used to develop the clusters of trees within the two crescents. Key specimens are to be identified for retention, and supplemented with new planting. The new trees are to be approximately 50-60cm girth.

Moving the two Oaks (Quercus palustris) within the Atholl Crescent garden is also to be investigated, as they are specimens of particular note.

The strategy for tree removals and replanting is to be development in conjunction with Edinburgh’s tree officer.
Treatment of trees

Clustered groups of trees to frame views and allow permeability?