Proposal 1: Tree clusters dictated by retained Trees
Proposal 2: Tree Avenue

- Repositioned Trees
- Proposed Tree
I. Atholl Crescent - Existing Parking - Cross Section

C/500

EDINBURGH TRAM PUBLIC REALM: Design Workbook

CEC02086918_0011
Coates/Atholl Crescent - Parallel Parking Option - Cross Section
COATES CRESCENT STREETSCAPE STUDY
Existing Survey plus Tram

Street Elements

<table>
<thead>
<tr>
<th>Element</th>
<th>Color</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Trees</td>
<td>Green</td>
</tr>
<tr>
<td>Street Furniture</td>
<td>Brown</td>
</tr>
<tr>
<td>Street Lights</td>
<td>Yellow</td>
</tr>
<tr>
<td>Street Lamps</td>
<td>Pink</td>
</tr>
<tr>
<td>Street Railings</td>
<td>Blue</td>
</tr>
<tr>
<td>Street Benches</td>
<td>Orange</td>
</tr>
<tr>
<td>Street Cables</td>
<td>Red</td>
</tr>
<tr>
<td>Street Posts</td>
<td>Purple</td>
</tr>
<tr>
<td>Street Bollards</td>
<td>Gray</td>
</tr>
<tr>
<td>Street Signs</td>
<td>Black</td>
</tr>
</tbody>
</table>

EDINBURGH TRAM PUBLIC REALM : Design Workbook

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CEC02086918_0015  CEC02086918_0015
COATES CRESCENT STREETSCAPE STUDY
Rationalised plus Tram Plan

Street Elements

Street Elements: Signage, Bin, Trees, Street Furniture, Zebra Crossing, Traffic Lights, Planting, Road Surfing, Cycle Lane, Kerb, Flood Relief. 
In support of the stone assessment by 'Heath' Architect and Stone Consultants the scheme proposes to rationalise the wall openings as shown in plan. While we are taking out more wall than the original scheme to rationalise the openings, we are not re-aligning the kerbs across the line of the wall. If in future the back footpath was desired to be shut, and the wall re-instated to it's original line, it could be in line of the old wall could even be traced at ground level in the pacing pattern similar to that of the Flodden wall is in parts of the city.

Splicing of the copes as shown in the photos above show a recommended practice as in the Quartermile Development. It demonstrates a valid approach which is hugely cost effective compared to new copes.
Wall section

a. realigned kerb geometry has allowed for a more generous public realm and new crossing alignments. The opening in the walls needs to respond to this scale and form and not set up situations that will lead to people feeling confined and or encouraged to jump the wall and short cut.

b. The walls have been cut back and given terminating pillars to afford a terminus to any future railing re-instatement, and to form a strong gateway threshold for people emerging from the safety of the path behind the wall, into a vehicular environment.

c. Primary pedestrian flow is accommodated for in the most direct and efficient way.
Wall section 2

a. realigned kerb geometry has allowed for a more generous public realm and new crossing alignments. The opening in the walls needs to respond to this scale and form and not set up situations that will lead to people feeling confined and or encouraged to jump the wall and short cut.

b. The walls have been cut back and given terminating pillars to afford a terminus to any future railing re-instatement, and to form a strong gateway threshold for people emerging from the safety of the path behind the wall, into a vehicular environment.

c. Primary pedestrian flow is accommodated for in the most direct and efficient way.

d. The opening formed acts in symmetry with the opposite side to afford an appropriately scaled location for a crossing point to the platform. The resulting breadth of the opening is reduced to an appropriate scale with a newly...
Wall section 3

a. realigned kerb geometry has allowed for a more generous public realm and new crossing alignments. The opening in the walls needs to respond to this scale and form and not set up situations that will lead to people feeling confined and or encouraged to jump the wall and short cut.

b. The walls have been cut back and given terminating pillars to afford a terminus to any future railing re-instatement, and to form a strong gateway threshold for people emerging from the safety of the path behind the wall, into a vehicular environment.

c. Primary pedestrian flow is accommodated for in the most direct and efficient way.
Wall section 4

a. realigned kerb geometry has allowed for a more generous public realm and new crossing alignments. The opening in the walls needs to respond to this scale and form and not set up situations that will lead to people feeling confined or encouraged to jump the wall and short cut.

b. The walls have been cut back and given terminating pillars to afford a terminus to any future railing re-instatement, and to form a strong gateway threshold for people emerging from the safety of the path behind the wall, into a vehicular environment.

c. Primary pedestrian flow is accommodated for in the most direct and efficient way.