



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
04.01 Character / identity / quality / development plans / potential / opportunities				
Variable, mainly good quality 5/ 6-storey dense urban form, with high quality areas linked behind, including grand buildings, gardens and squares. Lower-end market retail appears well patronised but difficult to service. Narrow footways, severed/ dominated by traffic, lighting, signage and street furniture.	Potential for restoration of historic quality of treatment within New Town context; also of links/ views and to regeneration in areas behind to north and south. Introduction of Tram as leverage for positive change.	Subject to availability of short-term CEC funding, Tramway/ pedestrian/ vehicle access/ servicing paved surfaces to match ESFS standards, or LFL; removal of barriers, signage and lighting poles.	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.	Complete footways upgrade, railings, signage and lighting as necessary.
04.02 Historic / heritage / conservation influences				
New Town Conservation Area / World Heritage Site.	Opportunity to restore historic grand scale and quality for 21C functions and context.	Restore historic quality of context and surfaces; preserve significant views.	Complementary provision as appropriate.	Complementary provision as appropriate.
04.03 Topography				
Generally level with slow fall east to west	No design issues.			
04.04 Views – long / cross / through				
Important long views along street to west and east; entry to Princes Street and views across West End.	Restore/ reinforce long views; need also to consider visual impact of OLE poles and catenary at West End.	Locate OLE/ lighting and combined street infrastructure to minimise visual impact.	Co-ordination of street infrastructure provision.	Complementary provision as appropriate.
04.05 Frontages / spaces / links – quality / types / usage				
5/ 6-storey variable quality shopfronts; mainly commercial/ retail above; active frontages.	Open up/ de-clutter footways to allow active frontages to operate more successfully.	Integrated Tram and wider signage and way-finding.	Complementary signage and way-finding as appropriate.	Complementary provision as appropriate.
04.06 Hard landscape / trees / soft landscape / monuments / civic statuary				
None.	N/A	N/A	N/A	N/A
04.07 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.
04.08 Pedestrian accessibility / flows / usability / priority / severance				
Footways too narrow for usage required; also obstructed by bus-shelters, lighting poles, signage and events displays. Traffic volumes cause severance.	Optimise footways usability and minimise street clutter, with easily accessible crossings on desire-lines, without barriers.	Maximise footways, optimise crossings, remove existing barriers.	Consider 20mph speed limit to improve pedestrian accessibility, usability and safety.	
04.09 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 to conservation quality standards.	Optimise footway provision for assessed future demand. Subject to availability of CEC short-term funding, paving to be 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.
04.10 Traffic types / flows / restrictions / priorities				
Medium/ high density two-way general traffic including bus lanes; all except buses, taxis, Tram and access for servicing/ parking to be diverted.	Tram-way segregated except at crossings; limited servicing/ loading; no 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.
04.11 Vehicle access / servicing / deliveries				
Both sides serviced from front; short-stay only.	Short-stay servicing/ loading access to be retained to both sides.	Part-reinforced footways to minimise impact of service vehicles.		

04 – SHANDWICK PLACE [DRAFT as at 11 February 2008]

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04.12 Carriageways capacity Generally adequate for current flows, but congested at peak periods. Future reconfiguration with Tram requires some general traffic redirection.		Minimise carriageway widths to maximise pedestrian footway widths; consider opportunity for 20mph local speed limit.	Optimise carriageway/ footway widths.	Consider 20mph speed limit.	
04.13 Utilities locations / alignments / re-alignments / MUDFA surfacing [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 04.14 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.		[Subject to data] Assess current Tram proposals for location/ co-ordination/ combination of street furniture elements. If necessary, suggest alternatives/ opportunities.	Fully audit/ co-ordinate/ integrate existing street furniture and tram provision; deliver/ safeguard 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.
04.15 Street lighting / footway lighting / feature lighting / traffic lights / CCTV / PIDS [Pre / post Tram audit / data needed] Some street lighting + traffic lights/ signing on standard poles; visually intrusive and obstructive to footways. Some lighting building fixed. No other equipment.		[Subject to data] Rationalise street lighting/ traffic lights/ signage long-term to reduce clutter.	[Subject to assessment of data] Building fixings and/or combination with Tram infrastructure recommended as default option, wherever possible.	[Subject to assessment of data] Subject to CEC short-term funding, fix street lighting to buildings; minimise signage etc within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter.
04.16 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.		[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.
04.17 Tramway – alignment / segregated / unsegregated Centre-street alignment, segregated from general traffic except at crossings.		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.
04.18 Tram-stop – type / interchange / people-place generator / integration No Tram-stop in this section.		N/ A	N/ A	N/ A	N/ A
04.19 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.

04.20 Tram OLE – types / impacts

OLE generally building-fixed.

Limited opportunities for combination of functions; span wires and catenary visual impacts to be assessed.

OLE wires etc impact overall to be minimised.

[Subject to assessment of data]

[Subject to assessment of data]

04.21 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]

