



WEST MAITLAND STREET

Key Factors	Summary Public Realm Assessment and Strategy		Public Realm Implementation Options / Measures	
	Opportunities and Design Approach	Within Tram project scope	CEC complementary short-term scope	CEC overall longer-term scope
02.01 Character / identity / quality / development plans / potential / opportunities				
Good quality 4/5-storey terraces both sides, somewhat run-down; some shopfronts appear inappropriate. Generally well-defined space and enclosure requiring only cosmetic improvement, but dominated by traffic, lighting, signage and street furniture.	Potential for restoration of historic quality of treatment within New Town context; of links/ views between Crescents and Haymarket; and to regeneration in New Town areas to north. 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.	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 as necessary.
02.02 Historic / heritage / conservation influences				
New Town Conservation Area / World Heritage Site.	Opportunity to restore historic quality for 21C functions and context.	Restore historic quality of context and surfaces; preserve significant views.	Complementary provision as appropriate.	Complementary provision as appropriate.
02.03 Topography				
Generally level with slow fall east to west	No design issues.			
02.04 Views – long / cross / through				
Important long views along street to west and east. Western gateway into New Town.	Preserve and reinforce long views, but need to consider visual impact of OLE catenary, in combination with street infrastructure.	Careful design of OLE/ lighting and combined street infrastructure to minimise visual impact.	Co-ordination of street infrastructure provision.	Complementary provision as appropriate.
02.05 Frontages / spaces / links – quality / types / usage				
4/5-storey 18/19C good quality terrace buildings; mixed commercial/ residential uses; some active frontages. Link route between Haymarket and Princes Street.	Develop important links positively and legibly, to east and west and to adjacent “boutique” areas to north.	Integrated Tram and wider signage and way-finding.	Complementary signage and way-finding as appropriate.	Complementary provision as appropriate.
02.06 Hard landscape / trees / soft landscape / monuments / civic statuary				
Currently no trees or statuary and none required.				
02.07 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.
02.08 Pedestrian accessibility / flows / usability / priority / severance				
Medium width/ narrow footways, partly obstructed by bus-shelters, lighting poles, signage, barriers 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.	
02.09 Footways capacity / condition				
Adequate for current flows in most areas although partly obstructed; 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.
02.10 Traffic types / flows / restrictions / priorities				

Currently medium-density two-way general traffic including bus lanes; limited access/ no parking on-street. With introduction of Tram, all other traffic except buses, taxis and servicing to be diverted.	Tram-way part segregated east-bound, mainly shared running with buses only in centre of carriageway; east-bound bus-stops considerably limit footway capacity north-side. Consider 20mph speed limit.	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.
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02.11 Vehicle access / servicing / deliveries

Both sides terraces serviced from rear. No frontage short-stay servicing/ car parking.	Rear servicing/ parking access to be retained to both terraces.	Terraces to be serviced from rear. No frontage short-stay servicing/ car parking.	Servicing/ car parking provision to be co-ordinated within overall city regulation.
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Summary Public Realm Assessment and Strategy

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02.12 Carriageways capacity				
Generally adequate for current flows, but congested at peak periods. Future reconfiguration with introduction of Tram requires some 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.	
02.13 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				
02.14 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.
02.15 Street lighting / footway lighting / feature lighting / traffic lights / CCTV / PIDS				
[Pre / post Tram audit / data needed] Street lighting + traffic lights/ signing on standard poles; visually intrusive and obstructive to footways.	[Subject to data] Rationalise street lighting/ traffic lights/ signage long-term to reduce clutter.	[Subject to assessment of data] Existing lighting not affected by Tram/ not to be replaced.	[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.
02.16 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.
02.17 Tramway – alignment / segregated / unsegregated				

Tram alignment part-segregated, part-shared with buses only in centre of carriageway.	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.
02.18 Tram-stop – type / interchange / people-place generator / integration				
No Tram-stop in this section.	N/ A	N/ A	N/ A	N/ A
02.19 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.
02.20 Tram OLE – types / impacts				
OLE building fixings and span wires along both sides street + 1 pole at junction with Torphichen Street.	Minimise impact of OLE on significant views.	Optimise span wires and catenary to limit impact on views along street.	[Subject to assessment of data]	[Subject to assessment of data]
02.21 Track-side infrastructure – types / impacts				
[Data on design typologies and locations 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]

