

COATES CRESCENT / ATHOLL CRESCENT

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
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.	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.	Complete footways upgrade, railings, tree planting and lighting as necessary.
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.	Restore historic quality of context and surfaces; restore significant views.	Complementary surfacing, railings, lighting etc as appropriate.	Complete upgrades/ installations as necessary.
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.	Careful design of OLE/ lighting and combined street infrastructure for optimum efficiency and to minimise visual impact.	Co-ordination of street infrastructure provision.	Complementary provision as appropriate.
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.	Integrated Tram and wider signage and way-finding.	Restore frontage spaces for quality and usability; complementary signage and way-finding as appropriate.	Complementary provision as appropriate.
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.	Replacement tree planting, maintenance and management plan.	Supplementary tree planting/ landscaping, if necessary in short-term + railings.	Longer-term development, maintenance and management of landscaped gardens.
03.07 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.
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.	Provide new footways in gardens/ optimise crossings at ends Crescents, across centre of gardens and at Tram-stop.	Consider 20mph speed limit to improve pedestrian accessibility, usability and safety.	
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 to conservation quality standards.	Assess future pedestrian demand to optimise provision. New footways paving to ESFS standards; existing paving as 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.
03.10 Traffic types / flows / restrictions / priorities				

Medium-density two-way general traffic including bus lanes in centre carriageway; access/ parking in Crescents; with introduction of Tram all except buses, taxis and access for servicing/ parking to be diverted.

Tram-way segregated except at Tram-stop (shared with buses/ taxis); west-bound bus-stops relocated at west end of Crescent, no east-bound bus-stops. Crescents to be one-way service/parking access only.

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.

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.

Short-stay servicing/ parking access to be retained to both Crescents; side streets to be closed off.

Crescent street surfaces to ESFS standards throughout (to match existing setts).

Servicing/ car parking provision to be co-ordinated within overall city regulation.



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



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
03.12 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 to optimise traffic flows.	
03.13 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				
03.14 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 + provision of railings.
03.15 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 to be displaced by Tram, to be replaced in combination with OLE, signage etc.	[Subject to assessment of data] Subject to CEC short-term funding, minimise signage etc within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter.
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.	[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.
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.	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.
03.18 Tram-stop – type / interchange / people-place generator / integration				

Potential for Tram-stop to be integrated with regeneration of Crescents gardens and clearly linked to neighbouring areas.

Tram-stop to be of minimal impact but of recognisable location within Crescent gardens and wider context; and to conservation area standards.

Tram-stop to optimise pedestrian routes and links within Crescent gardens and surface finishes to ESFS standards.

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 Repair



Existing Desire Lines



Existing Breaks



Existing Layout



Western End



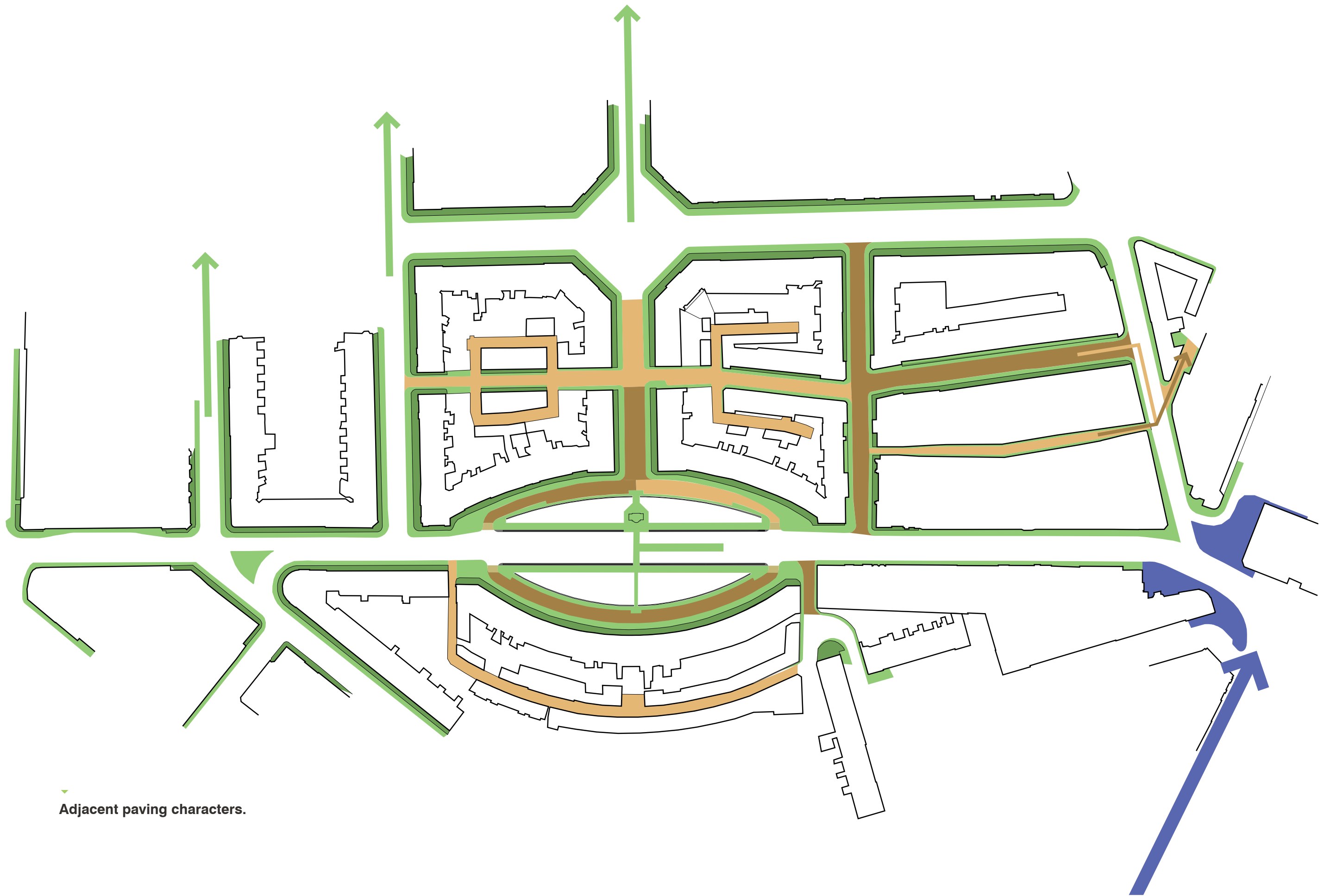
Eastern End



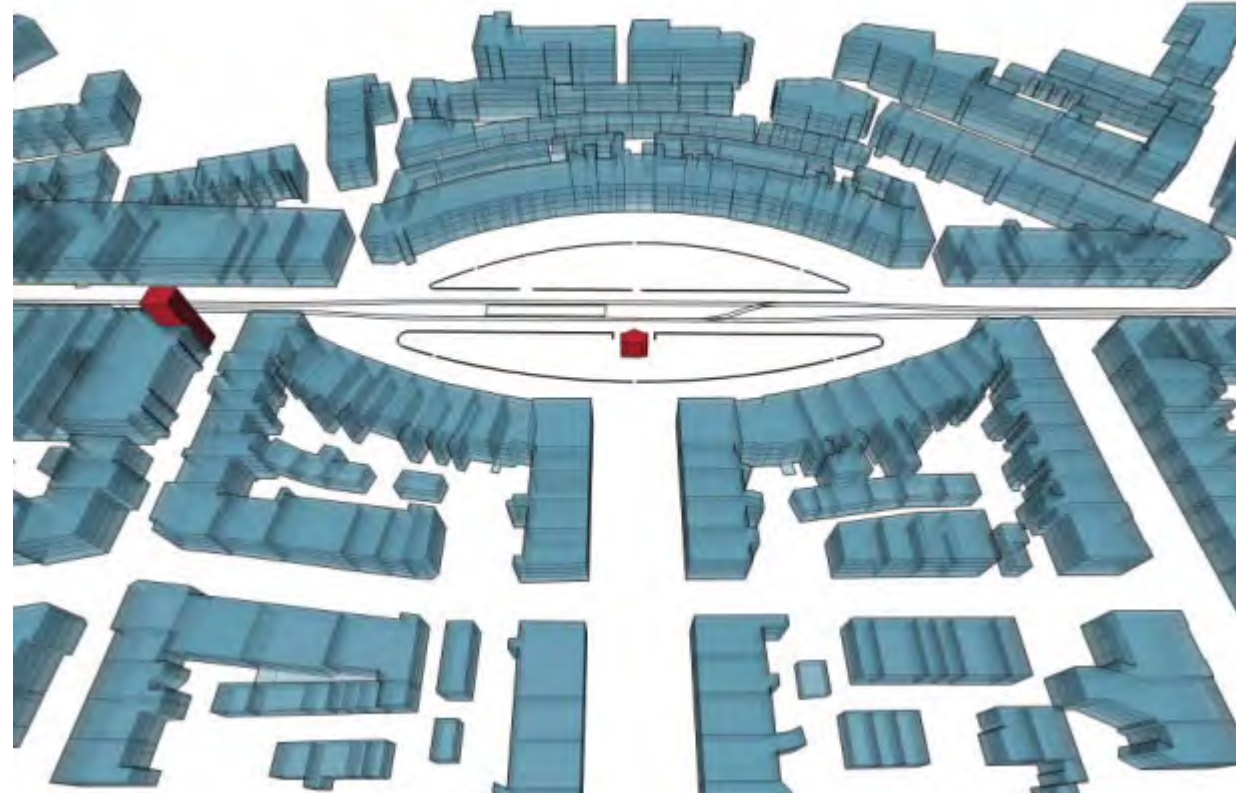
Eastern End

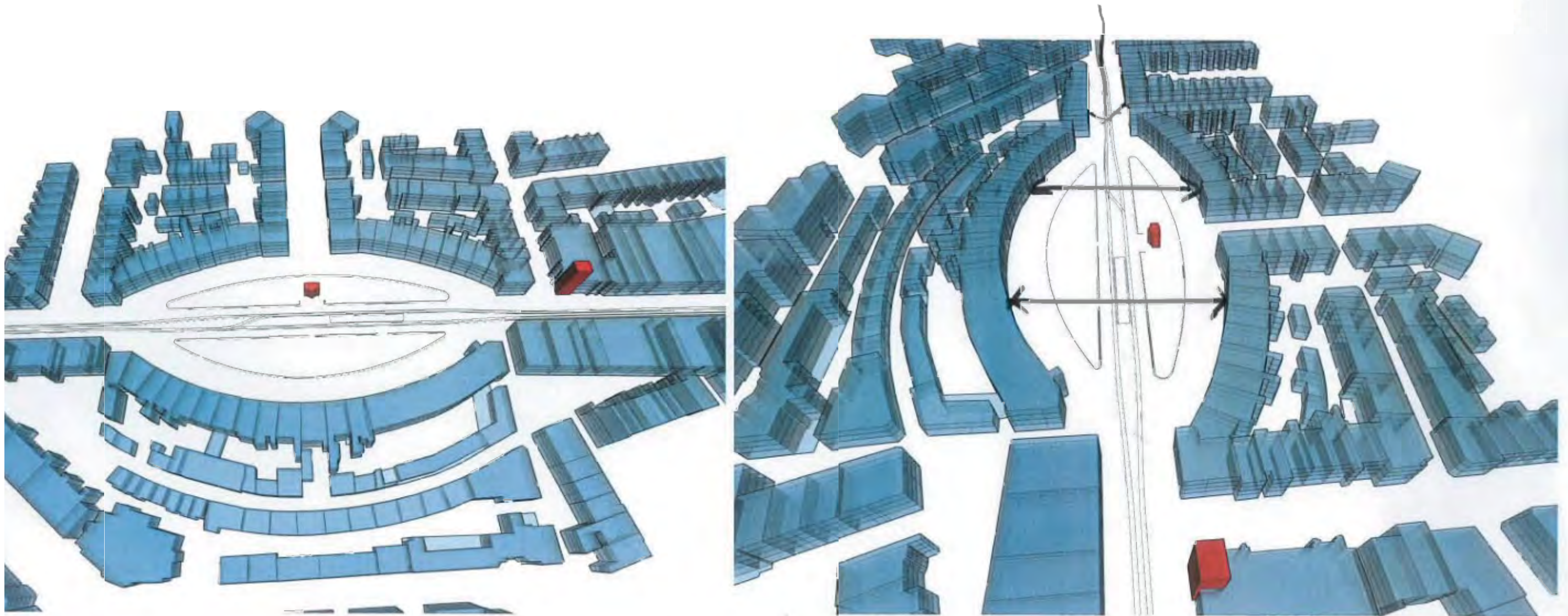




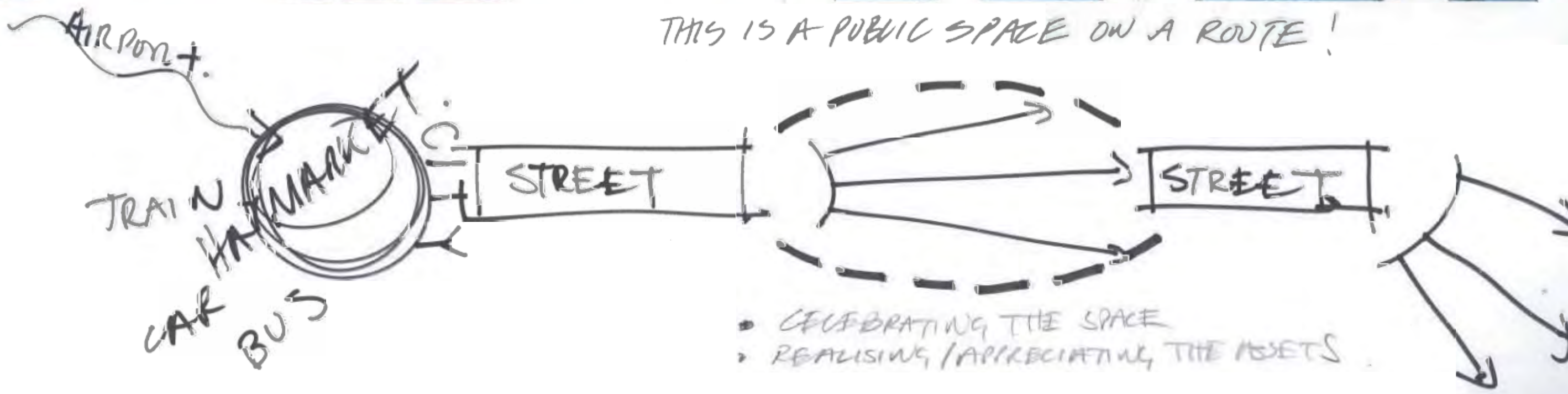


▲ Adjacent paving characters.



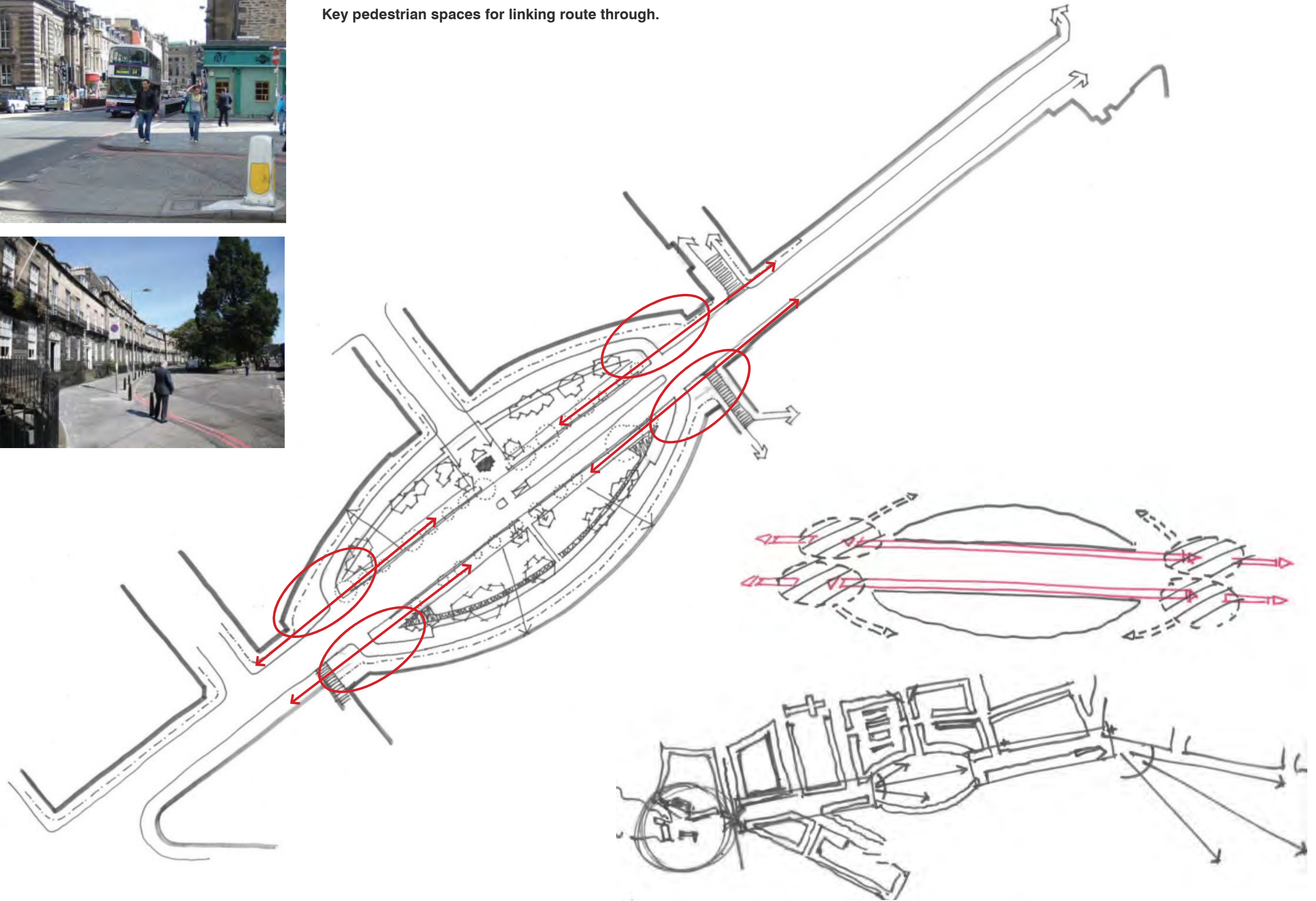


THIS IS A PUBLIC SPACE ON A ROUTE!

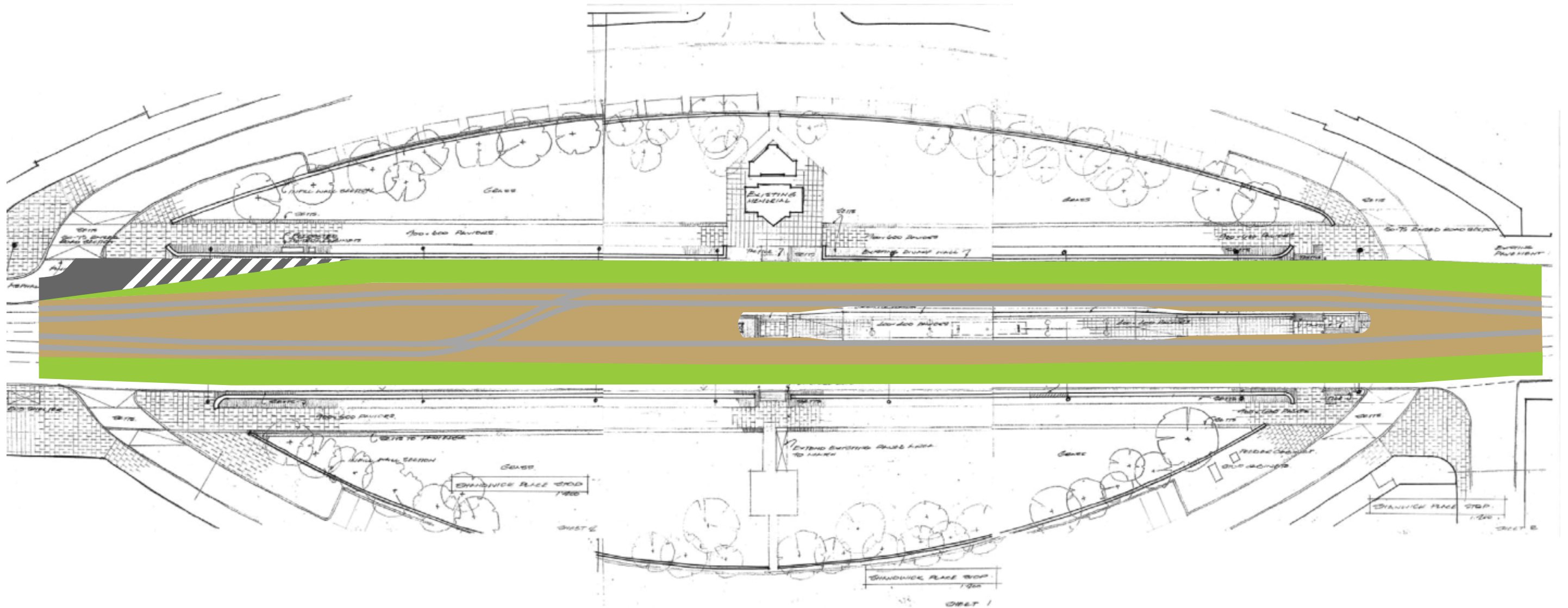




▼
Key pedestrian spaces for linking route through.

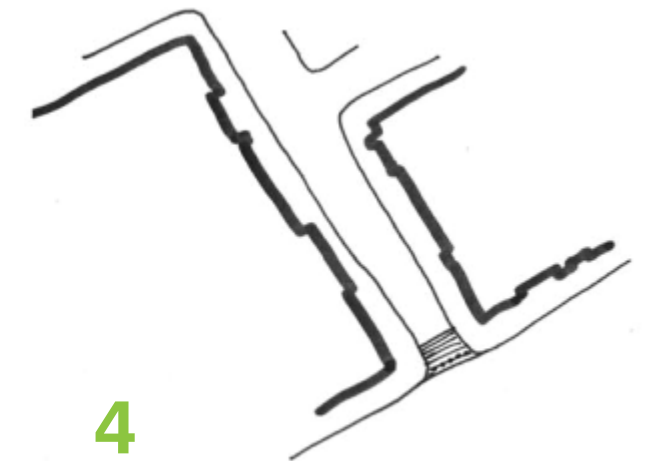
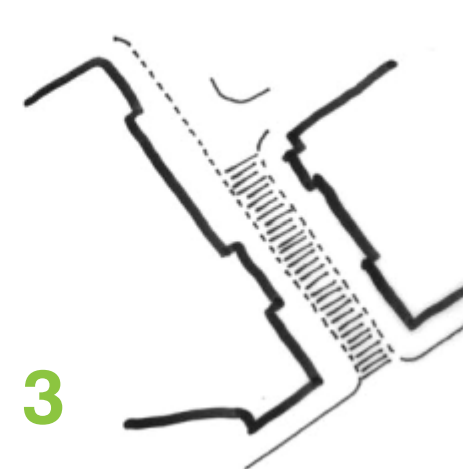
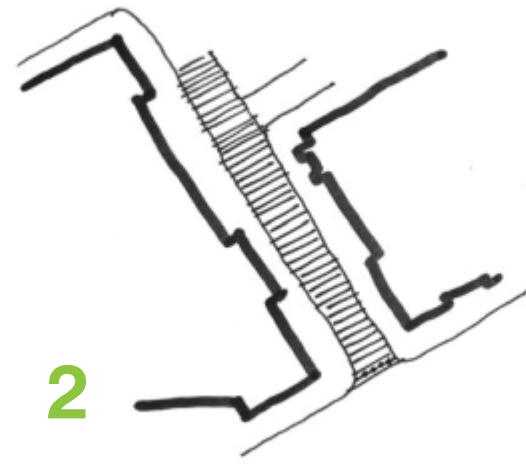
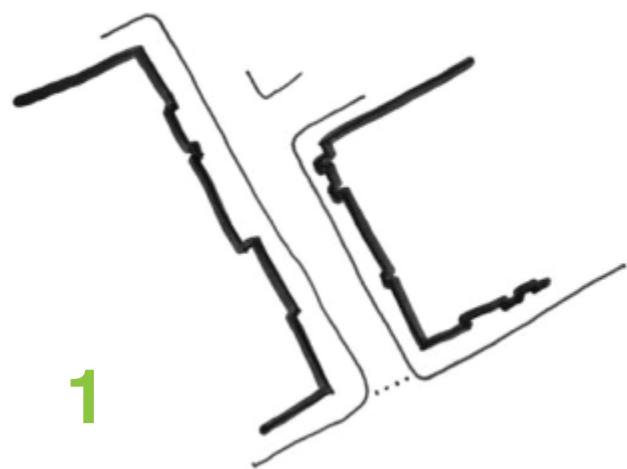


Proposed introduction of coloured tarmac through Coates / Atholl Crescent.



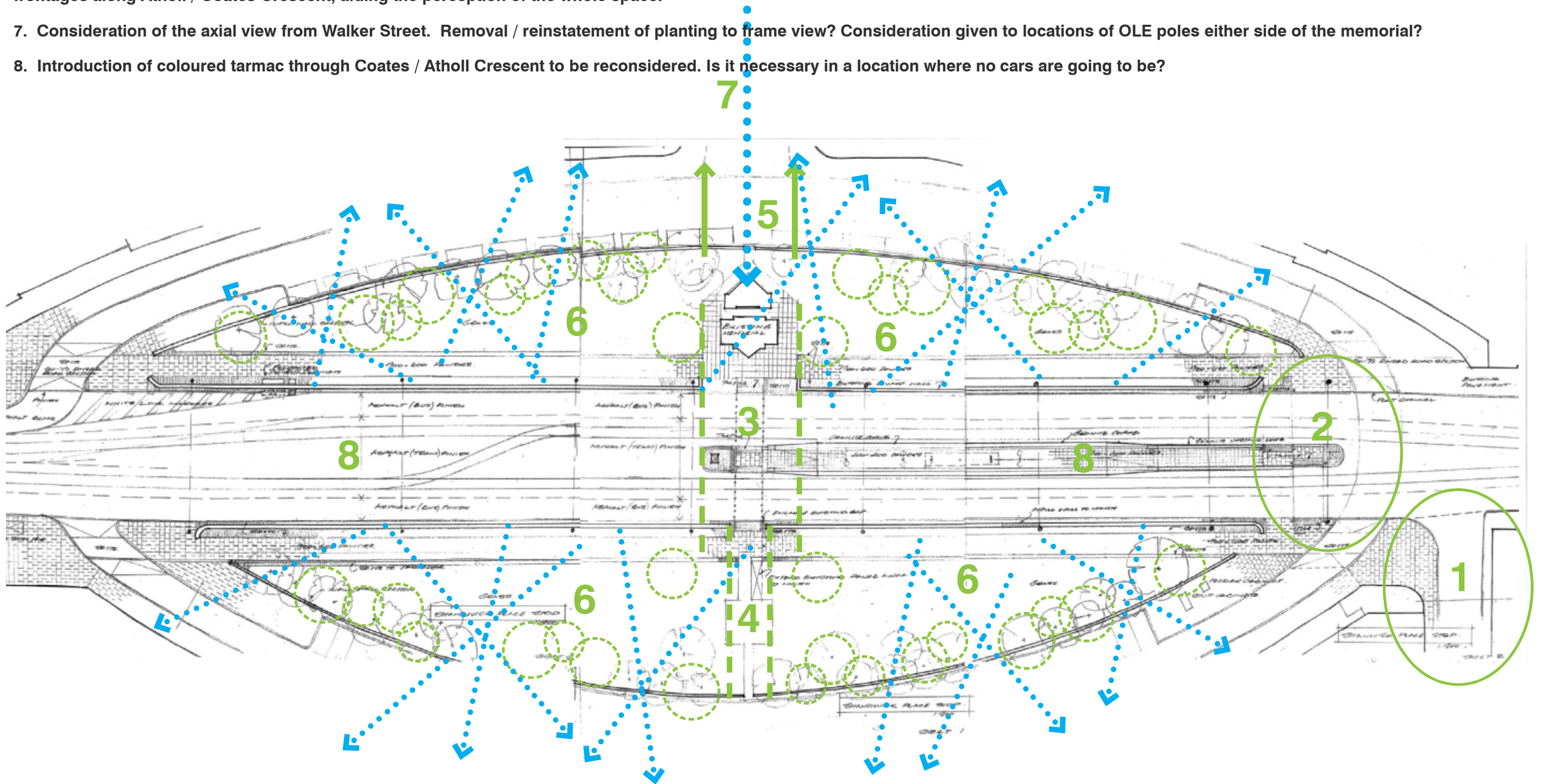
3. Partial sets along Stafford Street.

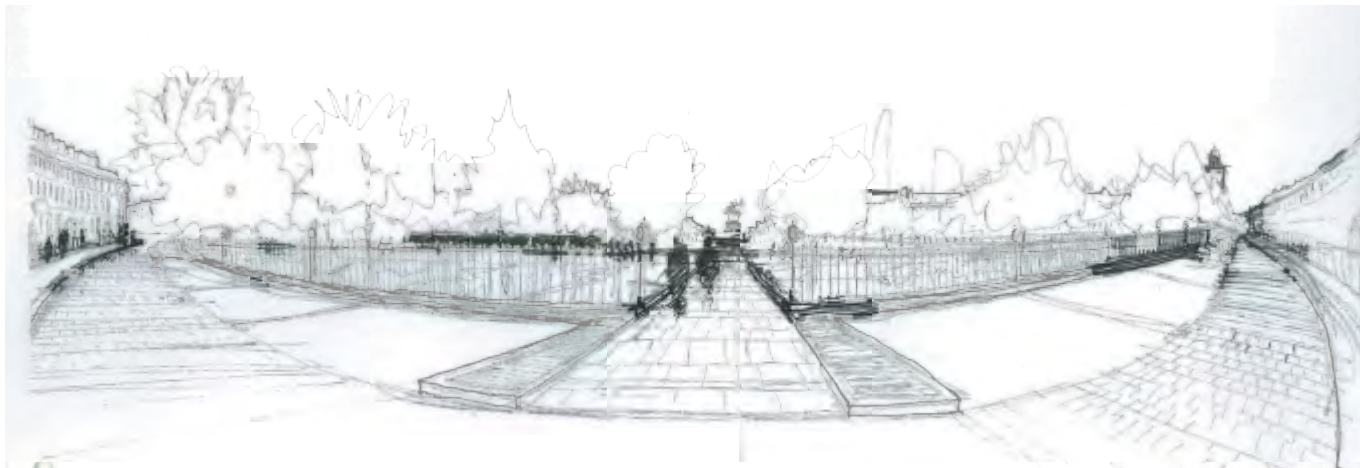
4. **Settled junction with Shandwick Place, including raised table to be flush with footpath**



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 consistant 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?



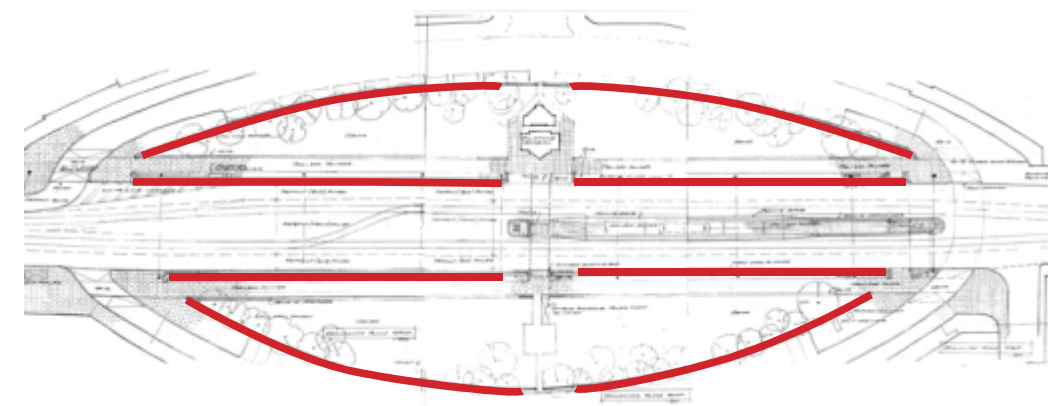


▼ Possible introduction of railings within Atholl / Coates Crescent.

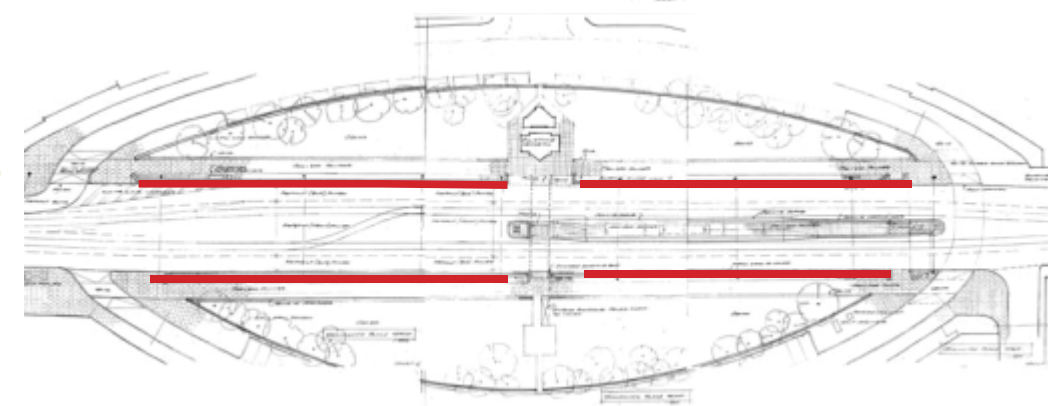
Scenarios:

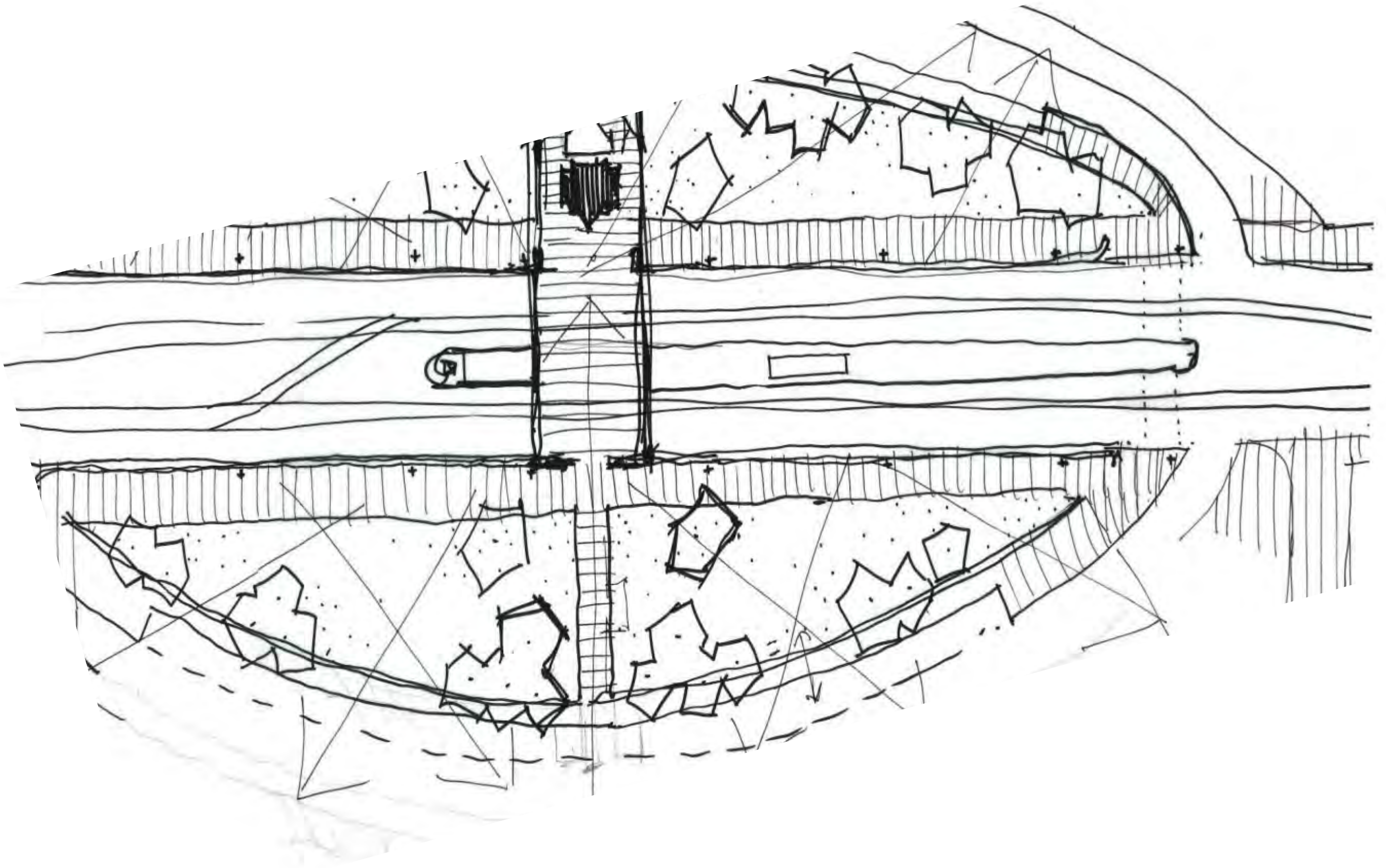
1. Railings adjacent to Shandwick Place and Atholl / Coates Crescent.
 - Experience of walking through 'gardens'.
 - Reintroduction of a historical feature.
 - Providing what is appropriate to modern uses?
 - Technical / safety issues with railings adjacent to a highway.
 - Spatial issues. Coates / Atholl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

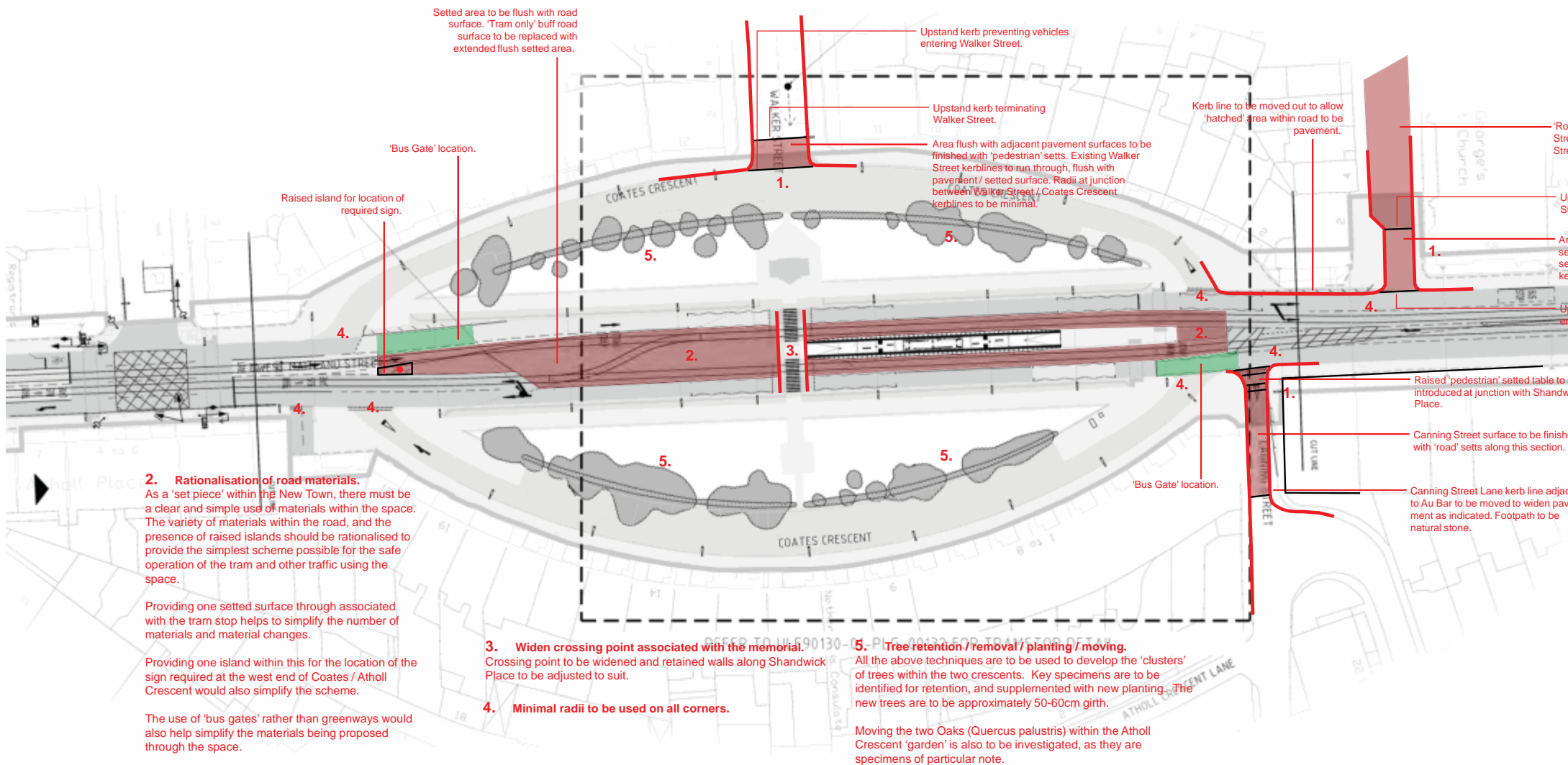
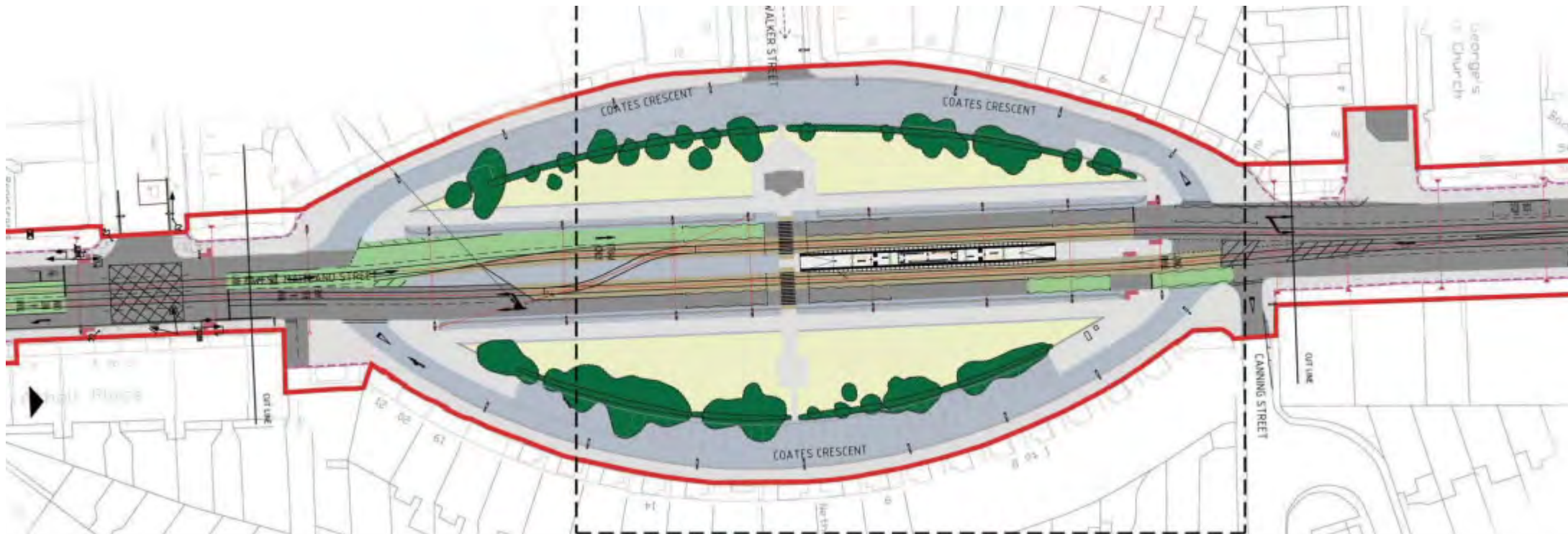
1



2







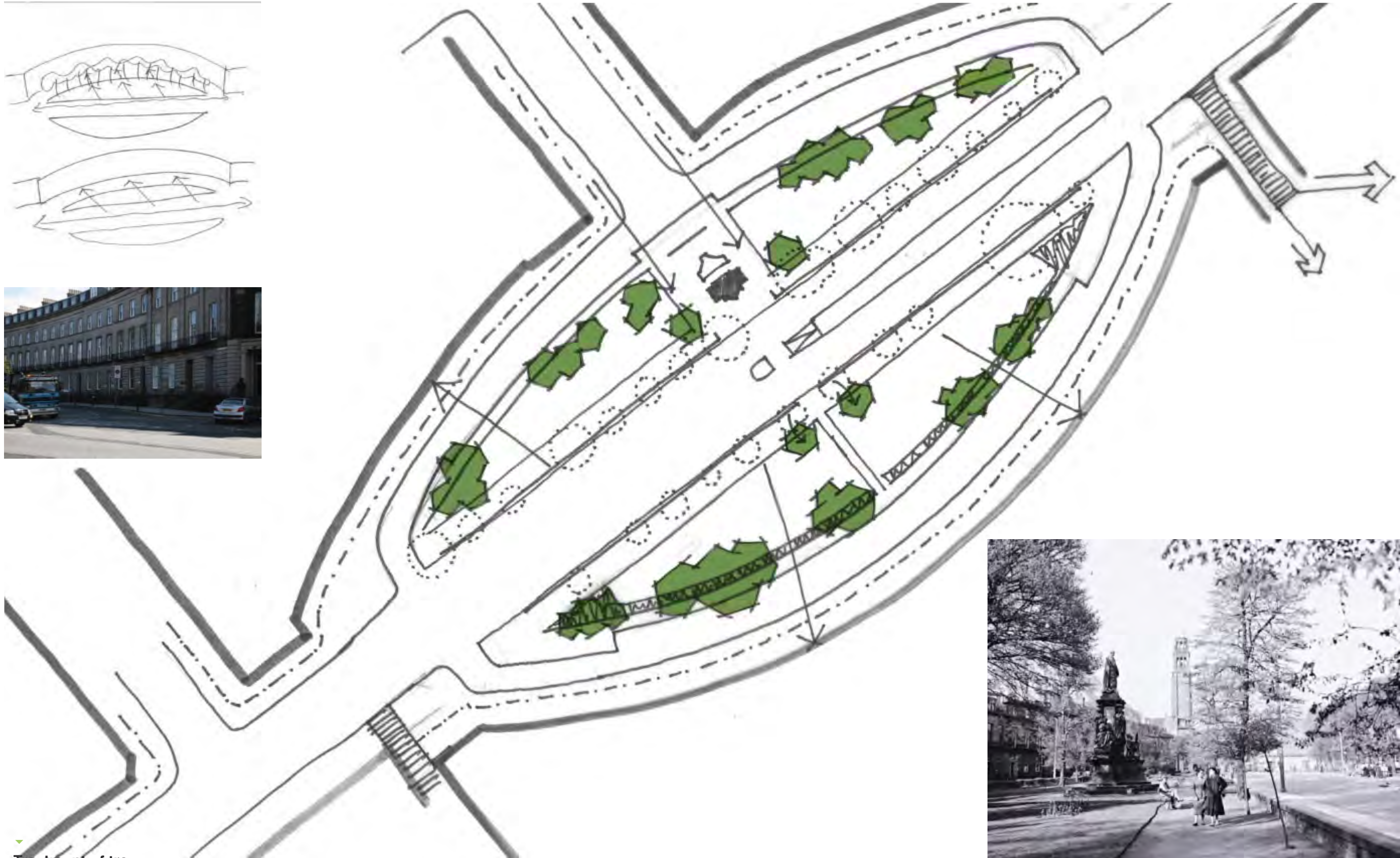
1. Canning Street Lane, Stafford Street and Walker Street to take on board consistent materials treatment at junctions. While the use of the junction may differ in each case, the approach to materials must be consistent, with an arrangement that respects the existing street pattern rather than 'severing' 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 table 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.





Treatment of trees

Clustered groups of trees to frame views and allow permeability?

Tree Proposals

