



PRINCES 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	
05.01 Character / identity / quality / development plans / potential / opportunities					
Variable quality 5/ 6-storey dense urban form, around major road junction/ gateway to Princes Street and Princes Gardens to east, linking to high quality New Town areas to north and new business district to south. Mid-market retail uses well patronised but difficult to service. Very busy footways dominated/ severed by traffic, lighting, signage, street furniture.	Potential for restoration of historic quality of treatment within New Town context; also of views and links to regeneration in areas behind to north and south. Introduction of Tram, linked with regeneration of Princes Street area 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, combination of signage and lighting with OLE 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.	
05.02 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.	
05.03 Topography					
Generally level with slight fall east to west	No design issues.				
05.04 Views – long / cross / through					
Important long views to east along Princes Street and across Princes Gardens to Castle and Old Town; potential cross views along connecting streets.	Remove obstructions, restore/ reinforce long and cross views; need to consider visual impact of combined OLE poles and catenary.	Locate OLE/ lighting and combined street infrastructure to minimise visual impact.	Co-ordination of street infrastructure provision, including advertisements.	Complementary provision as appropriate.	
05.05 Frontages / spaces / links – quality / types / usage					
5/ 6-storey variable quality mixed-use frontages; some leisure mainly retail with commercial above; active frontages.	Open up/ de-clutter footways to allow active frontages to operate more successfully. Street uses to reflect regeneration of Princes Street area.	Integrated Tram and wider signage and way-finding.	Complementary signage and way-finding as appropriate.	Complementary provision as appropriate.	
05.06 Hard landscape / trees / soft landscape / monuments / civic statuary					
None.	N/A	N/A	N/A	N/A	
05.07 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.	
05.08 Pedestrian accessibility / flows / usability / priority / severance					
Very high pedestrian flows partly obstructed by lighting poles, signage and street furniture generally and severed by heavy traffic flows.	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.		
05.09 Footways capacity / condition					
Footways barely adequate for current flows because of obstructions; future capacity will need to be assessed. Mixed natural stone and 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.	
05.10 Traffic types / flows / restrictions / priorities					

Very high density two-way general traffic through major routes junction with connecting bus lanes.	Tram-way segregated except through junction and 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.
05.11 Vehicle access / servicing / deliveries Most properties serviced from rear, a few from front; short-stay only.	Short-stay servicing/ loading access to be retained only where essential.	Part-reinforced footways to minimise impact of service vehicles.		

05 – WEST END [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
05.12 Carriageways capacity Generally adequate for current flows, but congested at peak periods. Future reconfiguration with Tram may require 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.	
05.13 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 05.14 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.
05.15 Street lighting / footway lighting / feature lighting / traffic lights / CCTV / PIDS [Pre / post Tram audit / data needed] Some street lighting + traffic lights/ signing/ CCTV etc 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/ CCTV etc 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, combine/ minimise non-tram lighting/ signage/ CCTV etc within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter.
05.16 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.
05.17 Tramway – alignment / segregated / unsegregated Centre-street alignment, unsegregated through junction and 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.
05.18 Tram-stop – type / interchange / people-place generator / integration No Tram-stop in this section.	N/A	N/A	N/A	N/A

05.19 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.
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05.20 Tram OLE – types / impacts

Preliminary data proposes combination of OLE building fixings, side poles and span wires through West End junction.	Some opportunities for combination of functions; impacts of span wires and catenary to be assessed.	OLE wires etc impact overall to be minimised.	[Subject to assessment of data]	[Subject to assessment of data]
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05.21 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]
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PRINCES STREET: TRAM PUBLIC REALM AGENDA

Elements of Space and Movement

- **Scope**
- **Side Streets**
- **Intersections**
- **Principal Spaces and Character Areas**
- **Related and Adjacent Spaces**
- **Topography/ Levels/ Slopes**

Identity and Place

- **Perceptions**
- **Historic/ Cultural Functions and Context**
- **New Developments/ Redevelopment Functions and Context**
- **Statuary**
- **Public Art/ Display/ Street Dressing**
- **Future Opportunities/ Changes**

Views and Wayfinding

- **Long Views**
- **Cross/ Through Views**
- **Landmarks/ Features/ Visual Impacts**

Hard and Soft Landscaping

- **Trees –**
- **Soft Landscaping and Planting –**
- **Hard Landscaping and Paved areas –**
- **Water Features –**

Frontages and Activities

- **Enclosure of Space**
- **Attraction of Activities**
- **Private Usable Space**
- **Public Usable Space**
- **Usability**
- **Flexibility**
- **Changes and Safeguarding**

Pedestrian Spaces and Usage

- **Routes**
- **Capacities**
- **Flows**
- **Desirelines**

Linkages and Interchanges

- **Cultural/ Social/ Linkages**
- **Visitor/ Leisure/ Retail Linkages**
- **JTW Linkages**
- **Transport Linkages**
- **Waverley Station/ Location/ catchment**
- **Tram-Stop(s)/ Location(s)/ catchment(s)**
- **Bus Stops/ Locations/ catchments**
- **Taxi-stands/ Location(s)**
- **Servicing/ Loading/ Car parking bays**
- **Interchange within Modes**
- **Interchange between Modes**
- **Changes and Safeguarding**

Traffic Spaces and Usage

- **Routes**
- **Capacities**
- **Modes**
- **Priorities**
- **Flows/ Speed Limits**
- **Changes and Safeguarding**

Street Infrastructure and Furniture

- **Tram OLE/ Tram-stop Shelters and Kit-of-parts/ Trackside equipment –**
- **Bus-stop Shelters and Kit-of-parts –**
- **Street and Footway Lighting –**
- **Traffic Lights/ Speed Cameras/ CCTV –**
- **Road, TRO and Tram Signage –**
- **Equipment cabinets/ Kiosks –**
- **Barriers/ Railings/ Bollards –**
- **Bins/ Seating/ Information Panels/ Displays –**
- **Audit of current and future needs/ provision –**
- **Opportunities to reduce street clutter, including combinations of elements –**





▲ Photo 1 : Historic carriageway and footway relationship maintained despite flush street surface



▲ Photo 2 : Street furniture and bollards combine to provide vehicular barrier
Cafe spill out and coffee shops help activate space
Rose Street feeds Castle Street from middle

◀ Photo 3 : Market fills traditional carriageway, footway is maintained for pedestrian movement

▶ Photo 4 : Street furniture is incorporated within market



