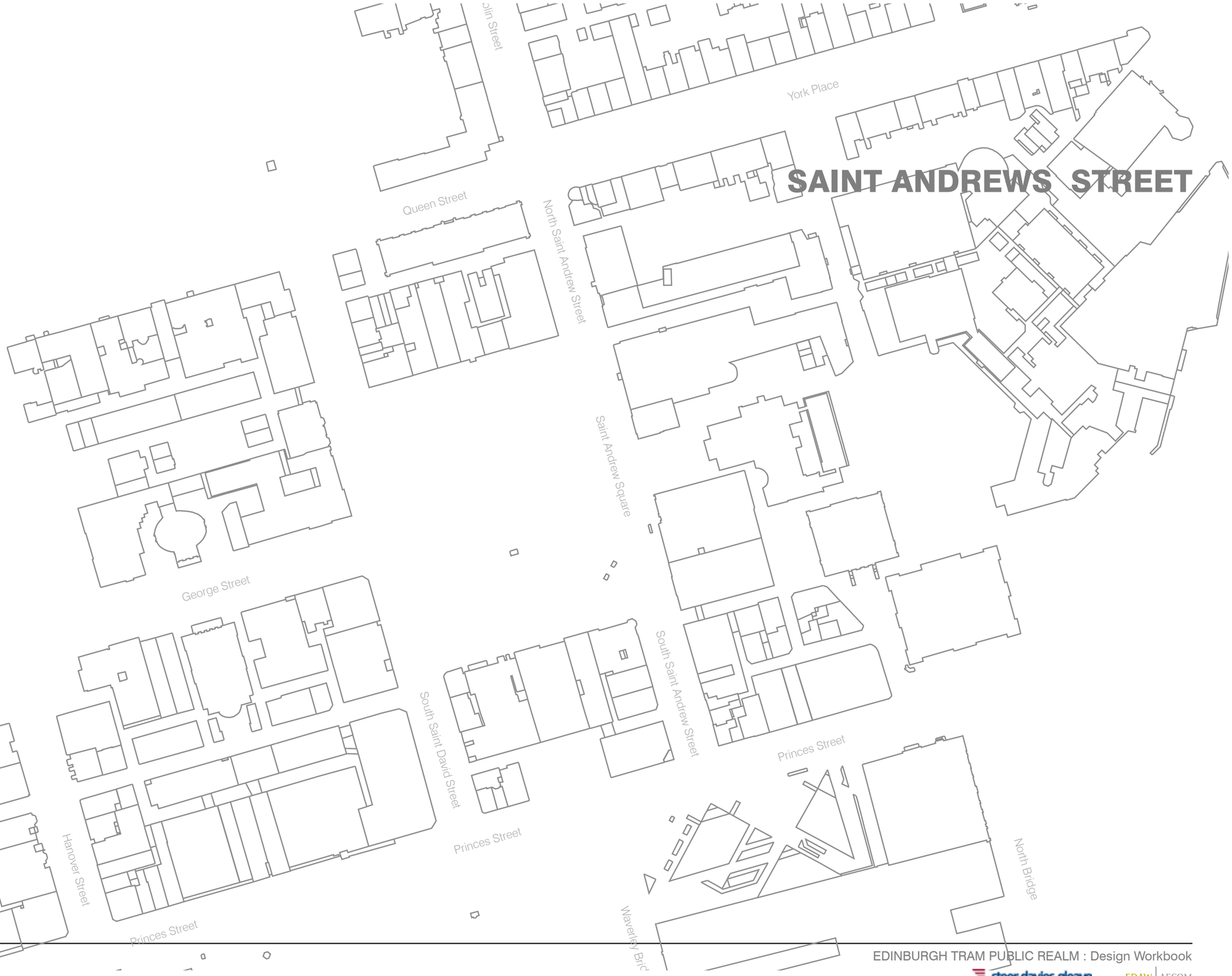


09 – SOUTH ST ANDREW STREET [DRAFT as at 11 February 2008]

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
09.01 Character / identity / quality / development plans / potential / opportunities				
Broad street in grand scale; mainly good quality 19C buildings / some 20C infill. Grand entrance/exit for St Andrew Square, also linking Princes Street to St James Centre, but currently dominated by traffic.	Develop potential as significant pedestrian-priority / Tram / servicing public realm street linked to possible extended / upgraded / regenerated active frontage uses and to adjacent interest areas.	Shared Tram / pedestrian / vehicle servicing paved surfaces to match ESFS/ Capital Streets standards + vehicle loading standards to existing kerb-lines.	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 up-grade to ESFS/ Capital Streets standards.	Complete footways upgrade as necessary. Promote / develop public realm use activities along both frontages.
09.02 Historic / heritage / conservation influences				
New Town Conservation Area / World Heritage Site. Street proportions part of historic fabric.	Restore original concept as single street from Princes Street to York Place; recognise/ respect historic street proportions and street corner settings.	Restore historic quality of context, surfaces and settings; preserve significant views.	Complementary provision as appropriate.	Complementary provision as appropriate.
09.03 Topography				
Steep slope up (4 – 5%) from south to north.	Need to consider disability access for any street uses.	Complex 3D design required to integrate levels, slopes, surfaces for ease of use,		
09.04 Views – long / cross / through				
Principal views southwards along street/ southwestwards across Princes Gardens to Old Town/ Castle.	Maintain views along street and outwards.	Careful design of OLE/ lighting and combined street infrastructure to minimise visual impact.	Co-ordination of street infrastructure provision.	Complementary provision as appropriate.
09.05 Frontages / spaces / links – quality / types / usage				
6 storey 19C good quality buildings + 20C variable quality infill, some good; mixed institutional/ retail commercial/ food outlet uses; few active frontages. Links to St Andrew Square/ St James Centre and Square/ Register Place/ Princes Street.	Encourage/ require any new infill/ redevelopment to be appropriate to conservation area quality, with active frontages and potential to generate/ service street activities. Develop links positively and legibly to any street uses.	Maximum (historic) footway widths with easy pedestrian access across street at all points.	Enable linkages to and compatibility with adjacent third party developments.	Promote / develop public realm use and activities along frontages.
09.06 Hard landscape / trees / soft landscape / monuments / civic statuary				
Currently no street trees or hard landscape.	Consider possible use of statuary to help define street spaces/ activities/ uses, but not trees.			
09.07 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.
09.08 Pedestrian accessibility / flows / usability / priority / severance				
Currently adequate footways, partly obstructed by bus shelters, bins, loading/ parking bays, but currently no barriers at crossings.	Rationalise and minimise street furniture; formalise footways along historic kerb-lines; ensure free pedestrian flows across/ along whole street, with no barriers.	Clear, subtle delineation of Tram swept-path to ensure safe pedestrian/ shared use of whole street area outside DKE.		
09.09 Footways capacity / condition				
Adequate for current flows, except where partly obstructed; grey pcc paving; generally reasonable condition.	Whole street width/ length as shared pedestrian space offers opportunities to create public realm "place(s)" whilst maintaining pedestrian movement capacity.	Shared Tram/ pedestrian/ vehicle servicing paved surfaces to ESFS/ Capital Streets + vehicle loading standards up to kerb-lines.	Subject to availability of CEC short-term funding, existing paving from frontage to kerb as LFL or upgraded to ESFS/ Capital Streets standards.	Complete footways upgrade as necessary.

09.10 Traffic types / flows / restrictions / priorities

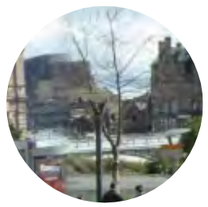
Medium-density two-way general traffic including buses; all to be diverted with introduction of Tram, except access for servicing/ delivery vehicles only.	Tram and pedestrian priority across whole street area; no bus, car or other general traffic, except short-stay servicing vehicles; no car parking.	Traffic restriction signage/ marking to be minimised.	CEC byelaws/ TRO regime to be tailored, if necessary, to allow minimal street-use signage/ carriageway marking etc,	Complete byelaws/ TRO provision as necessary

09.11 Vehicle access / servicing / deliveries

Most frontage properties serviced from front, some from rear through Meuse Lane/ West Register Street. Loading/ car parking bays both sides of street.	Servicing access retained on shared surface areas up to existing kerb-lines; no car parking.	Ensure adequate loading capacity for servicing vehicle areas.		

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
09.12 Carriageways capacity				
Not relevant with introduction of Tram.	N / A	N / A	N / A	N / A
09.13 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				
09.14 Street clutter / integration				
No current evidence of existing location of elements generally to minimise obstruction (except some street lighting building-fixed), nor of co-ordination/ combination of elements to reduce/ minimise clutter.	Assess current Tram proposals for location/ coordination/ combination of street furniture elements. If necessary, suggest alternatives/ opportunities.	Fully audit/ co-ordinate/ integrate existing street furniture and tram provision within footway typology/ zoning; deliver/ safeguard key combinations.	[Subject to assessment of data] Extend principles established by Tram proposals to minimise street clutter generally – or initiate audit etc process.	[Subject to assessment of data] Complete process of minimising clutter as City-wide typology.
09.15 Street lighting / footway lighting / feature lighting / traffic lights / CCTV / PIDS				
[Pre / post Tram audit / data needed] Street lighting building fixed. Limited data available on locations of other elements; on proposals to minimise obstruction; to co-ordinate/ combine elements to minimise clutter.	[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.
09.16 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.	[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.
09.17 Tramway – alignment / segregated / unsegregated				
Broad curving alignment from centre-street to east-side kerb; integrated with pedestrian-priority street.. [Data needed on delineation of swept-path/ DKE]	[Subject to data] Assess current proposals for delineation of tramway and pedestrian safety. If necessary, suggest alternatives/ opportunities.	[Subject to assessment of data] Optimise delineation of swept-path/ DKE.	[Subject to assessment of data] Propose street-marking palette for minimal visual impact along route.	[Subject to assessment of data] Implement street-marking palette for minimal visual impact along route.
09.18 Tram-stop – type / interchange / people-place generator / integration				
No Tram-stop in this section of route.	N / A	N / A	N / A	N / A
09.19 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.

09.20 Tram OLE – types / impacts				
OLE wires etc impact overall to be minimised.	[Subject to updated data] Assess current proposals for pole supports/ cantilevers and/or building fixings; and potential for combination of functions. If necessary, suggest alternatives/ opportunities.	OLE currently assumed to be generally building-fixed with some side poles to effect turn into/ out of Princes Street.	[Subject to further assessment of data]	[Subject to further assessment of data]
09.21 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]



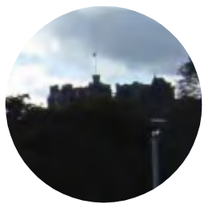


Photo 1 : Classic views of Edinburgh including Calton Hill, Sailsbury Crags, North Bridge, Old Town, Castle, Scott's Monument

Photo 2 : High pedestrian flow across Princes Street. Due to vehicle priority people accumulate at crossing points, extending up St Andrew's Street South. With introduction of Tram and removal of vehicles, pedestrian movement should flow more freely, preventing this accumulation.

Photo 3 : St Andrew's Street South slopes up to St Andrew's Square. View terminates with horizon and sky.

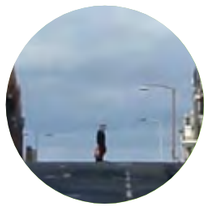


Photo 4 : From top of St Andrew's Street South views to Firth of Forth. Redevelopment of St Andrews Square and new Tram stop will alter pedestrian movement patterns.

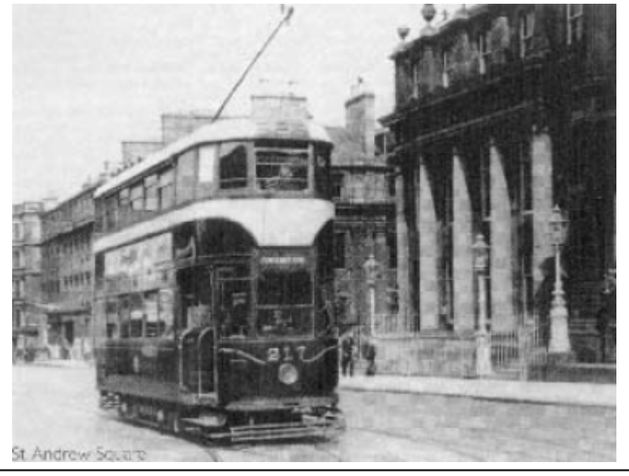
Photo 1 : View from top of St Andrews Street South. Cafe spill out activates street. Connection / short cut along West Register Place to Princes Street East End and future St James Centre redevelopment.

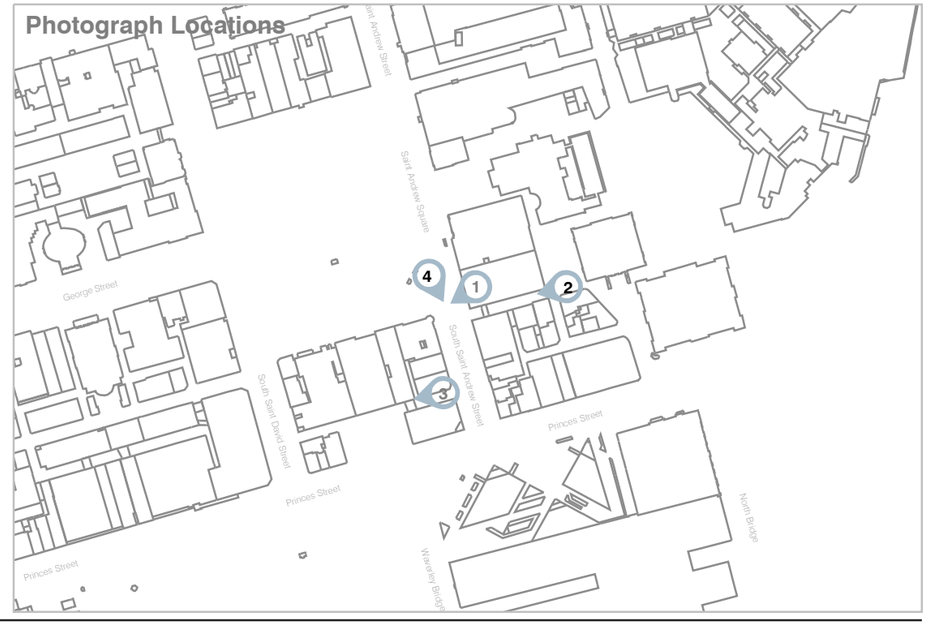
Photo 4 : Looking down St Andrews Street South

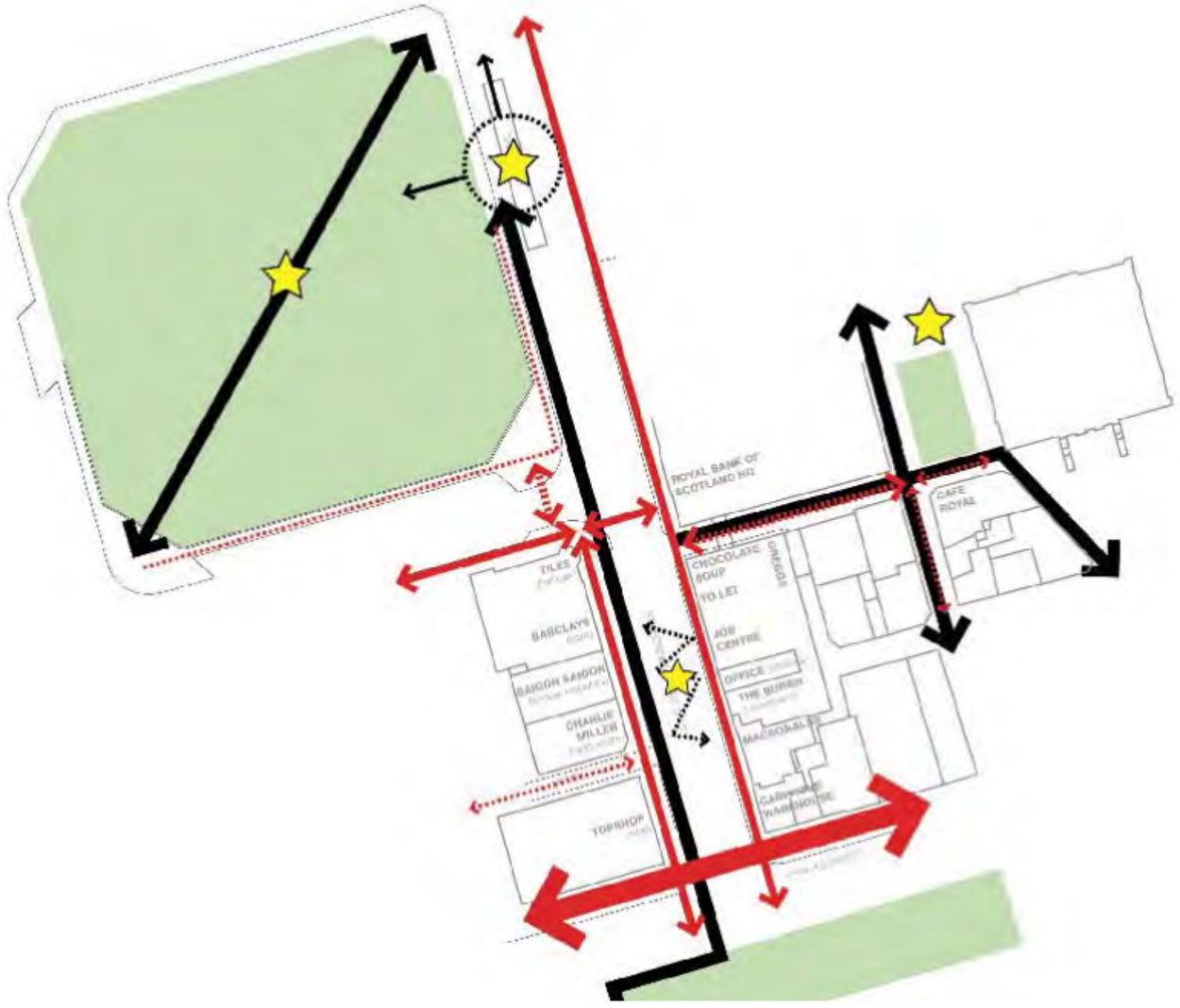
Photo 2 : West Register Place towards St Andrews Street South

Photo 3 : Meuse Lane from St Andrews Street South

HISTORIC PHOTOS







MOVEMENT

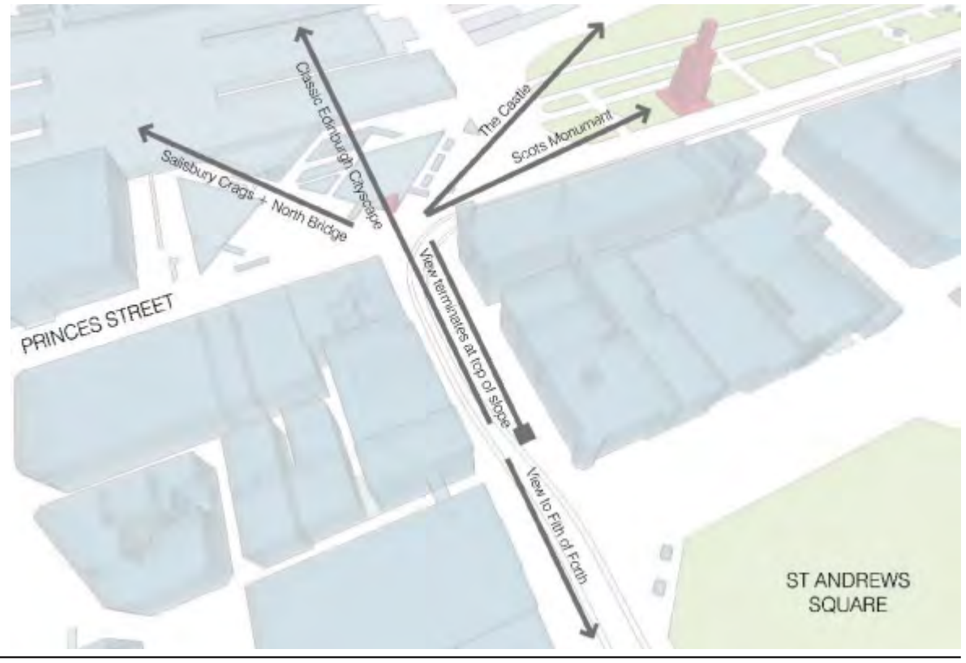
- Existing movement is mainly linear
- Little pedestrian crossover except at ends, due to traffic and ground floor uses
- Future Tram, St Andrews Square and St James Centre developments will change movement patterns. Especially from Waverley Station to Tram.
- Volume of pedestrians is likely to increase
- With vehicles removed potential for pedestrian crossover increases
- Potential opportunity for ground floor uses to change, new street uses and new pedestrian uses

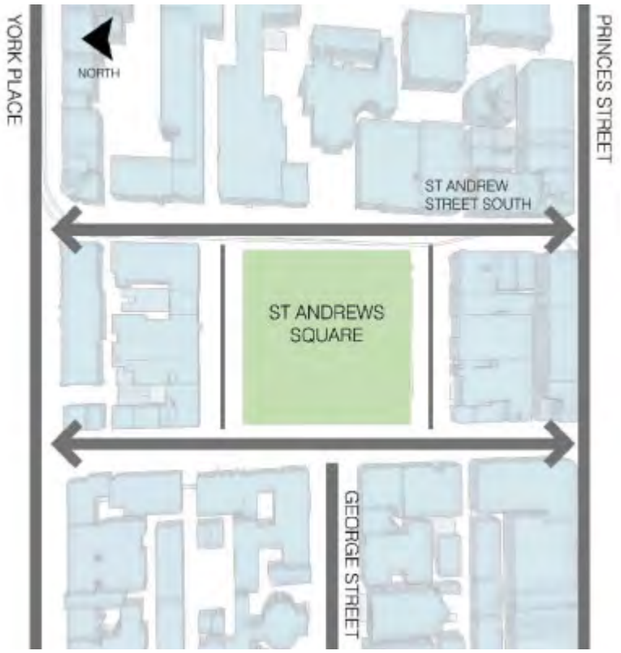
GROUND FLOOR LANDUSE

- Few cafes etc. to activate space and colonise it.
- Uses do not encourage pedestrians to cross street

VIEWS

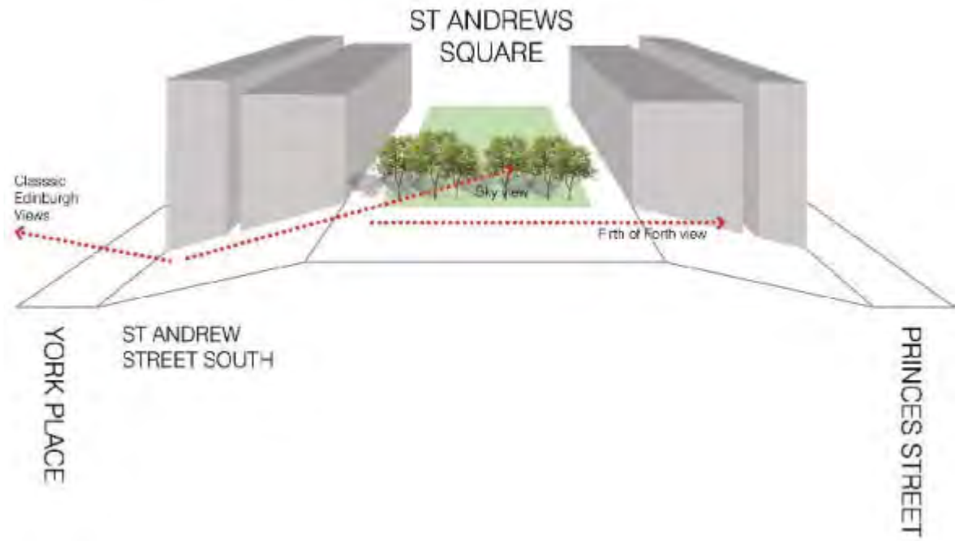
- Topography influences views
- From Princes Street up St Andrews Street South, horizon is in middle ground, with view to sky. St Andrews Square is announced by trees





URBAN FORM

- New Town form does not differentiate between St Andrews Street North and South.
- Hierarchy of streets shows St Andrews Street is a through route



TOPOGRAPHY

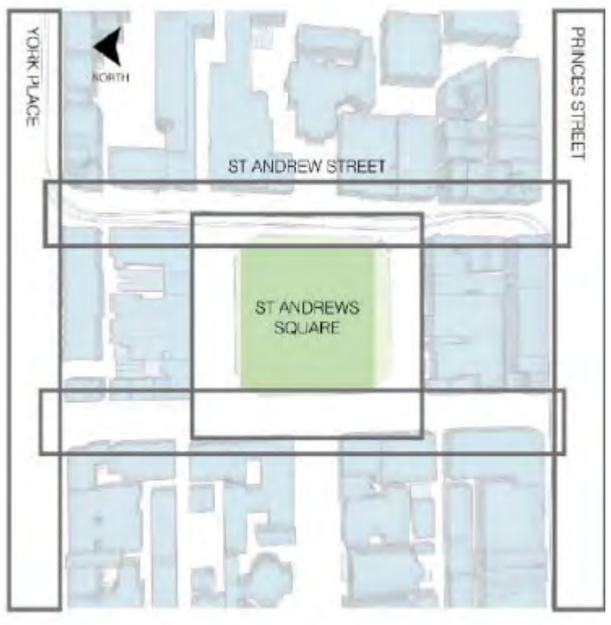
- Influences views
- Breaks up the street spatially

SPATIAL BREAKDOWN : OPTION 1

- Giving prominence to Princes Street and York Place shortens St Andrews Street
- Breaks continuity of New Town Grid
- Removal of street junction lowers pedestrian awareness of tram traffic

SPATIAL BREAKDOWN : OPTION 2

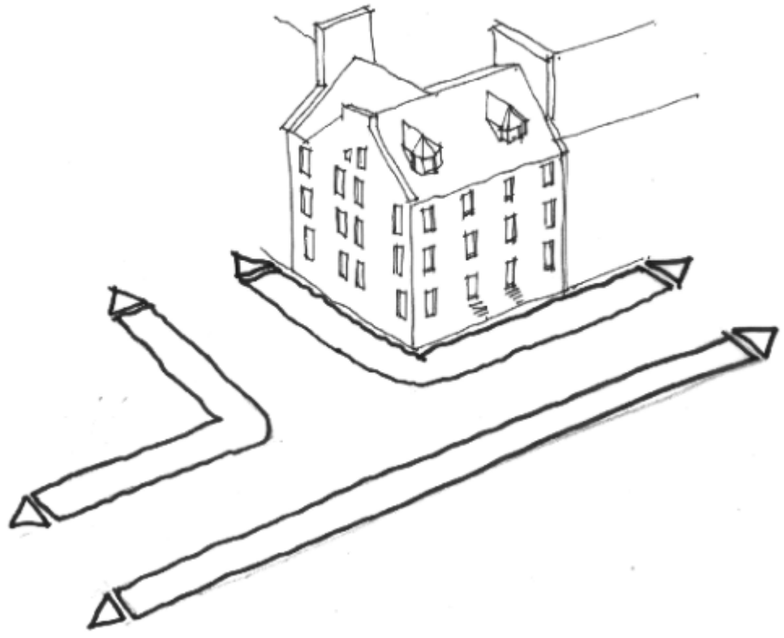
- Creates a unity and cohesion
- Respects historic form
- Obvious junction of two streets highlights possibility of tram traffic



BUILDING AND THRESHOLD RELATIONSHIP

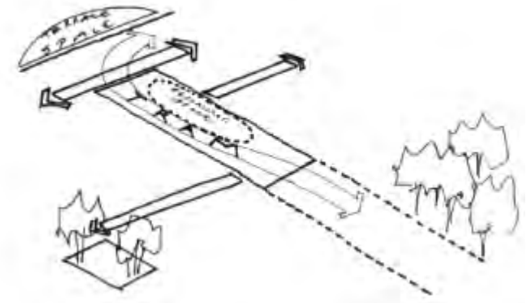
From New Town Conservation and Character Appraisal

- There is a consistent relationship between the buildings, building line, to the alignment of streets and footways which retain the original street geometry and the original surfacing.
- The designed relationship of stone buildings, pavements and setted roads gives a disciplined unity and cohesion to the Conservation Area.



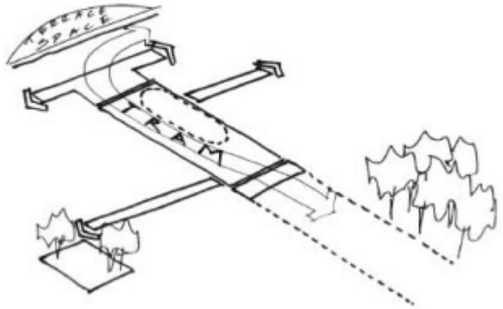
PRINCES STREET ROUTE

With continuous paving across end of Princes Street, St Andrews Street becomes disconnected.



PRINCES STREET SPACE

Creating a space that opens off Princes Street further shortens a disconnected St Andrews Street.
Due to Tram movements this space would not be the best choice for a space.



CONTINUOUS ST ANDREWS STREET

Maintaining St Andrews Street's connection into Princes Street respects historic form. Warns pedestrians of tram movements.

KEY IDENTIFIED DESIGN CONCEPTS

1. The treatment of St. Andrews Street as a whole, not three distinct sections.

2. Respecting the character of the New Town frontage. (ie. consistant footpath frontage)

3. Providing a consistant junction / interface treatment to all north - south streets adjoining Princes Street.

4. Consideration to junction of West Register Place. Inclusion as part of the concept, promoting links into area east of St. Andrews Street.

COMMENTS ON SDS SKETCH DESIGN

1. Kerblines could be used to increase feeling of unity along St Andrews Street.

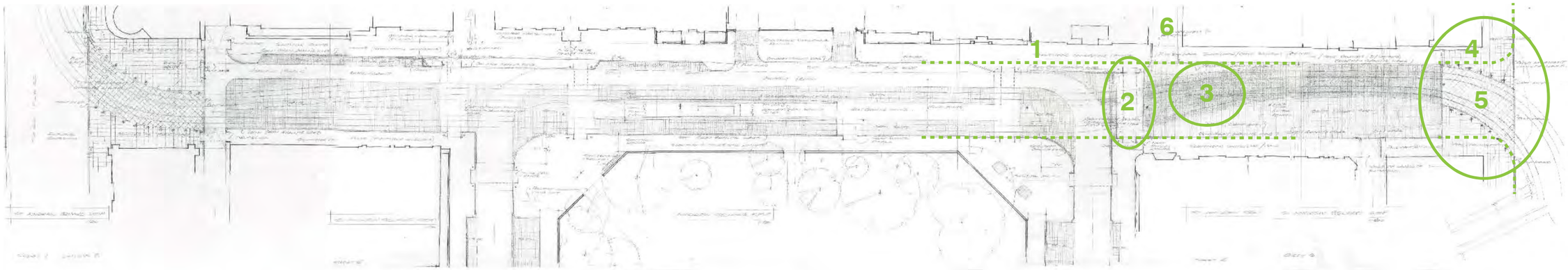
2. Is crossing necessary here? Should road surface promote pedestrian movements generally within this area?

3. Differentation of materials is good. Could define individual lines?

4. Maintaining existing kerb lines would respect historic form. Visually 'straight' kerb lines to be provided along St Andrews Street / St Davids Street with north / south St Andrews Square to have bays?

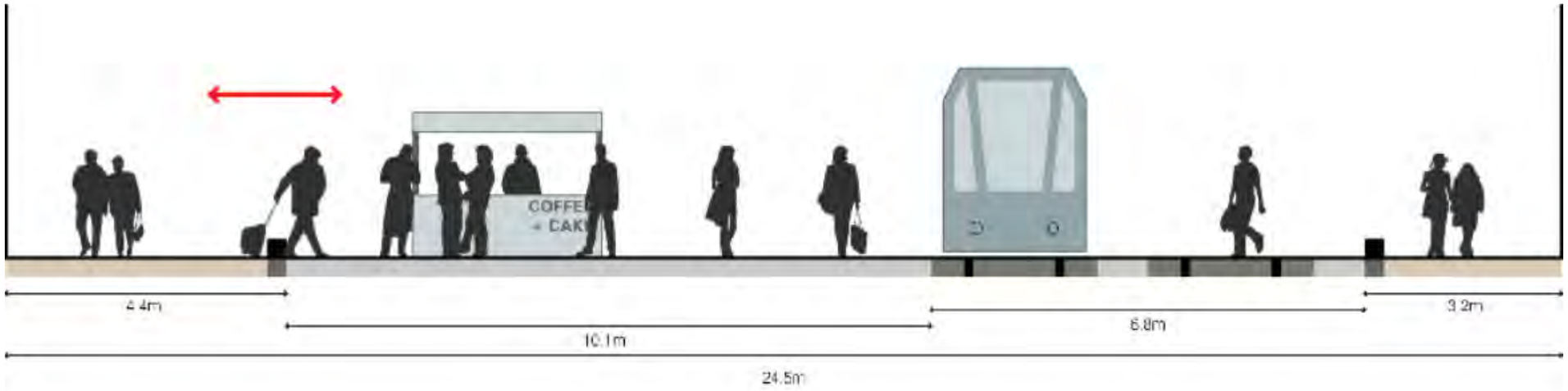
5. Space created is unuseable due to tram movements. Treatment should reflect the junction structure at south end of St David Street?

6. Junction with West Register Place to remain (ie. material priority to be road rather than pavement)?



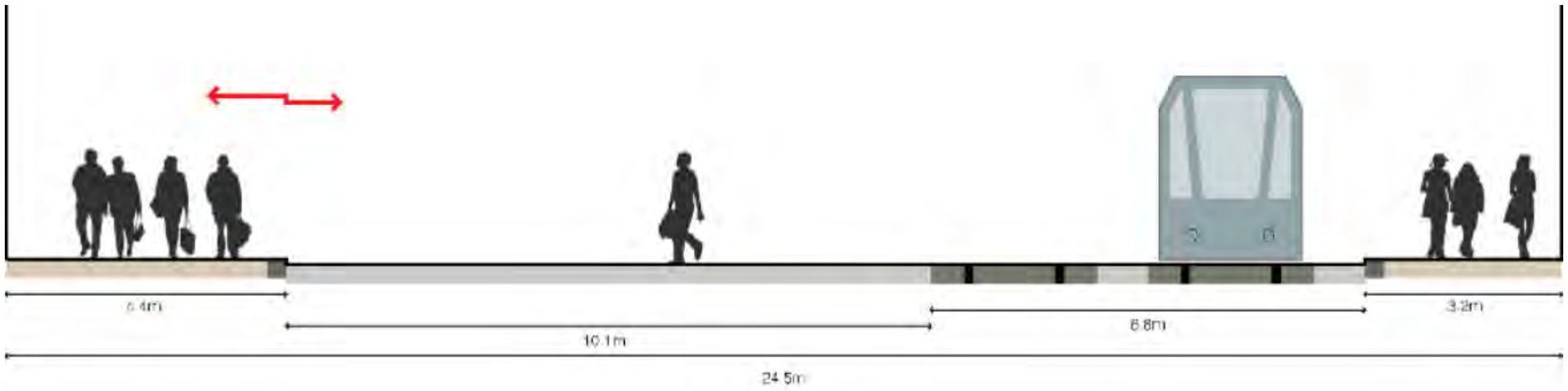
FLUSH STREET PROFILE

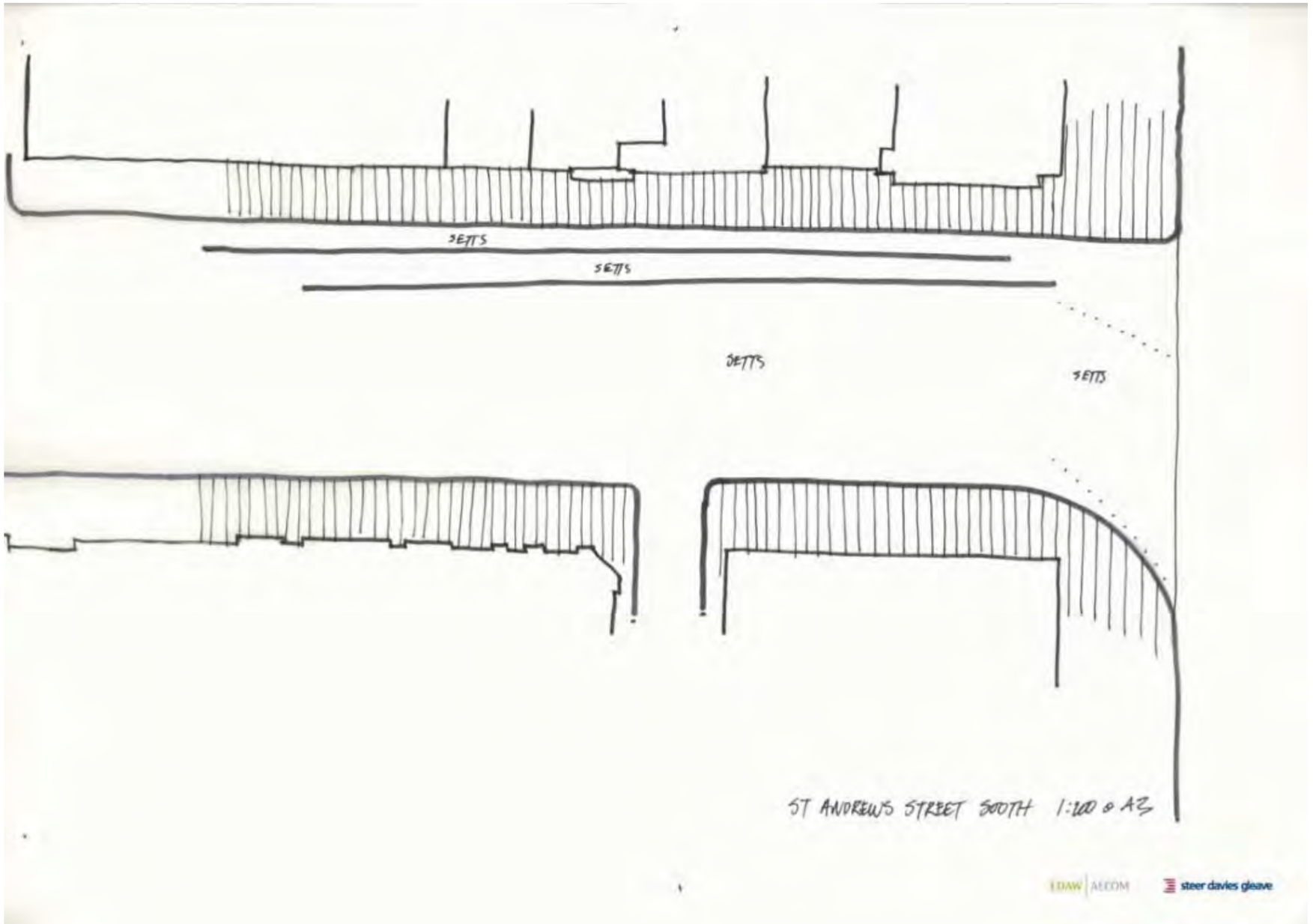
- Allows free flow of pedestrians across space
- Increases likelyhood of whole space being utilised
- Increases mobility of all groups of people
- Potential for small pavillion uses on street
- Bollards/ street furniture necessary to control service vehicles



KERBED STREET PROFILE

- Cross street movement limited, especially for less mobile
- No bollards necessary

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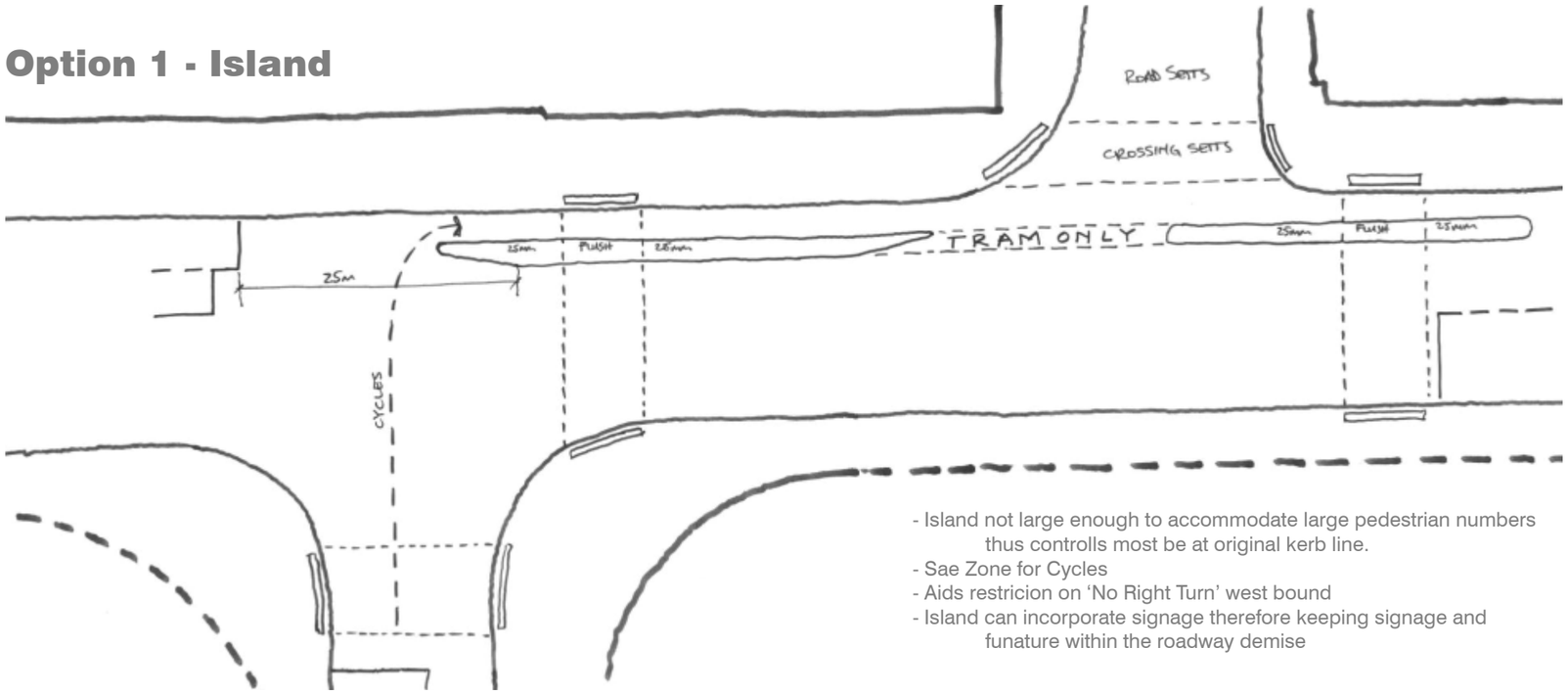
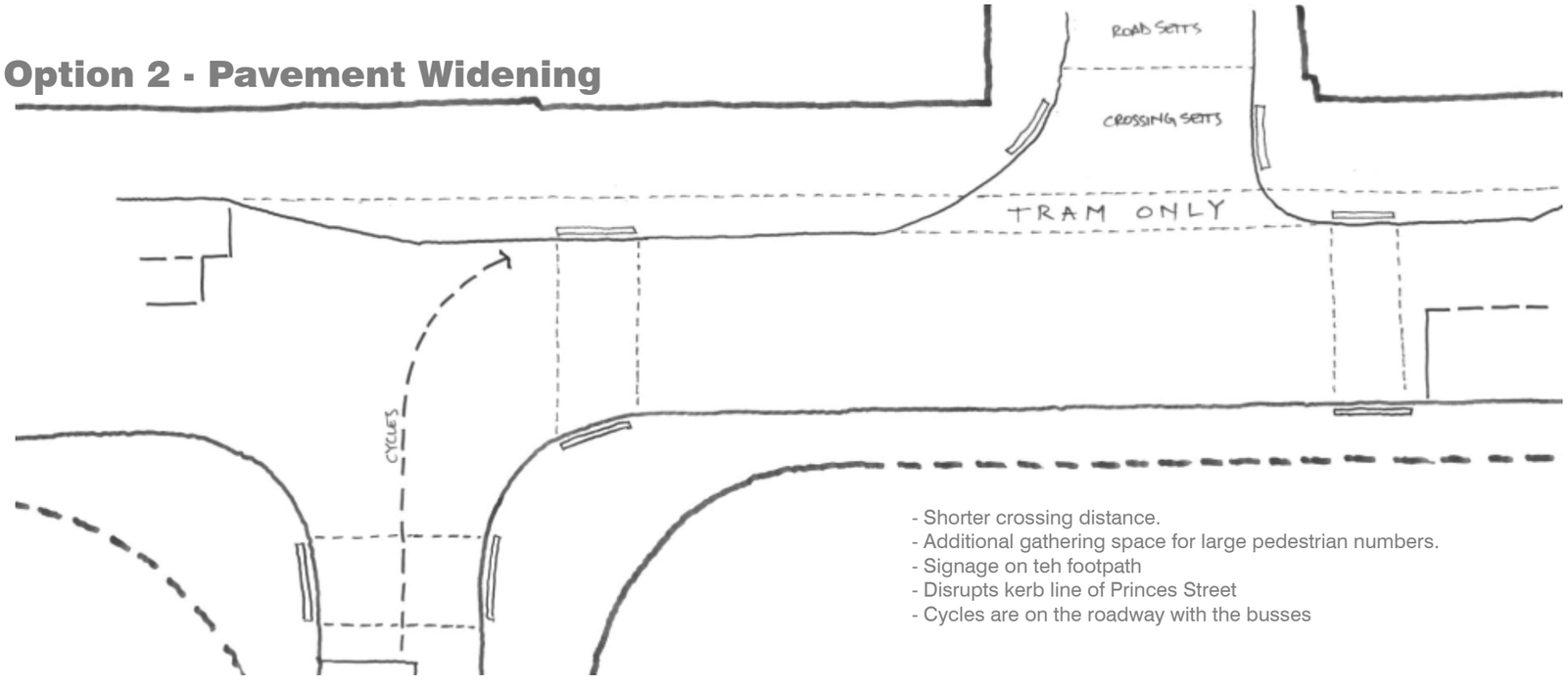
Option 1 - Island



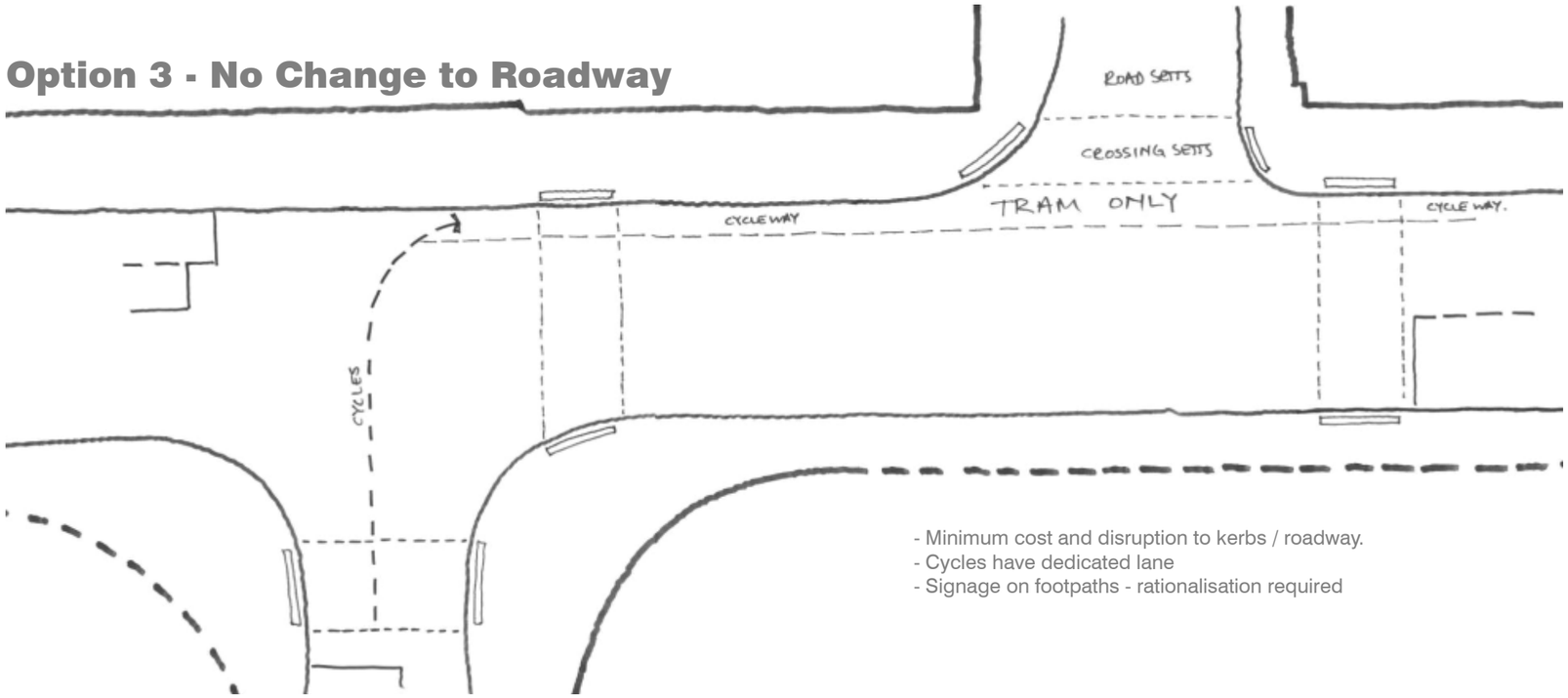
- Island not large enough to accommodate large pedestrian numbers thus controlls most be at original kerb line.
- Sae Zone for Cycles
- Aids restricion on 'No Right Turn' west bound
- Island can incorporate signage therefore keeping signage and funature within the roadway demise

Option 2 - Pavement Widening



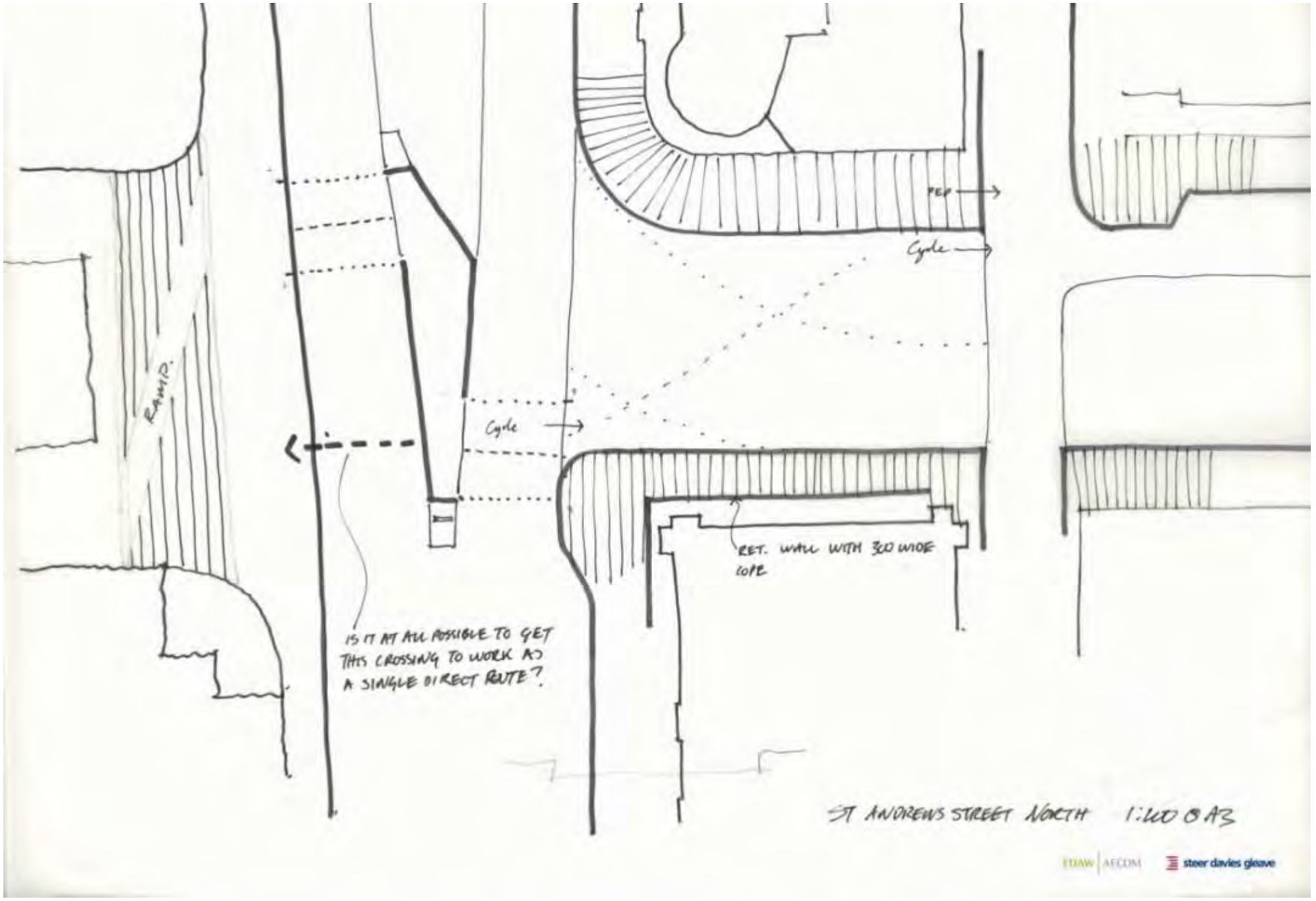
- Shorter crossing distance.
- Additional gathering space for large pedestrian numbers.
- Signage on teh footpath
- Disrupts kerb line of Princes Street
- Cycles are on the roadway with the busses

Option 3 - No Change to Roadway



- Minimum cost and disruption to kerbs / roadway.
- Cycles have dedicated lane
- Signage on footpaths - rationalisation required

Until a co-ordinated and ratified strategy for the whole of Princes St. is established, we recommend option 3 is the most pragmatic. If alteration is to go ahead our preference would be to instal the Island due to the benefits it gives in relation to the 'no turn' onto S St Andrews from Princes Street and ordering of the signage / furniture.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IS IT AT ALL POSSIBLE TO GET THIS CROSSING TO WORK AS A SINGLE DIRECT ROUTE?
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