



YORK PLACE

10A – ST DAVID STREET (ST ANDREW SQUARE) [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
10A.01 Character / identity / quality / development plans / potential / opportunities				
Broad street in grand scale; mainly good quality 19C buildings / some 20C infill. North end currently a cul-de-sac; south end an access between Queen St and St Andrew Square, but currently dominated by traffic.	Major redevelopment potential in and adjacent to St Andrew Square; proposals should be incentivised to provide active frontage uses, linked to Tram-stop and emerging public realm spaces.	Pedestrian/ vehicle servicing paved surfaces to match ESFS/ Capital Streets standards.	Existing footways paving as LFL or upgrade to Capital Streets standards.	Complete footways upgrade as necessary.
10A.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 Queen Street; recognise/ respect historic street proportions and street corner settings.	Restore historic kerb-lines and quality of surfaces; preserve significant views.	Complementary provision as appropriate.	Complementary provision as appropriate.
10A.03 Topography				
Generally level east/west and slow falls to north and south at edges of Square; steep falls down to north (5-6%) and south (4-5%) from edges of Square.	Need to consider disability access for any street uses at north and south ends.			
10A.04 Views – long / cross / through				
Important long views out to north and south; along George Street to west and within Square gardens.	Maintain and reinforce views.	Locate new/ combined street infra-structure to minimise visual impact.		
10A.05 Frontages / spaces / links – quality / types / usage				
6-storey 19C mainly good quality buildings/ variable quality 20C infill; mixed institutional/ retail/ commercial/ licensed uses; some active frontages. Links across gardens/ to Princes St/ George St/ York Pl.	Incentivise any new infill/ redevelopment to be appropriate to conservation area quality, with potential to generate and service street activities. Develop links positively and legibly to new street uses.		Enable linkages to and compatibility with adjacent third party developments.	Promote / develop public realm use and activities along frontages.
10A.06 Hard landscape / trees / soft landscape / monuments / civic statuary				
Mature trees in gardens + hard and soft landscape currently being refurbished; + Melville Monument.	No further landscape/ statuary required.			
10A.07 Public art				
Currently no public art provision.	Strategies for Public Art/ Street Dressing to help define street spaces and mitigate Tram infrastructure, but limited opportunities in this section.		Complementary provision within CEC Public Art/ Street Dressing Strategies	Development, maintenance and management regimes for Public Art etc strategies.
10A.08 Pedestrian accessibility / flows / usability / priority / severance				
Generally broad footways, with build-outs/ indented loading/ parking bays; but no barriers at crossings. Traffic gyratory and volumes cause some severance.	Formalise footways along historic kerb-lines; optimise pedestrian flows across/along west side of Square without barriers.	Maximise pedestrian use of shared surfaces replacing existing short-stay loading/ parking bays.		
10A.09 Footways capacity / condition				
Adequate for current flows with use of current build-outs; future capacity will need to be assessed. Grey pcc paving in variable condition.	Optimise footway capacity on west side; paving to be to conservation quality standards.	Assess pedestrian capacity with shared servicing paved surfaces outside historic kerb-lines, to Capital Streets standards.	Existing footways paving as LFL or upgrade to Capital Streets standards.	Complete footways upgrade as necessary.
10A.10 Traffic types / flows / restrictions / priorities				

Medium-density one-way gyratory general traffic including buses + service/ parking cul-de-sac at south end. With introduction of Tram, street to become two-way between Princes St and Queen St.	Re-opening street provides opportunity to restore concept and function as single street from Princes Street to Queen Street.	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
10A.11 Vehicle access / servicing / deliveries Most frontage properties serviced from front, some from rear through side streets. Short-stay servicing/ set-down/ parking/ taxi bays on 3 sides of Square.	Short-stay servicing/ waiting/ car parking access retained on shared surface areas on west side of Square, outside historic kerb-lines.	Shared pedestrian/ servicing paved surfaces + vehicle loadings outside historic kerb-lines to Capital Streets standards.		

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10A.12 Carriageways capacity Adequate for current flows. Future reconfiguration with introduction of Tram requires some traffic redirection.	Optimise carriageways configuration to maximise effective footway widths, including shared surfaces for loading/ waiting/ car parking bays.			
10A.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 10A.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.
10A.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/ 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.
10A.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.
10A.17 Tramway – alignment / segregated / unsegregated No Tram alignment in this section.				
10A.18 Tram-stop – type / interchange / people-place generator / integration No Tram alignment/ Tram-stop in this section.				
10A.19 Tram-stop shelters / furniture / equipment – types / kit-of-parts				

No Tram alignment/ Tram-stop in this section.

10A.20 Tram OLE – types / impacts

No Tram alignment in this section.

10A.21 Track-side infrastructure – types / impacts

No Tram alignment in this section.





Photo 1



Photo 2



Photo 3



Photo 4



Photo 5

