

EDINBURGH STREET DESIGN GUIDANCE

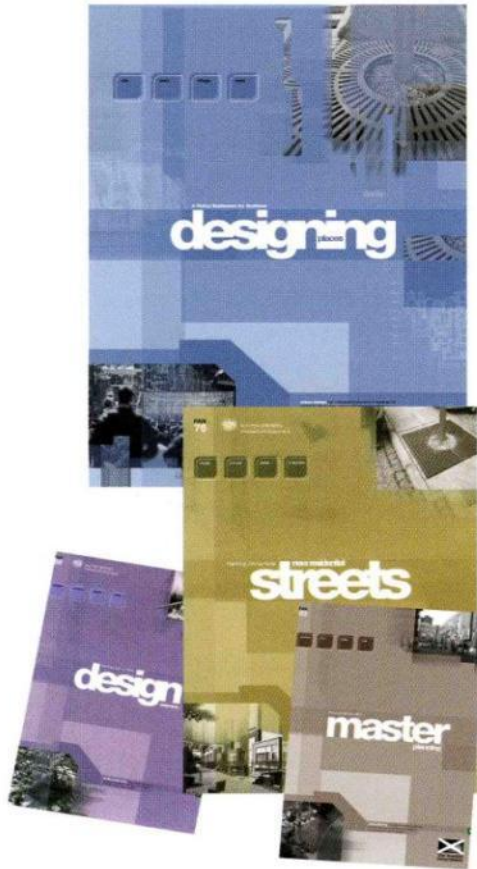
Presentation on the *Draft for Consultation*

Transport & Environment Committee 10am-18 March 2014

Andrew McBride
Will Garrett



Policy Evolution

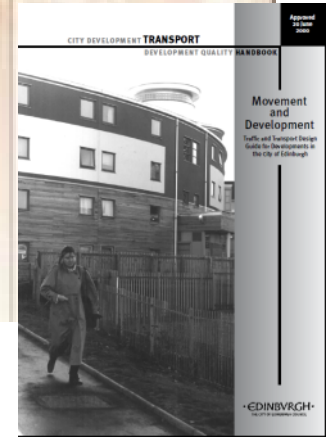


The **Edinburgh** Standards for **Urban Design**



এডিনবরগ নগর পরিকল্পনার মান
愛丁堡城市設計標準
ایڈنبرا شہر کے نقشے کے متعلق معیار
سنوئیٹ انڈیرا المعطوبة للتصميم المدينة

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL



The Place Approach





Overlooking Village Green
Complementary to scale of housing



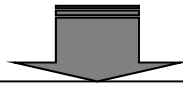
Muirhouse Place



Developing the Guidance

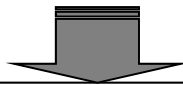
Review and Consolidation

- external workshop- John Dales and Keith Gowenlock
- internal workshop- defining the scope of guidance
- internal workshop- questions and answers
- Best practice review-Hounslow/Sydney/ Ireland/ New York



Why and Where

- why we need to do the guidance
- what is special about Edinburgh
- establish the values, key principles and aims and outcomes for the city- translating national policy at a local level
- sets out the things Edinburgh will change



What and How

- a clear set of instructions for detailed design and construction of streets

PART A

INTRODUCTION (A1)

WHY THE GUIDANCE HAS BEEN PRODUCED

scope (A2-1)
audience (A2-2)
status and policy context (A2-3)
historical and planning context (A3)
goals and values (A4)
objectives (A5)
overall process (A6)

STREET FRAMEWORK

Types of street (B1-B2)

STREET USERS AND DESIGN OPTIONS

An introduction to:
user environments (B3)
fabric, furniture, layout and geometry and soft landscaping design options (B3)
street structure options (B4)

STREET PRINCIPLES

Summaries of design approaches for each of Edinburgh's street types (B5)

PART B

INTRODUCTION TO DESIGN MANUAL (C-1)

TECHNICAL FACTSHEETS

Walking Environment (C-2)
Cycling Environment (C-3)
Public Transport Environment (C-4)
General carriageway environment (C-5)

PART C

DETAILED DESIGN
MANUAL



How the Guidance Works

Identify STREET TYPE by interpreting street's 'place' and 'link' role

Use PRINCIPLES SHEETS to identify priority street users to emphasise in design

Formulate STREET DESIGN OPTIONS and the overall DESIGN CONCEPT

Use DETAILED DESIGN FACTSHEETS to design and engineer the scheme

Part A Goals and Values

Designing Streets' qualities	Edinburgh's goals and values
Distinctive	① Streets are attractive and distinctive, supporting places of interest
Welcoming	② Streets are welcoming, inclusive and accessible
Easy to move around	③ Streets are legible and easy to move around
Safe & pleasant	④ Streets are safe
Adaptable	⑤ Streets respond to needs of local communities
Resource efficient	⑥ Streets are cost effective in design
	⑦ Streets help make Edinburgh's transport and ecological systems more sustainable



What Changes will we see?

Changes in **how** we do things

Summary Statement 1 - We will follow a design process that starts by considering the street as a place

Changes in **what** we do

Summary Statement 2 - We will recognise that streets have an important non-transport role

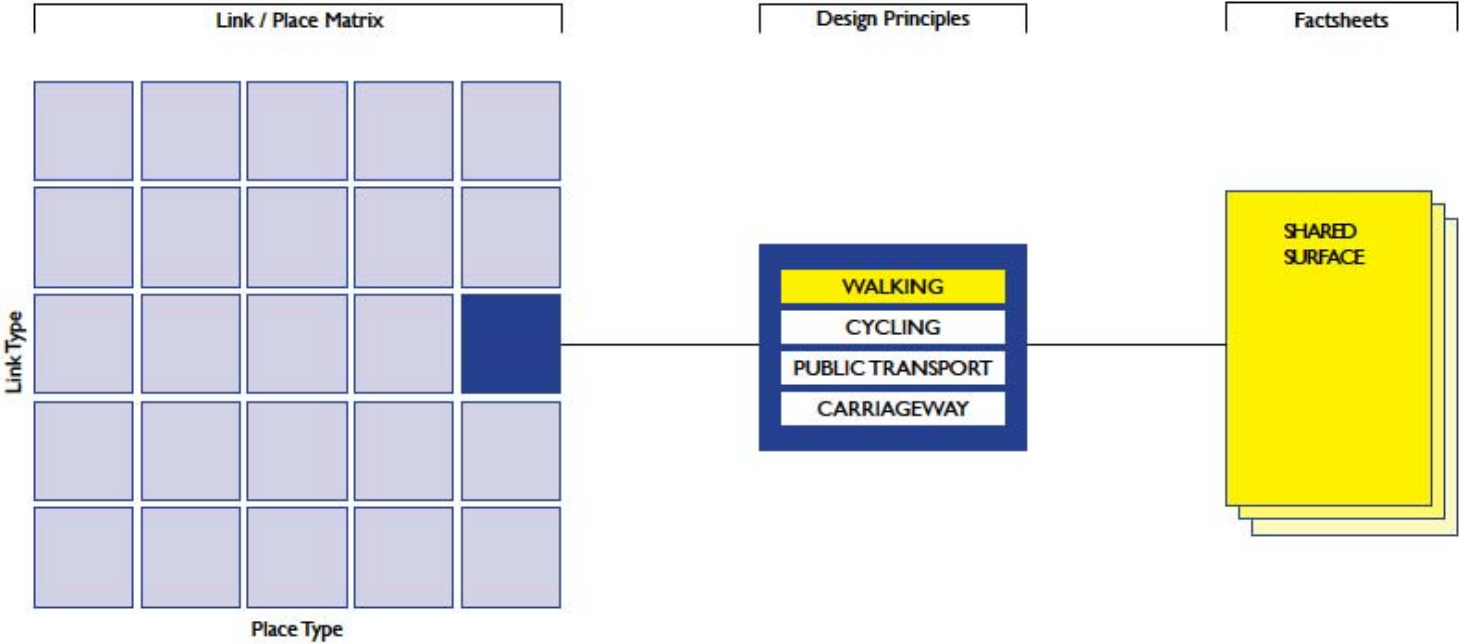
Summary Statement 3 - Street Design will prioritise improving conditions for pedestrians, cyclists and public transport users in most streets

Summary Statement 4 - We will provide integrated design solutions for more than one mode of transport

Summary Statement 5 - We will use signs, marking and street furniture in a balanced way, providing them where they provide a positive function for street users



Using the Guidance



Part B Design

Edinburgh's Street Framework

Edinburgh Street Framework – A Guide to Edinburgh's Streets

“ Place status

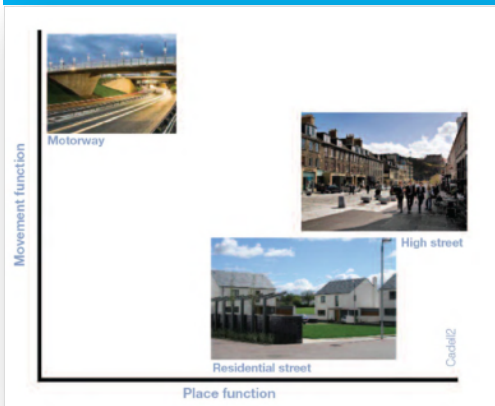
...locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as outside schools, in local town and district centres or near parades of shops...

Movement status

...Movement status should be considered in terms of all modes of movement, including vehicle traffic, pedestrian and cycle flows and public transport...”

(Designing Streets, p8)

Click to link to summary principles sheets		Place types				
		No frontage	Residential (low density)	Employment (non high street)	Residential (med/high density)	Shopping/high street
Link types	Strategic	1	2	3	4	5
	Secondary	6	7	8	9	10
	Local	11	12	13	14	15
	Service	16	17	18	19	20
	Path	21	22	23	24	25



Design Principles

B5 Design Principles for each Street Type: Strategic Retail Streets



20

Place Type	Link Type	Strategic	Secondary	Local	Service	Path
Strategic						
Secondary						
Local						
Service						
Path						

Design for retail streets will emphasise social spaces and the street's role in the community, the pedestrian environment and public transport. They will prioritise place paying close attention to delivering Values 1 and 2. Paving slabs will be used for footways to emphasise place and pedestrian importance. They will be highly complex in their requirements, and furniture, fabric and layout equally will be high relevance in design. General road traffic will be permitted, but not prioritised. Cyclists will be separated as far as possible from other road traffic. Pedestrians will have priority through junctions and intersections, including across side streets.

Design emphasis	Place	Very High/ High
	Peds	Very High/ High
	Cycle	Medium*
	Public Trans	High
	Movement (Cars)	Medium
	Movement (Large)	Medium
	Parking	Low
	Loading	Medium
	Furniture	High

Walking Environment	Fabric	<ul style="list-style-type: none"> High Quality Paving Driveways to match footway paving (No Break)
	Furniture	<ul style="list-style-type: none"> High Density of Seating – Where footway width is sufficient High Density of Waste Bins Lighting 10m columns or Wall Mounted (Preferred)
	Layout	<ul style="list-style-type: none"> Minimum width of footway (Absolute - 3m/ Desirable - 4.5m or more) Side Junctions to be Raised Junctions/ or continuous² Corner Radii Maximum = 3m Crossing points every 50m to 100m Uncontrolled Crossings – Signalised/Zebra at Strategic Points Consider Shared Space
Cycling Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> High Density of Short Term Cycle Parking Longer Term parking to be provided at strategic locations
	Layout	<ul style="list-style-type: none"> Desirable Minimum = Advisory Carriageway Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible
Public Transport Environment	Fabric	<ul style="list-style-type: none"> See common elements
	Furniture	<ul style="list-style-type: none"> Bus Shelter provided at all stops with seating/access for all Bus Tracker provided at all stops
Carriageway Environment	Layout	<ul style="list-style-type: none"> Consider Bus lanes (Peak Time along with Parking/Loading) Consider approaches to junctions
	Fabric	<ul style="list-style-type: none"> See common elements Road Markings to be minimum width
	Furniture	<ul style="list-style-type: none"> See common elements
Trees & Landscaping	Layout	<ul style="list-style-type: none"> Clear Width generally 6m minimum, desirably 7.0m or more. Restricted/relocated where appropriate parking to support cycle/bus facilities Parking/Loading – Seek to move to side streets (especially Parking)
	Furniture	<ul style="list-style-type: none"> Use encouraged to reduce the amount of open space Helps reduce impact of parking.
Notes	<p># At junctions with local or service streets – Junctions should <u>always</u> be converted when either neighbourhood carriageway or footway is renewed. At junctions with secondary or strategic streets a typical carriageway/footway layout will generally be retained. Shared Space should be considered, especially in special locations</p>	

Part C Fact Sheets

Geometry – Corner Radii

Description

For the purposes of pedestrians, the width of the side road should be as narrow as possible to minimise the crossing distance. Similarly, the corner radius should be minimised to ensure that the crossing is as close as possible to the desire line.

The corner radius refers to the point at which two footways meet at a corner of a junction. It has a significant effect on speed at the junction.

Smaller turning radii increase pedestrian safety by shortening crossing distances, increasing pedestrian visibility, and decreasing vehicle turning speed.

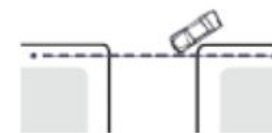
Large radii encourage high speed manoeuvres by motor vehicles, and make crossing side roads more difficult for pedestrians.

At road junctions, the configuration of crossing points requires a balance between the needs of pedestrians and other users. To achieve this balance, three factors need to be considered:

- corner radii;
- width of major and minor roads; and
- volume of traffic.

Corner radii specifications take into account the balance between pedestrian priority and enabling vehicles to manoeuvre safely.

Small radius (eg. 1 metre)



- Pedestrian desire line (---) is maintained.
- Vehicles turn slowly (10 mph – 15 mph).

Large radius (eg. 7 metres)



- Pedestrian desire line deflected.
- Detours required to minimise crossing distance.
- Vehicles turn faster (20 mph – 30 mph).



- Pedestrian does not have to look further behind to check for turning vehicles.
- Pedestrian can easily establish priority because vehicles turn slowly.



- Pedestrian must look further behind to check for fast turning vehicles.
- Pedestrian cannot normally establish priority against fast turning vehicles.

Derek Langford

		Maximum Corner Radii (m)																						
		Minor Street					Strategic					Secondary					Local					Service		
Place Type		NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE	NF	LR	EM	HR	RE			
Major Street Type	Strategic	9	6	6	3	3	9	6	6	3	3	9	6	6	3	3	9	6	6	3	3			
	Secondary						6	6	6	3	3	6	6	3	3	3	3	3	3	3	3			
	Local											3	3	3	3	3	2	2	2	2	2			
	Service																							

Effect of Corner Radii on Pedestrians Designing Streets

Effect of Corner Radii on Pedestrians Designing Streets

- Key
- NP Non Frontage
 - LR Low Residential
 - EM Employment
 - HR High Residential
 - RE Retail

101 Edinburgh

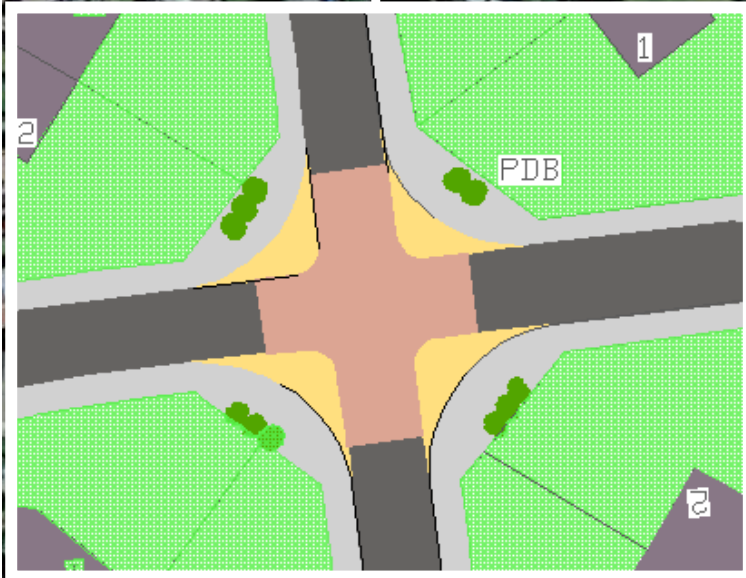


Existing Residential Estate

- Large Corner Radii – Encourages high speed round corners
- Narrow Footway – Uncomfortable for pedestrians
- Existing Driveways – Built for vehicle benefit – not pedestrians
- Priority Junction – Encourages speeding along main streets

Footways

- Potential to widen to minimum width standard >2m
- Driveways to be reconstructed as Pedestrian Friendly



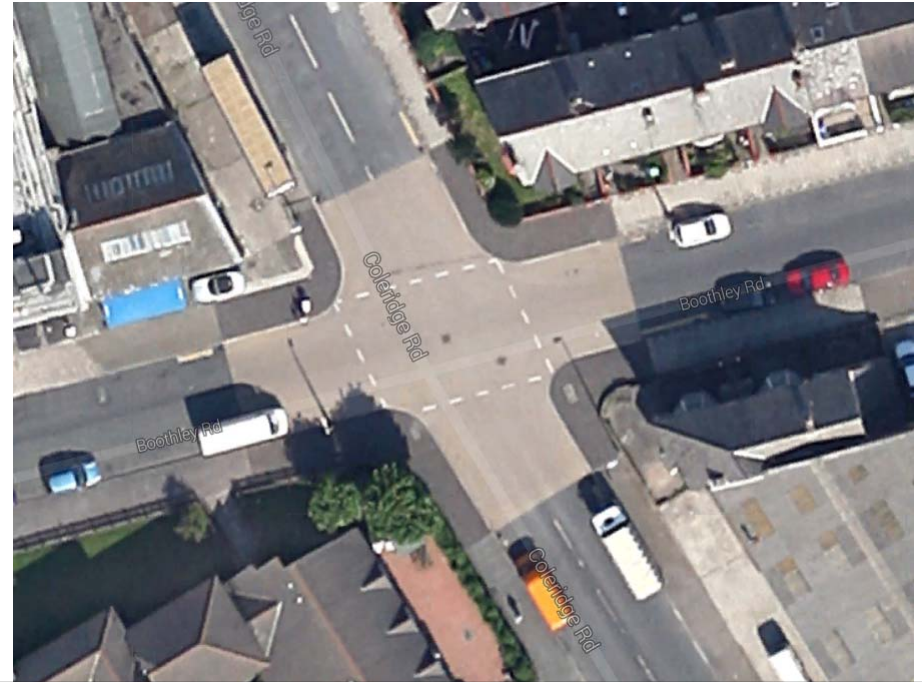
- Junction Corner Radii reduced
- More space/shorter crossing points for Pedestrians
 - Create additional areas for vegetation

Junction converted to Unregulated Style – Removes priority

- Corner Radii reduced
- Carriageway raised to footway level -
- Create additional areas for places – Vegetation/Suds etc
- Slows traffic down by create uncertainty

Footway & Carriageway
Materials to remain as Asphalt

Styles of Junction



Continuous Junction

- Footway continues across junction – Pedestrian Priority
- Create additional areas for places – Vegetation/Suds etc
- Slows traffic down – vehicle has to cross footway



Junction converted to Unregulated Style – Removes priority

- Corner Radii reduced
- Carriageway raised to footway level -
- Create additional areas for places – Vegetation/Suds etc
- Slows traffic down by create uncertainty

Consultation Plan

Who	How	Why	When
Phase 1- Establishing the scope of the review			
External practitioners	Best Practice review meeting	To establish the format of the guidance	2011
Internal CEC practitioners	workshop	Awareness raising/ establish key issues	2011
Project Working Group	Best practice reviews	To establish current approaches and experience from other cities etc	2011-13
Phase 2- Awareness raising/ testing			
Edinburgh Urban Design Panel	Presentation	Feedback to inform the review and development of the guidance	2013
Transport Forum	Presentation and workshop sessions	Feedback to inform the review and development of the guidance	2013
Policy and Review Committee	Presentation and workshop sessions	Feedback to inform the review and development of the guidance	2013
Scottish Government	Presentation/ meeting	Feedback to inform the review and development of the guidance	2013
Architecture and Place Division- Designing Streets Policy			
Internal CEC practitioners	Review of the draft guidance	Feedback to inform the review and development of the guidance	2013/14
Phase 3- Circulate Draft for Consultation			
General Public	Publish on the Council's website/ intranet- Make available in Libraries- Promote through range of communications- Forums and News Bulletins/ Leaders Report/ Outlook / Social Media	Awareness Raising	Start of consultation March 2014
Mail drop	Range of stakeholder groups, including community councils etc	Awareness raising	Start of consultation
Survey Monkey	Through the Council web site	Target questions	March 2014 Start of consultation March 2014
Phase 4- awareness raising and reviews			
Forums and Community Councils/ Neighbourhood Partnerships	Presentations		March- June 2014
Focus groups	Groups with a particular interest, vulnerable users	Feedback on the overall guidance and specific input to key areas of the document.	March –June 2014
Phase 5- road testing the guidance			
Internal CEC practitioners	Testing the guidance	Highlight areas for review	March-June 2014

