Transport and Environment Committee

10.00 am, Tuesday, 25 August 2015

Edinburgh Street Design Guidance

Item number	7.13
Report number	
Executive/routine	
Wards	All

Executive summary

The new Street Design Guidance for Edinburgh seeks to provide consolidated guidance to those changing or adding to any part of the street network in Edinburgh.

A draft version of the new Guidance was approved for consultation by this Committee on 18 March 2014. Consultation has been carried out and modifications made. This report seeks the Committee's approval for the guidance, covering the Council's overall approach to street design, design principles for different types of street and a limited amount of detailed guidance.

The new guidance has been prepared in the context of Designing Streets, the Scottish Government's policy on street design. This moves away from an approach to design that has centred on catering for cars, towards one that focuses on place making and sustainable forms of transport. Edinburgh's new Street Design Guidance will complement the Edinburgh Design Guidance, and help to achieve the Council's wider policy objectives relating to a safer, more accessible, sustainable, healthier and prosperous Edinburgh.

Links

Coalition pledges	P31, P40
Council outcomes	CO7, CO8, CO9, CO19, CO26
Single Outcome Agreement	SO1, SO2, SO4

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The Edinburgh Street Design Guidance will form one of the six new pieces of consolidated non-statutory planning guidance. It will be a material consideration in determining planning applications and should therefore be referred for approval to the Planning Committee.

Report

Edinburgh Street Design Guidance

Recommendations

1.1 It is recommended that the Committee:

1.1.1 approves the new Edinburgh Street Design Guidance presented in Appendix 2;

1.1.2 notes the intention to submit a further report on the Street Design Guidance and the roads and footways capital programme;

1.1.3 notes that part C of the guidance made up of detailed Factsheets will be developed and reported to future meetings of this Committee;

1.1.4 notes that there will be a report back to the Committee on initial experience with use of the guidance by the end of 2016. In the meantime, authorises the Head of Transport to make necessary drafting changes to the guidance as presented with this report. (see para 3.8); and

1.1.5 refers the Guidance to the Planning Committee for approval for matters within its remit.

Background

Developing new street design guidance

2.1 With the Committee's approval on 18 March 2014, a draft version of the new Guidance was made available for public and stakeholder consultation. The consultation responses, comments and feedback have been used to inform a further review of the draft guidance by an external group of experts. Thereafter internal and external user reference groups were established to provide more detailed feedback on the issues highlighted through the consultation activities. Appendix 1 presents the key issues and recommendations from the consultation activities.

Main report

3.1 New street design guidance has been produced for three main reasons:

- to ensure local street design practices in Edinburgh align with Designing Streets, the Scottish Government's policy on street design;

- to ensure that street design supports the Council's wider policies, in particular transport and planning policies; and
- to bring together previously separate Council guidance on street design in a more user-friendly format.

3.2 Edinburgh has been at the forefront of street design since the 1990s through the preparation of the Edinburgh Streetscape Manual (1995). This document was the forerunner of the Edinburgh Standards for Streets (2007) and helped to shape the current street design guidance, highlighting those elements of streets that make Edinburgh special.

3.3 The UK Design Manual for Roads and Bridges (DMRB) provides standards, advice notes and other documents relating to the design, assessment and operation of trunk roads. In the absence of an equally detailed and comprehensive design manual for urban streets (such as exists in some other European countries), the DMRB is used by the majority of local authority road designers and engineers. This causes problems because many DMRB design standards are not appropriate for most urban streets. Designing Streets recognises this issue. Edinburgh's new street design guidance will replace the DMRB as the first reference point for street design in the city. DMRB will remain applicable to some aspects of design that are not covered by the Guidance (eg most aspects of bridge design) or where referenced in the new Guidance.

3.4 The new Guidance is intended to complement the Council's Edinburgh Design Guidance approved by the Planning Committee and will form one of the six new pieces of consolidated non-statutory guidance (see Background Reading and External References section).

Application of the Guidance

3.5 This Guidance will be used for the design of all aspects of projects that maintain, alter or construct streets, including urban paths, in Edinburgh. Such projects include:

- Carriageway and footway maintenance and renewals;
- Alterations to existing streets including surfaced paths;
- Utility installations and reinstatements; and
- New streets associated with development or redevelopment (through the Road Construction Consent process).

3.6 It will not apply to the design of unsurfaced rural paths or tracks, or to the Scottish Government's trunk roads and motorways.

3.7 The Guidance will also apply to those Council services which manage the use of streets and streetspace for various purposes. These include The Council's Planning and Building Standards, Parks and Greenspaces, Waste and Fleet Services, Economic Development and Trading Standards and Licensing for events, activities and licensing for street use eg for tables and chairs, market stalls etc. Everyone who manages, maintains, alters or reconstructs streets, including urban paths, will be expected to follow the Guidance in order to realise the outcomes it sets out to achieve. This will require dissemination of the guidance and training (see 3.21).

3.8 The new guidance is at the forefront of development in this field in Scotland and the UK. With this in mind it is proposed to monitor its implementation over an initial period, make drafting changes as necessary, and report back by the end of 2016 (this report will highlight any significant drafting changes).

Key changes in street design

3.9 The Guidance is intended to bring about a shift in emphasis, in a consistent way, in all street design in the city. It covers all projects from road and pavement renewals to streets built as part of new developments. It requires incorporating design changes in line with the guidance into all projects, including roads and footway renewals.

3.10 Some of the key differences that this design guidance will make are summarised below and outlined in more detail in Appendix 2:

- Shifting design emphasis from movement to place;
- Increasing the priority given to pedestrians and cyclists in street design, by:
    a making junctions more pedestrian friendly by providing sharper corner radii to slow down turning vehicles, widening the use of raised road junctions, introducing 'continuous pavement' at side road crossings and providing pedestrian phases and advanced cycle stop lines at all signalled junctions;
    b reallocating road space for the benefit of cyclists and pedestrians by using narrower and/or fewer vehicle lanes to reduce traffic speeds and to make streets more flexible to enable either better provision for cyclists or wider pavements;
    c providing crossings for pedestrians and cyclists (eg 'pelican' and 'toucan' crossings) on desire lines and closer to junctions;
    d making pavements more accessible for those with pushchairs, prams and reduced mobility by keeping the walking area of the footway as level as possible, including at driveway crossings;

e minimising the use of guardrails;

f providing tactile paving and dropped kerbs at all crossing points and 24 hour protection from parking across these crossing points;

g providing 'walking zones' clear of obstacles on footways;

h de-cluttering streets by minimising signing, lining, bins and other street furniture to create an uncluttered space for both movement and place functions;

i in order to help reduce speeds, generally not reinstating road centrelines anywhere on the 20mph network, other than on strategic routes and the immediate approach to signalled junctions and stop lines/give ways.

- Clarifying the requirements for Sustainable Urban Drainage (SUDs), the approach to drainage which seeks to 'design out' flood risk.

Structure and format of the Guidance

3.11 The new Edinburgh Street Design Guidance Parts A and B are attached at Appendix 2. These cover the Council's overall approach to street design and design principles for different types of street, to assist those changing or adding to any part of the street network in Edinburgh.

3.12 Part A provides the Introduction, setting out the policy and geographical context to street design in Edinburgh. It also sets the Council's expectations for street design and the objectives that the Council would expect street design to be measured against.

3.13 Part B introduces the Edinburgh Streets Framework and a map of street types (in Appendix 3). It sets out detailed design principles for each street type.

3.14 Part C will provide the Detailed Design Manual also known as Fact Sheets. It will contain a large amount of detailed and technical information to implement the guidance. Part C is more of a 'live' document and will be updated as best practice, policies and legislation change.

3.15 If approved, the Street Design Guidance will supersede key Council documents, for example, The Edinburgh Standards for Streets, and Movement and Development as well as a large amount of technical guidance.

3.16 Over the next year, sections of Part C will be brought for approval and the new guidance will be 'road tested' with these factsheets. During the same period a tailored web-based version will be developed. By the end of 2016 it is proposed to bring back a revised version of the Guidance based on feedback from the first year's use.

3.17 Since the beginning, the process has encountered delays due to detail, complexity and the scale of expertise required to produce a complete suite of factsheets. Response to the public consultation on the draft Guidance and its limited number of factsheets was overwhelmingly supportive but also complex and detailed in nature. Moreover, organisations and pressure groups highlighted the importance of "getting the technical details right". In early 2015, an external experts' workshop was undertaken to discuss the consultation outcomes and how to progress with the draft Guidance. This recommended taking a phased approach. The recommendation was to finalise the main Guidance document coupled with few factsheets and thereafter concentrate on the remainder of the factsheets.

Application to carriageway and footway renewals

3.18 Applying the guidance to the Council's responsibility for carriageway and footway renewals requires further consideration on how these works will be carried out, and budgeted. At present much of the programme consists of 'like for like' replacement, though some limited changes are made, including incorporating dropped kerbs in most footway renewals schemes and enhancements to streets in Conservation Areas. From time to time opportunities are taken to make bigger changes alongside a large renewals project.

3.19 Following adoption of the new Guidance, a more detailed report will be brought back on how the Guidance will be used in carriageway and footway renewals together with an assessment of any financial impact.

Procedure for Committee Approval

3.20 The Edinburgh Street Design Guidance will influence a wide range of works on the street under roads and transport legislation. The Committee Terms of Reference and Delegated Functions places responsibility for public realm with the Transport and Environment Committee and the guidance, therefore requires the approval of the Transport and Environment Committee in respect of those matters within its remit. The Edinburgh Street Design Guidance will form one of the six new pieces of consolidated non-statutory planning guidance. It will be a material consideration in determining planning applications and in the development of masterplans and design briefs. The guidance will therefore be referred to the Planning Committee for approval.

User Training

3.21 Training sessions for internal users and elected members, managers and officers are key to the successful application of the Guidance. These will help give a better understanding of the Guidance's design approach and its requirements. They will be undertaken in the year following the Guidance's publication.

Measures of success

4.1 The measure of success will be that the application of this Guidance will deliver streets that meet the Guidance's objectives; that is streets that are:

- are welcoming, inclusive and accessible to all;
- are easy to navigate;
- are attractive and distinctive;
- give priority to sustainable travel (walking, cycling and public transport);
- are safe and secure;
- are designed to deal with and respond to environmental factors such as sun, shade, wind, noise and air quality.
- respect key views, buildings and spaces reflect the needs of local communities; and
- are resilient, cost-effective and have a positive impact on the environment over their life-cycle.

4.2 In order to monitor progress and help the necessary change happen, it is proposed to establish an independent peer review group which will consider progress and make recommendations for improvements. It is suggested that membership be drawn from the Edinburgh Design Panel, the Transport Forum, the Active Travel Forum and the Access Panel.

Financial impact

5.1 The Edinburgh Street Design Guidance will influence the costs associated with the implementation and delivery of street improvements. It is expected that the rationalisation of design guidance will provide greater certainty to both maintenance and capital programmes and in budgeting for new developments.

5.2 If the Guidance is approved by Committee, a review will be undertaken on potential financial implications of the Guidance regarding Transport Capital Programmes. This will be reported at a future meeting of this Committee.

5.3 It is anticipated that applying the guidance to the Council's responsibility for carriageway and footway renewals would require significant change to the way this work is carried out, and to budgeting. At present much of the programme consists of 'like for like' replacement, though some limited changes are made, including incorporating dropped kerbs in most footway renewals schemes and enhancements to streets in Conservation Areas. From time to time opportunities are taken to make bigger changes alongside a large renewals project.

5.4 Following adoption of the new design guidance, it is anticipated that the following changes should be made:

- A wider range of design changes should be included as standard in renewals projects. For example raised crossings at side roads should be introduced as standard as part of any renewal on a shopping street.
- A simple review process should be introduced to identify potential additional design changes. So, for example, the presence of a school near a junction that is due for renewal could trigger consideration of enhanced measures to prioritise pedestrians and cyclists as part of a renewal project.
- The process for identifying the list of renewals projects to be taken forward should be reviewed, with a view to increasing the scope for carrying out more comprehensive projects.

5.5 The principal benefit of these changes would be to significantly increase the degree of integration and coordination between the functions of keeping the road and pavement network in acceptable condition on the one hand, and making changes to enhance the street as a place and its safety; and improve travelling conditions, particularly for priority road users, on the other hand. The overall result should be a more efficient use of the Council's Transport Capital Budget.

5.6 It is proposed that for a transition period a portion of the renewals budget could be set aside in order to fund these changes. After this period, the process of identifying changes could take place sufficiently early that the costs could be incorporated in the core renewals programme.

5.7 Setting out basic and desirable treatments in Edinburgh's streets in a consistent way will help make better use of the developers' contributions.

Risk, policy, compliance and governance impact

6.1 The new guidance has been prepared in the context of Designing Streets, the first policy statement in Scotland for street design. It aligns the street design practices and procedures in Edinburgh with Government's streets and place making policy. The new guidance complements the Edinburgh Design Guidance, and helps to achieve the Council's wider policy objectives.

6.2 Application of the Guidance will help reduce financial risk to the Council, as noted above, and will complement the existing Council policy framework in relation to civic spaces and events.

Equalities impact

7.1 Impacts on equalities and rights have been considered through Equalities and Rights Impact (ERIA) evidence.

7.2 Improvements to streets would result in enhancements of equalities and rights with benefits:

- to health, for example, through new public spaces and active travel;
- to individual, family and social life, for example, through provision of public seating, walking and cycling and the provision of shared spaces;
- to legal security, for example, through clear signage and regulation information;
- to physical security, for example, through safer places with improved layouts and lighting; and
- to age and disability, for example, through better use of materials, furniture, layouts and legibility of public streets and spaces.

7.3 The Council acknowledges the concerns raised by some streets users, therefore any first application of a new Shared Surface/Space concept in Edinburgh streets will involve consultation with street users, particularly with mobility-impaired, blind and partially sighted groups.

Sustainability impact

8.1 The impacts of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered, and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in this report.

8.2 The proposals in this report will help to reduce carbon emissions through the priority the new guidance will give to travel by more sustainable forms of transport.

8.3 The proposals in this report will increase the city's resilience to climate change impacts through the use of natural materials and sources that are local to the area.

8.4 The proposals in this report will help achieve a sustainable Edinburgh through the application of values to promote sustainable design which will include measures to improve sustainable drainage, the use of better materials and help to increase pedestrian and cycle priority thereby assisting in the reduction of car use.

8.5 The proposals in this report will help achieve a sustainable Edinburgh as improvements to streets and places are recognised as being a key to economic wellbeing.

8.6 The proposals in this report will assist in improving social justice by improving street design and places to cater for all users and increasing accessibility for all.

Consultation and engagement

9.1 The success of the guidance will depend upon the extent to which the users have confidence in it, thus consultation with user groups has been employed to guide and shape the street design guidance from its start to the end. The extensive consultation was complimented by awareness-raising presentations and workshops with stakeholders, at the Transport Forum; Edinburgh Access Panel and Edinburgh Urban Design Panel, and with elected members at the Transport and Environment Policy and Review Committee. These have been used to inform the scope of the policy and to provide direction for the principles and the detailed fact sheets.

9.2 A programme of public consultation and consultation, targeted at key user groups, was also employed to develop the draft guidance to its final form. Residents, key stakeholders and interested parties were asked to comment and encouraged to focus on key issues through a series of target questions using a survey monkey questionnaire. The consultation also sought to identify, through workshops and review sessions with groups and organisations, where there were key street issues to address.

9.3 An experts review workshop and additional targeted consultation with the key internal and external users contributed to, and informed the final version of, the Guidance document and will continue informing the detailed Fact Sheets.

9.4 The main issues and recommendations from the consultation include:

a) the public and key stakeholders welcomed the draft guidance but many were concerned that, for it to work effectively, it needed to be shorter, clearer and easier to use;

b) the key principles need to be clearer from the start with stronger advice on equalities and designing for disabled people;

c) the factsheets need to be more comprehensive and technical, while making better use of pictures and illustrations;

d) staff training and engagement is crucial to ensure that designers take ownership of the document and adopt its principles;

e) the number of street types and design principles needed to be reviewed with more guidance on how to categorise each street;

f) there was overwhelming support that streets should be designed for pedestrians, cyclists and public transport users;

g) there were concerns regarding the widespread introduction of shared surfaces from blind and partially sighted consultees; and

h) there was too much focus on how the guidance applied to new projects over routine maintenance.

9.5 The main changes as a result of the consultation responses include:

a) the main Guidance was slimmed down, jargon was removed and explanations became more concise;

b) there is a new section on the guiding principles which also highlights the Council's commitment to equality and the requirements for Equality and Rights Impact Assessment (ERIA);

c) a phased approach was adopted to produce the factsheets to provide the required technical detail;

d) staff training is planned within the year following the publication of the Guidance;

e) the design principles for each street type have undergone a detailed review and a GIS map has been produced to illustrate the existing street types/categories in Edinburgh (see Appendix 3);

f) the guiding principles section emphasises the importance of place making and priority for pedestrians, cyclist and public transport;

g) despite the perception, the wide spread use of shared space is not encouraged in the Guidance. Any shared space proposals are subject to detailed consultation with vulnerable user and equality groups. They have to address "comfort space" and "courtesy crossings" for vulnerable road users who do not wish to share space; and

h) the updated design principles for each street type make it clear what small to large renewal schemes, reconstruction and new build schemes have to address in order to bring our streets to a good standard and go beyond the basic requirements.

Background reading/external references

- Edinburgh Street Design Guidance – Draft for Consultation, Transport and Environment Committee Report, 18 March 2014
- Designing Streets, Scottish Government Policy Statement, 2011
- Movement and Development, Planning Guidance 2000
- Bus Friendly Design Guide, 2005
- Edinburgh Standards for Streets, 2007
- Edinburgh Public Realm Strategy, 2009
- Local Transport Strategy 2014-19
- Active Travel Action Plan, 2013
- Non-statutory Edinburgh Planning Guidance Suit
  - ✓ Edinburgh Design Guidance, 2013
  - ✓ Guidance for Householders, 2012
  - ✓ Guidance for Businesses, 2014
  - ✓ Listed Buildings and Conservation Areas, 2014
  - ✓ Developer Contributions and Affordable Housing, 2014
  - ✓ Edinburgh Street Design Guidance, Draft for Consultation, 2014

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Links

Coalition pledges	**P31** - Providing for Edinburgh's economic growth and prosperity. **P40** - Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage.
Council outcomes	**CO7** - Edinburgh draws new investment in development and regeneration. **CO8** -Edinburgh's economy creates and sustains job opportunities **CO9** - Edinburgh residents are able to access job opportunities **CO19** - Attractive Places and Well Maintained- Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards and maintenance of infrastructure and public realm. **CO26** - The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives.
Single Outcome Agreement	**SO1** - Edinburgh's economy delivers increased investment, jobs, and opportunities for all. **SO2** - Edinburgh's citizens' experience improved health and wellbeing, with reduced inequalities in health. **SO4** - Edinburgh's communities are safer and have improved physical and social fabric.
Appendices	1 – Consultation Report 2 - Edinburgh Street Design Guidance 3 - Edinburgh Street Types Map

Appendix 1

Street Design Guidance
Consultation Report
2015

Contents

Executive Summary

The main public and stakeholder consultation on the draft Edinburgh Street Design Guidance ran from April to June 2014. The consultation targeted a number of significant user groups, such as residents, local communities, vulnerable road users, key stakeholders and relevant organisations. The Council's internal designers and users were also asked to participate in the consultation activities and provided feedback on the draft document and its proposals.

The draft guidance was also reviewed at an external experts' panel. Thereafter internal and external user reference groups were established to provide more detailed feedback on the issues highlighted through the consultation activities.

A full breakdown of all the activities undertaken as part of the consultation process is given in Section 6 of this appendix.

The key issues and recommendations

The main points taken from the overall consultation process and our response to these points are listed below:

You said	We did
consultees welcomed the guidance but it needed to be shorter, clearer and easier to use for it to work effectively.	the main Guidance was slimmed down, jargon was removed and explanations became more concise.
the fact sheets were found to be good, but needed to be more technical and make better use of drawings, illustrations and case studies.	a phased approach was adopted to produce the factsheets to provide the required technical detail.
staff training and elected member support are crucial to ensure that designers take ownership of the document and adopt the principles.	staff training is planned within the year following the publication of the Guidance.
routine maintenance is likely to have the largest impact on improving streets for residents, including disabled people	
the number of street types and design principles need reviewing and guidance on how to categorise each street needs to be improved.	the design principles for each street type have undergone a detailed review and a GIS map has been produced to illustrate the existing street types/categories in Edinburgh.

You said	We did
place-making needs to be prioritised over movement and streets should be designed for pedestrians, cyclists and public transport users.	the guiding principles section emphasises the importance of place making and priority for pedestrians, cyclist and public transport.
there are issues with promoting wide use of shared surfaces.	despite the perception, the wide spread use of shared space is not encouraged in the Guidance. Any shared space proposals are subject to detailed consultation with vulnerable user and equality groups. They have to address "comfort space" and "courtesy crossings" for vulnerable road users who do not wish to share space.
here is too much focus on new projects over routine maintenance.	the updated design principles for each street type make it clear what small to large renewal schemes, reconstruction and new build schemes have to address in order to bring our streets to a good standard and go beyond the basic requirements.
the key principles need to be clearer from the start, with stronger advice on equalities and designing for disabled people.	there is a new section on the guiding principles which also highlights the Council's commitment to equality and the requirements for Equality and Rights Impact Assessment (ERIA).

Summaries of the findings of the main consultation exercises are given in the following sections.

1. Survey Monkey Questionnaire/Written feedback on the draft document

More than 100 interest groups, organisations and individuals were emailed and invited to participate in a Survey Monkey questionnaire (focused on the key issues through a series of targeted questions) and/or to comment on the draft Guidance. The survey monkey questionnaire was advertised through the Council's main website, planning blog and Twitter, libraries, the Council's advertisement screens and bus stops.

The consultation elicited 526 responses, including 489 from the Survey Monkey questionnaire, plus a further 15 separate responses from stakeholder organisations and 12 individuals. The largest proportion of respondents (75%) was from the general public; the remainder came from professionals and community councils. A cross-section of road users were represented.

The main issues highlighted by the questionnaire were:

- in general, there is strong public support for the values proposed for the Street Design Guidance;
- the strongest areas of support related to more pavement space and greater segregation of cyclists;
- respondents seemed to favour improving residential/neighbourhood areas more than shopping streets;
- the document presented overall was judged as being confusing, difficult to navigate and jargon-heavy, particularly by respondents from the public; and
- notwithstanding the above, the layout of the factsheets and design principles sheets were generally considered clear.

Key themes in the written feedback were:

- the guidance in the form presented is generally too long and as a result felt likely to be of limited practical use;
- formal reinforcement of the status of the guidance is needed in terms of it being a material consideration for planning;
- some auxiliary aspects of street design such as crime prevention and sustainable urban drainage need to be covered;
- more specific references need to be made with regard to the material types and layout provision for disabled people;
- a strong preference to segregate pedestrians, vehicles and cyclists from each other in new layouts and mixed views on shared space;
- an emphasis on giving better street maintenance equal attention or even prioritising over new street design;
- in general a reduction in the amount of street clutter, but an increase in the amount of seats/benches and more trees/greenery;
- support for 20mph zones across city;
- improved management/reduction in residential parking demand;
- emphasis on community involvement in schemes, use of trials to test out new ideas (e.g. George Street); and
- the development of appropriate audit processes to check objectives met.

See Item 1 for details.

2. Evening Workshop

An evening focus group workshop was held on 28 August 2014. Twenty seven participants attended the workshop, ranging from interest groups (e.g. Spokes, Cockburn Association and Living Streets) to bus operators, taxi drivers and visually impaired road users.

The purpose of the workshop was to ascertain whether the document was easy to use, ensure that all the key issues were covered, find out if anything was missing; and inform the future direction of the guidance.

To achieve these outcomes, the attendees were split into smaller working groups to help answer these questions and the results were:

- the document is detailed and informative;
- it is revolutionary, favouring active travel and permeability; and
- has a good order to it with well laid out principles.

However:

- it is not user-friendly, too wordy and it's unclear;
- the general public don't understand it;
- there are too many street types;
- there's a lot to read before the actual guidance;
- a link between the design of a street and how it's used is needed;
- better advice on materials is required; and
- more information is required on how the guidance applies to new and old areas.

Some specific items were also raised for further consideration including:

- the impact of seasonal activities;
- the permeability of walking and cycling between communities versus security;
- the perception of security needs to be looked at;
- improved detail for the use of setts is required;
- conservation areas need more attention;
- the process of application and implementation needs to be captured;
- need to deal with the issues surrounding junctions;
- issues arising from the conflicts between users' needs to be addressed; and
- topography not mentioned when considering materials to be used.

The results from the session revealed that while members approved of the Street Design Guidance's aims and welcomed many of the suggested improvements to Edinburgh's streets, the current version of the document was unclear, complicated and overwhelming. Many people indicated that the guidance covered all of the relevant topics and only a few items were missing. However, the guidance urgently needed revision to make it easier for the public to understand and to ensure that developers could implement its principles.

See Item 2 for details and analysis.

3. External Experts Workshop

A stakeholder workshop with leading academics and technical experts provided further suggestions on how to improve the guidance and the next steps that the Council needed to take to complete the project.

With regard to the approach taken by the document in the format presented, key points raised were:

- document is too large and contains too much text – there is a danger the message will be lost;
- particular risk exists that users will go straight to factsheets without getting the essential background;
- the status of the document in terms of usage is not clear enough and requires a clear statement of intent and an explicit description of process;
- more diagrams, images and worked examples in lieu of text are required to make the points being made clear; and
- the guidance needs to prescriptive enough to ensure change whilst allowing good design and innovation to occur.

Specifically, with regard to the successful uptake of the document by users the following comments were raised:

- strong preference to have a single document for all users;
- training of users is recommended to raise awareness and ensure correct use;
- risk and liability are likely to be a key concern and comfort will need to be provided; and
- cross-departmental uptake of the document would require a strong lead.

On the basis of the above, support and backing of the document by elected members and a comprehensive training and awareness programme was considered essential for its success.

In relation to the technical detail within the document, the workshop highlighted the following key points:

- the street framework matrix was considered potentially too large and complex when compared with approaches in other areas (e.g. London);
- more emphasis should be placed on the needs of disabled people and specific reference to the Council's duties under the Equality Act should be made;

- holistic coverage of how to allocate space needs to be included such as absolute minimum requirements;
- the guide currently has conflicting/limited advice in certain areas such as the use of zebra crossings and SUDS; and
- greater detail on 20mph streets should be included, particularly given Council's current city-wide implementation plans.

See Item 3 for details.

4. Internal and External Designers / Users Workshops

Internal and external users reference groups were established during 2015 to obtain feedback on the work related to finalising the guidance.

An initial series of five workshops were undertaken over 30th and 31st March 2015, to obtain an understanding of key requirements of the guidance and views on the existing draft. In total 38 people attended the workshops from a wide variety of disciplines, with the vast majority coming from within City of Edinburgh Council.

The key themes arising from the five workshops were:

- better definition of the purpose of the document, improved navigation and simplification;
- better clarity on prescriptive elements rather than vague design requirements;
- more information required on the design of SUDS schemes required;
- guidance on the use of suitable materials in designs;
- improved consideration of the maintenance implications of schemes;
- detail on keeping speeds low; and
- more case studies/examples.

A second workshop event was held on 25 June 2015. The purpose of this workshop was to obtain users' final feedback on revised sections of the document, with particular focus on the streets framework and design principles. It was also an opportunity to test opinions regarding changes which CEC expected to generate strong views and was used to test the guiding principles behind the website development.

The key feedback items from this workshop were:

- very positive welcome for new design principles sheet format;
- recommendations made for technical terminology to be adopted;
- further requirement for technical detail on SUDS, trees and landscaping;
- need for additional case studies/drawings; and

- issues regarding shared space from users raised and recommendation for clear guidance/auditing highlighted.

See Item 4 for details.

5. Edinburgh Access Panel Meeting

On Monday 2 June 2014, the Street Design Guidance was presented to the Edinburgh Access Panel at its monthly meeting with the Council. The aim of the Edinburgh Access Panel is to improve accessibility for physically disabled and sensory impaired people, predominantly in relation to the built environment.

The panel noted that the design guidance had been informed by national government policy (Designing Streets) and had been produced in consultation with the transport, planning and roads departments. The concept of the document was presented to the panel, including the use of street types, factsheets and principles.

An example of how the document could be applied in a local context (Currie) was given, in addition to examples from elsewhere in the UK. The consultation process on the Council website was highlighted and the panel was invited to respond formally.

The main issues raised at the meeting by the panel were:

- concern was raised over the use of shared surfaces;
- problems highlighted with the interaction between disabled people and cyclists; and
- a desire to reduce street and pavement clutter and temporary signage.

See Item 5 for details.

6. Overview of full consultation process

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 Architecture and Place Division- Designing Streets Policy	Presentation/ meeting	Feedback to inform the review and development of the guidance	2013
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	Published on the Council's website/ intranet-	Awareness Raising	March 2014

	Made available at Libraries- Promote through range of communications- Forums and News Bulletins/ Leaders Report/ Outlook / Social Media		
Mail drop	Range of stakeholder groups, including community councils etc	Awareness raising	March 2014
Survey Monkey	Through the Council web site	Target questions	March 2014
Phase 4 - Awareness raising and reviews			
Edinburgh Urban Design Panel	Presentations	Awareness raising and feedback	April 2014
LARM	Presentations	Awareness raising and feedback	May 2014
Edinburgh Access Panel	Presentations	Awareness raising and feedback	June 2014
Extended Senior Managers Team	Presentations	Awareness raising and feedback	July 2014
Phase 5 - Road testing the guidance			
External experts	Workshop	Review and recommendations on how to progress with the Guidance	March 2015
User Reference Group	Email drop	Review and Road testing	March 2015
User Reference Group External practitioners	Workshop	Highlight areas for review	March 2015
User Reference Group Internal CEC practitioners	Workshop	Feedback on the overall guidance and specific input to key areas of the document	March-June 2015

Item 1 - Public and stakeholder consultation

a) Survey Monkey questionnaire and analysis
b) Written responses from organisation and individuals
c) Edinburgh Street Design Guidance blog
d) Public pamphlets
e) Stakeholder pamphlets
f) Bus shelter advertisement

Street Design Guidance: Survey Monkey Questionnaire Analysis

Exec Summary

This document reports the responses to the key questions included within the Survey Monkey questionnaire on people's values for streets, their likes and dislikes and their favourite streets in the city. The results along with a brief commentary are provided for each question.

The public consultation began on 15 April and ran until 30 June 2014. During this time it elicited 489 responses mainly from members of the public, but also from community councils, interested organisations and council staff.

The main issues highlighted by the questionnaire were:

- in general, there is strong public support for the values proposed for the Street Design Guidance;
- the strongest areas of support related to more pavement space and greater segregation of cyclists;
- respondents seemed to favour improving residential/neighbourhood areas more than shopping streets;
- the document presented overall was judged as being confusing, difficult to navigate and jargon-heavy, particularly by respondents from the public; and
- notwithstanding the above, the layout of the factsheets and design principles sheets were generally considered clear.

Question 1

To what extent do you agree or disagree that streets should be designed to:						
Value	Strongly agree	Slightly agree	Neither agree nor disagree	Slightly disagree	Strongly disagree	I don't know
Be safe to use	100%	0%	0%	0%	0%	0%
Ensure you feel safe and comfortable	80.21%	17.48%	1.03%	1.03%	0.26%	0%
Encourage travel on foot, by bike and by public transport	72.09%	15.5%	6.46%	3.62%	2.33%	0%
Be easy to find your way around	66.58%	26.48%	5.91%	0.51%	0.51%	0%
Include trees and landscaping	55.93%	33.25%	8.25%	2.06%	0.52%	0%
Complement the surrounding buildings	52.56%	34.62%	8.21%	3.08%	1.54%	0%
Provide for a variety of activities	34.55%	37.14%	20%	5.19%	2.34%	0.78%

Summary

It is clear that there is strong public support for the values that the Council has proposed for the Street Design Guidance. 70% of all respondents either strongly or slightly agree with each principle statement. The principles are ordered in the above table, to show which ones have the highest levels of support. It is clear that safety and comfort are the most important factors, then encouraging more active travel with clear route finding before considering the surrounding built environment or other uses.

Question 2

To what extent do you agree or disagree with the following approaches to street design in Edinburgh?						
Approach	Strongly agree	Slightly agree	Neither agree nor disagree	Slightly disagree	Strongly disagree	I don't know
Having wider pavements where there are lots of pedestrians	66.84%	23.58%	6.48%	1.55%	1.55%	0%
Segregating cyclists from other vehicles where there is lots of traffic	75%	15.1%	3.65%	3.13%	3.13%	0%
Allocating space for pedestrians to stop, rest and enjoy the surroundings	53.65%	34.38%	7.81%	3.13%	0.52%	0.52%
Separating public transport from other vehicles to help it get past traffic queues	58.07%	28.91%	6.51%	2.86%	3.13%	0.52%
Using materials which would minimise the impact on the environment	51.94%	31.27%	14.21%	1.29%	1.03%	0.26%
Having less space for cars in streets where lots of people are getting around by other methods	43.34%	26.63%	11.49%	10.18%	7.57%	0.78%
Using paving slabs to surface footways with lots of activity i.e. shopping streets	34.39%	27.51%	24.07%	7.41%	3.17%	3.44%
Giving priority to vehicle space for car parking on the road in residential streets	17.92%	26.75%	19.74%	15.06%	19.22%	1.30%
Focusing on busy shopping streets as the most important areas for making places better for people	16.41%	26.04%	24.48%	19.79%	13.02%	0.26%

Summary

The majority of the approaches received more than 60% strongly or slightly agree support from respondents. Wider pavements for pedestrians and segregated facilities for cyclists were the top two priorities with both receiving more than 90% support.

Only two approaches did not reach this threshold; ‘Giving priority to vehicle space for car parking on the road in residential streets’ and ‘Focusing on busy shopping streets as the most important areas for making places better for people.’ In these cases, only 44 and 42% of people supported these statements respectively, which is still a significant minority and also in both instances still more than the percentage of people who slightly or strongly disagreed with each approach.

The low levels of support for making shopping streets better for people is surprising, but this could suggest that many residents were more concerned about improving conditions in their own neighbourhoods than in the city centre.

Question 3

What is your favourite street in Edinburgh?

Street		Number of responses
1	George Street	27
2	Royal Mile	26
3	Victoria Street	19
4	Princes Street	18
5	Cockburn Street	13
6	Middle Meadow Walk	10
7	Leith Walk	9
8	Rose Street	7
9	Forrest Road	5
10	Grassmarket	4

Summary of Responses

The reasons given by people for choosing their favourite street do not directly relate to its design such as; the mix of shops, architectural quality, topography or its overall character.

The most common reasons provided by all the respondents that are relevant to the draft Street Design Guidance are:

- On-street activity
- preserved historic environment
- availability of trees and landscaping
- easy access to green spaces
- Pedestrianised or traffic restricted areas
- safe from traffic and crime
- well maintained
- views from the street and ability to navigate as a pedestrian
- people having priority
- provision for safe cycling
- outside seating
- quality of paving
- availability of parking
- resting spaces
- zebra crossings.

Summary

The above responses reveal the Top 10 favourite streets in Edinburgh as voted for by the respondents to the Street Design Guidance Survey Monkey questionnaire. George Street topped the list becoming the city's favourite street.

Of the remaining streets in the top 10, six of them are located within the Old Town, three are within the New Town and one, Leith Walk, links Leith with the city centre. Therefore, it can be argued that all of the streets, or at least parts of them, can be found within the Edinburgh's World Heritage Site. This means that many people favour older, more historic parts of Edinburgh which are generally places with good opportunities for shopping, visiting local events and attractions or for enjoying the city's green spaces.

This is supported by the remaining choices which included a further 84 suggestions for favourite streets, all of which received four votes or less. They are summarised in the table below, by neighbourhood area. This confirms that the area with the highest number of favourite streets is in the city centre.

Area	Total
CCL	32
South	20
North	12
West	7
East	4
South West	3
Over several areas	6
All	84

Overall the main themes arising from respondents' explanations for their favourite street choice, appear to suggest that places which are well maintained, give priority to pedestrians and keep them safe from moving traffic are the most important factors.

Question 4

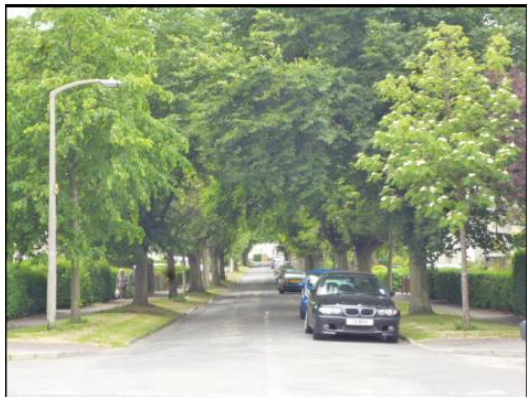
This question asked respondents to consider a picture of an exemplar street, some are within Edinburgh whilst others are not, to consider whether they initially liked or disliked its appearance.

They were then invited to answer a series of more detailed questions and to determine whether they liked or disliked a street in relation to a number of criteria. The street design criteria being considered by were:

- Space for socialising
- Space for pedestrians
- Space for cyclists
- Space for the general road user
- Space for parking
- Trees or vegetation
- Street furniture
- Quality of the surfacing
- Safe to use
- Overall look and feel.

The results of the questionnaire are included below and the streets are ordered by the most popular street first.

Do you like this street? Pilton	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	55.56%	37.04%	4.81%	1.11%	1.48%



Summary of Responses

The responses were very positive towards this street and the reasons given are summarised below:

- Abundance of trees and vegetation
- Adequate pedestrian space
- Attractive appearance
- Lack of seating
- Obstructed sightlines
- No provision for cyclists
- Uncluttered.

Do you like this street? Crimond Drive, Ellon	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	17.54%	39.93%	17.16%	19.4%	5.97%

Summary of Responses

The responses were mostly positive towards Crimond Drive and the reasons are summarised below:

- No allocated cycling space
- Bland and unattractive appearance
- No visitor parking
- Unsuccessful traffic calming
- Car focussed
- Open views of the countryside
- No space for socialising
- Too much road marking
- Sterile appearance.

Do you like this street? Woolmet Place	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	19.93%	36.96%	19.2%	18.12%	5.8%

Summary of Responses

The responses were mainly positive towards Woolmet Place and the responses are summarised below:

- Space encouraging socialising and lingering
- Trees present but more would have 'softened' the appearance of the street
- Uncluttered
- Lack of benches
- Too much hard landscaping
- Issues due to unsegregated road use
- Street layout ensures lower speeds
- Safe for pedestrians
- Uncertainty for cyclists
- Car parking contained
- Weathering down of materials.

Do you like this street? Bankhead	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	6.27%	34.32%	32.1%	19.93%	7.38%

Summary of Responses

The responses were slightly more positive than negative towards this street and the reasons are summarised below:

- A lot of trees and green
- Uncluttered
- Too much parking
- Dominated by cars
- Appears safe
- Lack of dedicated cycling lanes
- Insufficient parking
- Soulless
- No safe crossings.

Do you like this street? Pilton	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	13.67%	26.17%	24.22%	14.84%	21.09%

Summary of Responses

The responses towards this street were generally mixed and the reasons given are summarised below:

- ‘Cold’ and unwelcoming appearance
- Unsafe for pedestrians
- Uncluttered
- Separation provides safety for cyclists
- Lack of crossings for pedestrians
- Trees and vegetation help soften the busy road
- Position of lamp posts in cycle lane creates a hazard.

Do you like this street? Morningside Road	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	5.28%	28.68%	21.51%	22.64%	21.89%

Summary of Responses

The responses towards Morningside Road were somewhat negative and the reasons are summarised below:

- Not enough space for pedestrians
- Unmaintained
- A lot of on-street activity
- Good public transport provision
- Lack of trees and vegetation
- No benches
- Lack of parking.

Do you like this street? Rossie Place	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	2.62%	23.6%	19.1%	28.46%	26.22%

Summary of Responses

The responses were somewhat negative towards Rossie Place and the reasons given are summarised below:

- No space for pedestrians
- Not enough street lighting
- Lack of vegetation
- Cluttered
- Poor sightlines
- Dominated by parked cars and litter bins
- Unsafe.

Do you like this street? Pilton	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	1.89%	19.56%	19.24%	29.65%	29.65%

Summary of Responses

The responses towards this street were generally negative and the reasons are summarised below:

- Lack of trees or vegetation
- Lack of people and space to socialise
- No space for pedestrians
- Sterile and bland appearance
- Low quality of design and materials
- Car focused development and car dominated space
- Unwelcoming
- Lack of cycle parking.

Do you like this street? Crewe Toll	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	1.44%	5.4%	21.22%	30.58%	41.37%

Summary of Responses

The responses were generally very negative towards this area and the reasons are summarised below:

- Too much railing
- Lack of road markings
- Encourages inconsiderate driving
- No cycle provision
- Lack of trees or landscaping.

Do you like this street? Muirhouse	Like a lot	Like a little	Neither like nor dislike	Dislike a little	Dislike a lot
	1.08%	3.96%	13.31%	25.9%	55.76%

Summary of Responses

The responses towards this street were very negative and the reasons given are summarised below:

- Empty
- Unwelcoming
- Passive facades
- Intimidating
- Too much hard landscaping
- Lack of trees
- Pedestrians and cyclists safe from traffic
- Lack of seating
- Lack of community feel
- Too much enclosure.

Question 5

Please tell us a bit more about yourself. Are you answering the survey as a:							
Member of the Public	Member of a Community Council	Member of the Council	Council Officer	Designer/Planner	Developer	Transport Consultant	Other
74.75%	2.99%	10.3%	14.29%	2.99%	0.33%	0%	2.99%

Summary

A wide variety of views were captured with the predominant number of respondents (74.75%) being members of the public. There is a significant lack of Developers and Transport Consultants who responded to the consultation. This indicates that further consultation and an awareness raising campaign is required to ensure that the guidance will be applied by its main external users.

Question 6

When travelling around Edinburgh, what is your main means of travel?		
Means of travel	Most Common	2nd Most Common
Foot	19.4%	15.3%
Cycle	10.2%	6.6%
Car	11.4%	8.4%
Bus/Tram	8.6%	15.0%
Motorcycle	0.5%	0.3%
Train	0.3%	1.7%
Taxi	0.3%	1.8%
Other	0.2%	0.2%

Summary

Travel on foot was both the most and 2nd most common method of travel. Cycle, car and bus/tram use were approximately even. This suggests that a variety of street users were consulted and that the views expressed are representative of all street users in Edinburgh.

Survey Monkey Responses Part 2

<table>
<tr><td colspan="5">How clear do you find the structure of the guidance – with the three interlinking sections covering: A) context, B) design overview and C) design details?</td></tr>
<tr><td>Very clear</td><td>Fairly clear</td><td>Neither clear nor unclear</td><td>Fairly unclear</td><td>Very unclear</td></tr>
<tr><td>6.73%</td><td>51.92%</td><td>23.08%</td><td>13.46%</td><td>4.81%</td></tr>
<tr><td colspan="3">Summary of Responses</td><td colspan="2">Council Response</td></tr>
<tr><td colspan="3">The main issues regarding the draft Street Design Guidance document are:
There’s too much complex language and jargon
Plain English to make it clearer
The document is too long
More images are needed, and
A clear summary and less repetition will make it more accessible to the general public.</td><td colspan="2">The document will be reviewed to remove jargon and to help make it more accessible for readers to use. Better use of Plain English and more images will help to reduce the length of text in the document. A clear summary of the guidance’s purpose will be provided at the start to explain the structure.</td></tr>
</table>

The challenge of creating better streets for people, whilst making sure the city is easy to move around at the same time, is at the core of the Council's proposed new guidance. What do you think the balance of importance should be?						
Aim	Very important	Fairly important	Neither important nor unimportant	Fairly unimportant	Not very important	I don't know
Making better places for people to **enjoy** the surroundings	63.06%	32.43%	3.60%	0.90%	0%	0%
Making sure people can get from A to B as quickly as possible by **public transport**	55.75%	38.94%	4.42%	0%	0.88%	0%
Making sure people can get from A to B as quickly as possible by **walking**	47.79%	46.90%	3.54%	0.88%	0.88%	0%
Making sure people can get from A to B as quickly as possible by **cycling**	38.94%	43.36%	10.62%	3.54%	3.54%	0%
Making sure people can get from A to B easily with a **car**	10.62%	32.74%	18.58%	12.39%	25.66%	0%

Summary of Responses	Council Response
The responses reveal that there is strong support for most of the aims, apart from helping people travel by car. Many respondents were concerned that Edinburgh's roads are dominated by cars and that it should be made more difficult due to the; pollution, accidents and negative health impacts they cause. People also did not consider speed to be the best measure of success for creating better streets and thought safety was more important. Other factors to create good street design were; • Repair surfaces and better drainage • Focus on a street's primary function • More time for pedestrians at signalised crossings • Resolve parking problems, and • Address conflicts between modes.	The Street Design Guidance aims to promote better place-making and more sustainable travel on foot, by bike and on public transport. The Council welcomes the public's support for these goals and to make Edinburgh a better city to live and work in. While the document needs some revision, the process is to assess the nature and function of a street and apply the most appropriate design principles. The Guidance recognises the non-transport uses of streets and seeks to encourage these where appropriate in new developments or changes to existing public spaces. By taking such an approach it is intended to improve conditions for all street users in Edinburgh.

In general, do you support the changes in approach set out in Section A5 'What changes will we see'? Are there any approaches you wish to comment on?				
Strongly Support	Support	Neither support nor oppose	Oppose	Strongly oppose
30.5%	35.4%	23.2%	9.8%	1.2%

Summary of Responses	Council Response
While there is broad support for the changes, some individuals had concerns, such as; • Integrating refuse containers • Introducing of shared spaces • Measures increasing congestion and pollution • Streets becoming standard and boring • The lack of seating in Edinburgh, and • The Guidance actually having a limited impact.	The purpose and aims of the Guidance are well supported by more than 65% of the respondents. There were concerns regarding a number of issues, listed on the left and these will be addressed in the revised document. While some questioned the Guidance having any impact at all, since the number of new street being built is limited, it will also influence any changes to the street environment through routine maintenance and will contribute to better place making in Edinburgh.

How clear do you find the Edinburgh Street Framework? If you think it can be improved in any way, please provide comments.				
Very clear	Fairly clear	Neither clear nor unclear	Fairly unclear	Very unclear
14.1%	36.5%	24.7%	16.5%	8.2%

Summary of Responses	Council Response
There were a number of suggestions regarding the document itself including; • It's very confusing • Typical council document with lots of boxes and "Planning speak" • Not user-friendly, and • Difficult to navigate. There were also suggestions to improve the approach: • 25 street types is an excessive number • Concerned it's a blanket approach for each street • Justifies spending in shopping not residential areas • Spending on street improvements that are not needed	While the headline results indicate that more people considered the document to be clear, the people who left comments were not as sure and many suggestions mirror those received from other sources. The Street Design Guidance aims to provide a framework which establishes clear design principles for a variety of streets based on their place and movement uses. This is not a 'blanket' approach to street design and varies between according to a streets use whether that be residential, retail or commercial. It does not intend to prioritise certain streets over others and all the key design principles apply to every street.

• Feels dishonest and hides the Council's real agenda • Shared space has a particular meaning to planners but not to others • New developments have reduce shared spaces for existing residents and increased traffic on their roads • Guidelines could be applied differently by different people • Insufficient provision for vehicles on strategic link routes, changing their characteristics will disperse traffic onto residential streets, and • Classify the streets and produce this on a map of Edinburgh.	The document will be revised to make it clearer, consider the number of street types and to ensure that the principles are applied evenly across a variety of streets without seeking to promote a standard design approach or shared space everywhere.

How clear do you find the design principles sheets as advice in helping to apply the guidance? Please provide comments.				
Very clear	Fairly clear	Neither clear nor unclear	Fairly unclear	Very unclear
12.5%	46.3%	26.3%	8.8%	6.3%

Summary of Responses	Council Response
Some of the comments included: • Too many principles to be practically useful • Too general • Disappointing on sensitive issues • Covers all eventualities rather than applying strategic principles to local contexts • Where did the principles /values/objectives come from? • Who decided what the priorities should be? • Assumes that cyclists, pedestrians and public transport users are the priority, along with shared space. These should not be adopted until they are widely publicised and adapted according to public wishes?	The Guidance will be reviewed to ensure that it is easy to use and apply. More images will be included to make it more specific and to provide good examples of best practice for use in Edinburgh. The approach is mainly based on the Scottish Government's Designing Streets document which forms part of national planning policy. Therefore, the Council has a requirement to introduce the procedures in Edinburgh. However, it will bring clear benefits to public spaces in the city, by tackling the dominance of car use in our streets, Edinburgh will become a more enjoyable place to live and work in.

How clear do you find the overall layout of information in the factsheets? Please provide comments.				
Very clear	Fairly clear	Neither clear nor unclear	Fairly unclear	Very unclear
14.7%	42.7%	18.7%	13.3%	10.7%

Summary of Responses	Council Response
Some of the comments received were: • Straight factual advice • Very clear • Use of photos works very well • Pages are too cluttered • Not accessible for people with dyslexia or learning difficulties, too many fonts, colours, bold and typefaces • Order seemed to be muddled and confusing • Not all situations will allow for the same solutions, and • Please add where the public can 'have a say' as many sites have unique characters.	Most people thought the Factsheets were fairly clear but there is still work to be done for others. The document will be reviewed and this will include consideration of the Factsheets to make them easier to use. The aim of the Guidance is not to encourage the use of the same materials or solutions in each street, but to define principles and allow designers to form their own solutions with the framework.

Topic	Please provide any other comments you have on street design or how this guidance could be improved upon, e.g. useability, clarity, terminology, content or coverage?	
	Summary of Responses	Council Response
Cycle Policy	I'd like to see more planning for active travel, such as cycle lanes and safer places to run, away from traffic and fumes.	Many comments were received from members of the public suggesting that more priority is given to pedestrians, cyclists and public transport users instead of private cars. The Council's Active Travel Action Plan 2010 – 2020 includes the measures that the Council will pursue to encourage more people to walk and cycle in Edinburgh. The Street Design Guidance (SDG) will help to facilitate these actions by promoting better design of places and infrastructure.
	Edinburgh has a problem, more people are cycling but the streets are still crowded with motorised vehicles. This is not sustainable and people are dying. Ban private vehicles and HGVs from the city centre and divert traffic properly.	
	Much more needs to be done to design the private car out of public spaces and to give priority to pedestrians, cyclists and buses. The Morningside Road example is an unpleasant area for pedestrians or cyclists due to the volume of traffic and the poor provision for pedestrians.	

Cycle Policy	Too much priority is given to motor vehicles (parking, lanes & signal time) in Edinburgh. This makes it unpleasant to walk or cycle in the city.	As above.
	Encouraging more people to walk/cycle/use public transport by prioritising these groups over private car users. More separated cycle lanes and green space as no one wants to live in a concrete jungle.	
	Cars and motorised vehicles dominate our transport routes and city. Turn small streets into pedestrian only areas where communities meet and kids can play. In the Leith colonies kids see the whole street as their play space.	
	Car dominance should be discouraged (more emphasis on public transport/cycling/walking).	
	Increase public spaces - get cars out, walking and cycling in and seating. Need safe cycling - not safe cycling on the road - this is an oxymoron.	
Cycle Segregation	Shared space for pedestrians and cyclists should have priority over cars, with segregated cycle routes a priority.	The SDG aims to support a wide variety of transport methods including cycling and provides appropriate design principles for the introduction of cycle infrastructure.
	Keep pedestrians and cyclists separate - cyclists should be on the road, or in a cycle lane, not on the pavement.	
	Separating vehicles/cyclists and pedestrians is wise. Coloured cycle lanes with adequate space would be great, allow parking on one side of a road only. Create new cycle ways using the old railway at the foot of Leith Walk. A cycle /pedestrian walkway, with sitting and green space as created elsewhere in Europe would be a bold example.	
	Ensure segregation of pedestrians and cyclists from other traffic.	
	Safety is paramount especially for pedestrians and cyclists. Wherever possible there should be dedicated lanes for cyclists.	
	A preference for cycle tracks to be segregated from motor traffic - as in Munich.	
	It must be safe for people to cycle, it is close to lethal in Haymarket if you follow the cycling route – wheels get caught in the tracks.	

Cycle Segregation	Be brave and allocate more space to non motorised users. The cycle network needs to cover the entire journey not just parts of it.	As above.
	Please consider safe environments for cycling as a priority.	
	The most pressing problem is interaction between cars and bicycles. I've been cycling in Edinburgh for over 20 years and there has been a huge increase in numbers but not infrastructure. Designing street strategy is all very well but something quick and tactical needs to be done in the short term if we're to avoid London style headlines	
	People enjoy living in cities which encourage cycling, walking and public transport use. Copenhagen has this infrastructure and car use is down to 40%, giving a relaxed atmosphere where people are less stressed and feel safer.	
	Edinburgh is a nice place to cycle for leisure - but not for transport.	
	New facilities put cyclists in conflict with pedestrians - white lines down the middle of a narrow path are useless. They still prioritise cars; signs to dismount, using pedestrian crossings and giving way at side streets.	
	Documentation looks incomplete - need cycle surfacing colours and how to design segregated cycle ways.	
	Separating pedestrians from vehicles is a good way to reduce conflict and accidents. Pedestrians feel safe and aren't isolated where they feel vulnerable no matter how remote the actual possibility is from crime.	Physically separating vehicles and pedestrians introduces barriers to walking and reduces the attractiveness of public spaces. The Scottish Government does not support such an approach.
Car Priority	We cannot discriminate against motorised transport when we have put it at the forefront for so long. A gradual change to design and policy would allow integration without antagonising a large number of residents and businesses.	The SDG framework promotes the objective that different street users should have priority in different types of streets. By prioritising places for pedestrians and cyclists it aims to reverse the dominant approach of adapting streets mainly for traffic and to make places better for people to enjoy
	In the 21st century, cars are a necessity for getting around and street design must incorporate this.	
	Edinburgh (or areas of Edinburgh) should not be allowed to become a no go zone for cars and vans.	

	Cars are a necessity for those who live in areas not well served by public transport. It's a nice idea to keep cars out of the city centre, but you are also keeping people out! There needs to be a balance. Some of the routes around the city include large detours which means extra car fumes!	
Car Priority	Cyclists have no place sharing roads with vehicles and the sooner this is resolved the better. West Granton Access is a perfect example of segregation.	All road users need to learn to share the same limited road space available and are responsible for their own actions. The guidance provides a basis on which new infrastructure can be developed while learning from places where this has already been successfully.
	Too much priority is given to cyclists which reduces their responsibilities as road users and increases that of others who pay for the privilege. All users should have equal responsibilities to ensure safety.	
	As a driver, I find cyclists represent a major danger. Cycle lanes and crossing points are not in place.	
	Spend more money improving areas for pedestrians, cyclists and cars. Cyclists need to be segregated from cars and pedestrians need better footpaths.	
	Cars should have less access to the city centre but better roads and surfaces.	
	Edinburgh's a frustrating city to live in as town planning is an afterthought and developed haphazardly, which impacts on quality of life. The new town is a grid, yet road directions send traffic on circuitous routes, increasing trip time, pollution and forcing it through pleasant areas. The state of the roads is appalling, surfacing and road markings are easily the worst of any European City. A more joined up approach to planning how cars and public transport travel around the city, will make it easier to get the best use out of the remaining space for pedestrians and cyclists. Denmark, Holland and German-speaking countries take this for granted and Eastern European cities have taken such development in their stride.	Noted

Pedestrians	It is extremely difficult and dangerous to cross Bread Street, speeding vehicles make it virtually impossible for a disabled or injured person to cross.	The Street Design Guidance aims to reverse these problems, recognise the place function of a street and make it easier for people to travel on foot. For instances reducing crossing widths and giving greater priority to pedestrians at traffic signals.
	At Tollcross, pedestrians need to wait several times to cross the road, a diagonal crossing could be introduced. Pedestrians should come first not motorists.	
	We prioritise through-traffic (cars) over local (shopping, residential) spaces for pedestrians between buildings.	
	Think people first. Pedestrians use retail/business parks to. Navigating these places on foot is a nightmare. Crossing from Kinnaird Park to Craigmillar Community Arts Centre is like taking your life in your own hands.	
	Improve the accessibility of streets for pedestrians with dropped kerbs, level surfaces and removal of street clutter.	
	Bollards and cafe/bar seating areas reduce the space for pedestrian on pavements. Walk in bus lane to get along George IV Bridge safely.	Proposals to use the pavement for outside seating are evaluated on a case by case basis to ensure there is no risk to pedestrian safety.
	No stupid extended pavements outside the new local supermarkets.	Extended pavements allow more space for pedestrians, shoppers and public transport where there are high demands.
Public Transport	Looking for bus lane operating times distracts me, which is dangerous, make them all the same or colour-code the lanes.	Greater guidance on public transport issues is included in Part C of the Factsheets. A review of Bus Lane operating times is underway and the results will be reported to Committee in due course. Edinburgh is already encircled by a range of P&R locations which offer bus and Tram services to the city centre.
	Something needs to be done about coaches and tour buses that clog and pollute the streets.	
	Provide more P+R and tram routes from the periphery at Fairmilehead, Currie, Barnton, Queensferry, Newcraighall, Portobello, Craigmillar, Sheriffhall and Gilmerton.	
	Get the bus stop at the parliament moved so it doesn't stick out into the road.	
	Improve public transport with more tram routes to Portobello and Morningside.	

Public Transport	Bus stop street design issues include: - building them out into the main traffic - seems to hold up following traffic (including other buses) disproportionately; - locating them in the middle of city blocks rather than at junctions – aids flow of private vehicles but makes changing buses difficult especially for people with impaired mobility. Bus stops in the middle of North Bridge are not convenient for anyone. Very few bus stops are located at major destinations; Waverley Station, the Mound or Queen Street. - bus stop design is clunky with a separate pole for BusTracker, should be designed into the stop.	These comments will be addressed in the factsheets section which is being re-drafted to take account of such comments.
	Where wide pavements are not being utilised effectively, e.g. Niddrie Mains Road, consider turning them into bus lanes so traffic can move freely along the main road.	The aim of the guide is prioritise improvements for pedestrians, cyclists and public transport users and not private car users.
Multi Modal	Prioritising traffic flow should not be the goal. Travel is a means, not a goal in itself.	One of the key aims of the SDG is to consider the place function of a street first and to recognise the non-transport role that our public places have. It is also recognised that there are a variety of street uses and users of different transport options need to be supported by appropriate design interventions for future developments. However it also aims to reverse the trend of prioritising traffic use in streets which led to the deterioration of some of the public realm in Edinburgh.
	Streets need to be multi-functional to cover all who use them and the different modes of transport which are practical & safe	
	Facilitating safe and effective multi-modal travel is vital to the future health of our streets.	
	Do not be afraid to take cars and even buses away altogether in some parts but do not overlook the positive ambience that even busy traffic can bring to an area such as Morningside and Stockbridge.	
	Residential streets need solutions where the car is at the bottom of the priority list in design terms so that children can safely play in the street.	
	Streets should be for people. Cars have no place in towns and cities and we shouldn’t be designing for them.	
	I am opposed to the separation of public & private transport: trams in European and Asian cities share road space with other vehicles. I am opposed segregating vehicles, cyclists & pedestrians in the city centre.	

Street furniture /clutter	There should be less use of white road lines as this can reduce speed on certain roads. This also reduces paint costs to the Council!	The Street Design Guidance will provide easy and effective suggestions to reduce street furniture and clutter in Edinburgh.
	Street furniture must not impede cyclists or pedestrians.	
	Streets are far too cluttered with street furniture and signs, distracting drivers, pedestrians and cyclists. Streets built at end of last century look beautiful - no clutter.	
	I would like to see distinctive Edinburgh street design. We have distinct street signs, Caithness stone, setts and stone flags which should be used widely in the whole city centre. There used to be a unique Royal Mile bin but these have been replaced with generic ones. Distinctive historic lampposts, but the remainder are non-descript.	
	Street design should attempt to simplify the clutter and share poles/lampposts. Local people who walk or cycle should come first. 2m wide pavements should be the norm and kerbs to stop parking on pavements.	
	More seating with proper back support. The metal benches in Fisherrow, Musselburgh, are an excellent example.	
	Less; clutter, signs and cafe tables and chairs blocking footway. Keep things clean, clear and simple.	
Greenery	Flowering trees are good and benches to sit with parking near homes/shops/schools.	It is clear from the responses received that many people want to see more greenery, such as plants, hedges and trees in Edinburgh and not just in the city centre but in residential streets too. The Guidance will provide more information on how greenery can be included in streets and will look for best practice from around the world.
	More greenery. More pedestrian areas. Less cars.	
	More flowers, tulips and daffodils. Beach hedges are so mundane. The mound is lovely in springtime. Bulbs flower every year creating many years of feel good factor.	
	More green plants is the main thing.	
	Trees should be planted in the ground and not in pits. They should be integral to the design process and protected from vandalism by guards. Require maintenance involving trimming and drain clearing. In grassy areas, dog fouling and poor maintenance turn a nice feature into a quagmire.	

Greenery	Innovative use of planting and art would make spaces more pleasant to walk regularly through.	As Above.
	Comiston Springs Avenue is a good example of a street with greenery, paving, parking and social space.	
	So long as it's safe, well lit and includes lots of greenery.	
	Streets should be less linear, crescents with central garden space should be worked into the linear/block formats. Look to Europe for good examples.	
Maintenance	The biggest issues for cyclists are; potholes, sunken drains, slippery drain covers, bumps and cracks which you have to swerve around to avoid which is dangerous.	Noted
	Cycle lanes are helpful, but if these are in the gutter where buses have destroyed the surface then they are no use.	
	Concentrate on making all public surfaces smooth, safe and uncluttered. This would alleviate the greatest current problem.	
	Use materials that will not wear out or become uneven quickly.	
	New paving in Princess Street, Morningside and Portobello is nice, but road markings need refreshed regularly.	
	Use more affordable materials which allow time and money to be spent on the general upkeep of the whole city rather than concentrating most of the budget on small areas.	
	One of the main priorities should be road surfacing. Tarmac is wearing out with disastrous consequences for surface quality. Road designers should research new technology to produce more hardwearing surfaces - and ensure utilities are suitably placed to avoid digging up!	The Council does not manufacture road surfacing materials and the utility companies are responsible for opening up the road to access their services.
	I'm unimpressed by the current standard of street maintenance in the City Centre. I deplore traffic management which introduces more clutter and obstructs the free movement of all traffic. I deplore the poor quality of specification & workmanship: the use of expensive materials is frequently negated by using thin slabs which tilt, crack and fail.	Noted.

Maintenance	Taking the tar used in speed bumps and using it to fill in the potholes would make Edinburgh's roads better for all.	Noted.
	Better maintenance of roads and pavements, nightmare pushing buggies and potholes are dangerous for everyone.	
	Maintenance is poor and overlooked, why do we accept second best? I appreciate the City cannot meet all the financial demands on it, but there must be more imaginative ways to involve local communities maintaining and improving their streets, parks and our foreshore. Appeal to their competitive instincts - offer real incentives/rewards through competitions. The bar can and must be set higher if we are to enhance our reputation as a great place to live and visit.	
20mph	Finding the end of the schools' 20mph area is distracting; sometimes the signs are on the right other times the left.	The Council is in the process of implementing 20 mph speed limits in the city centre, residential roads and shopping streets across Edinburgh. Lower speed limits aim to improve road safety, encourage walking and cycling and a more liveable environment. The guidance will be amended to reflect many streets becoming 20mph areas.
	Reduce speed limits to 20mph everywhere except trunk/arterial routes.	
	I don't like the way in which communities are divided by motorized traffic, so I am pleased to see such an emphasis on communities and the look/feel of spaces.	
	Please just make the whole of edinburgh 20mph.	
Street Lighting	Introduce smart street lighting that responds to the presence of pedestrians on minor streets after midnight.	Street lighting is an important part of street design both in terms of the aesthetics of the light column and for providing safe routes for people at night. These comments will be taken into further consideration within the Guidance.
	Street lighting is important, but don't make the streets brighter at night – e.g. St Andrew Square.	
	Street lighting should be sensitive to the World Heritage Site. Lighting columns should be one style in each street only. The cast iron lamp posts should be retained in conservation areas and properly maintained (painted).	
	Introduce thin and energy efficient LED lighting in streets.	
	Pavements in some areas are dangerous and low energy lighting can make journeys home feel unsafe.	

Traffic Signals	Traffic lights give too much time to pedestrians (no other country allocates as much time to cross the road).	Noted. These comments will be taken into consideration.
	At night, LEDs in traffic lights are very blurry from a distance and are far too bright, arrows look like full lights (King's Road junction).	
	Too many roundabouts with unnecessary traffic lights – reduce them to peak hours only, for instance at Newbridge.	
Business	Streets with businesses; shops, hotels or offices should be more responsible for maintaining their frontage and the Council enforce city wide guidelines. We have to adhere to strict parking restrictions whilst businesses use pavements for their goods/refuse with no penalty for not maintaining a clear path for people. These businesses should be made to clear away ice and snow on their frontages in the winter. It is law in New York why can't it be a local law in Scotland.	Noted.
	Force owners of empty shop units to keep their premises clear of bill posters and graffiti.	Noted.
	Force business owners to keep their premises clear of graffiti, rubbish and get them to sweep the pavement outside their shops daily. A bylaw with a fine for offenders.	
Parking	Parking in residential streets is an issue, cars park on pavements leaving a narrow passage for traffic and people.	Noted.
	I would love the council to extend cycle parking on roads where car parking is allowed, by using things like wheelie bins especially in tenement areas.	
	Less residents parking if it compromises traffic flow.	
Doc	Communicate guidance in clear, every day language so that more people will be aware. The guide doesn't engage with the majority of the population.	The Street Design Guidance will be reviewed to make it easier to read, provide a clear explanation of its aims and support these with pictures and images of best practice examples.
	Include more best practice pictures.	

Document	The guidance is as messy and complicated as our current street design. I like the total place approach but this should integrate with other issues like pollution, safety and schools.	As above.
	Re-write it from scratch.	
	The document is too long, bitty and not an attractive read.	
	The Edinburgh Guide is too complicated. Please refer to City of London SDG and Transport for London Guidance, simple and prescriptive.	
	Approach should also flow from one street to next.	
	This Guidance is about people and the places we want to live, work and play in. Keep that the focus of the document.	
	Street design should incorporate the best standards which is well beyond the Sustrans guidance.	
	This is a step in the right direction but it lacks a clear vision (or it's meekly put forward) for Edinburgh. Without that it will be used as an afterthought and given token adherence tacked on to existing isolated developments.	The Local Plan and the Local Transport Strategy establish the vision for Edinburgh's streets, while the Guidance aims to ensure that each new development delivers a high quality street design.
	An executive summary would be useful. Not every user wishes to read all 140 pages.	Such an approach was considered but rejected, as people may only consult the shorter document and miss some important details.
	Pages 29-30 are confusing. Layout needs to be more consistent. Poor coverage of soft landscaping and greenery. On one page it refers to considering all modes together. To implement the guidance effectively CEC will need an integrated and coordinated approach from within and across departments. In the process section, how transport/ traffic modifications are going to tie in with planning permission is not described.	The document will be revised to make it easier to read and will include more detail on greenery for instance. There is a section on how the planning permission and transport improvement processes fit together. Staff training will ensure the effectiveness of this new approach.
	Why no reference to Sustainable Edinburgh 2020 on p23?	Noted.

Miscellaneous	I despair of street design in Edinburgh it's not good due to the abundance of street furniture, for example the parking signs in Orchard Road. The quality of the paved surfaces is ridiculous in places. Seeing a potholed, uneven mess is not unusual at all. You set this whole thing as; cars v cyclists v pedestrians - but it needn't be that way. Many people are motorists, because cycling isn't safe. Encourage people to cycle in normal clothes or even without a helmet. Go to Munich for an example of how to do it better. Most streets have segregated cycle space. Nobody wears lycra, so it means cycling is normal - you use it to get around. Then there's the greenery, trees everywhere, very appealing. The quality of the paving is so much better, hardly any potholes, surfaces are smooth. It's easy to get around, stop for a bite to eat or to socialise.	Noted.
	Street design should provide room for all; pedestrians, cyclists, car & bus users. Pedestrian areas should be well lit & ensure people feel safe walking alone in them, have plants in containers & hanging baskets. This makes a visual improvement to a run down street. Proper cycle lanes should be provided where possible, as in Holland. Painting small unconnected lines isn't good enough. Bus lanes work well at rush hours, but please get rid of the ugly green tarmac. Cars are needed by people who live in areas with poor public transport.	The SDG does not aim to prevent people travelling by any mode, but it is an attempt to make it easier and encourage more people to travel on foot, by bike or on public transport.
	Edinburgh is an 18th and 19th century city: very little added since, has an 'Edinburgh' identity. Most of what has been added is nondescript and of poor quality. These additions could be any street, anywhere, without any identity. The Waterfront is a mess, uninviting, short-termism and unworthy of the city. We have not added to our heritage or legacy. Bernard Street and Square, without the graffiti, is a magnificent 18th and 19th architectural street complex. Do we realise what we have here and elsewhere? Visitors come to see and experience a unique and special environment. Planning laws should protect, support and maximise our use of what we have and extend this to new builds.	Edinburgh is a beautiful place where people want to live, work in and visit. The Street Design Guidance aims to enhance the historic fabric of the city by making it accessible for all and to ensure that maintenance and new developments consistently providing high quality design features.

	Please look and think: "if I were a visitor what would I make of this streetscape - would I marvel at the World Heritage Site or be appalled by the obscured views and mismatched street furniture?" or think "how would I navigate this street if I were blind / in a wheelchair / pushing a double buggy?"	Noted.
	I am in favour of: (a) road-pricing and a congestion charge. (b) a 20 mph speed limit in the city centre. (c) requiring cyclists to obey normal rules for wheeled traffic. (d) light-controlled stopping of all traffic at regular intervals to permit pedestrian crossing at any point in rather than at specific crossing points. (e) naked streets - pedestrians & cyclists share carriageways with wheeled traffic and a reduction of signage & clutter.	Noted.
	What will we have to look at for a long time? Always choose quality and the right design over cost. Using cheap design and materials is not cost effective - it quickly starts to deteriorate and looks awful. The number of horrendous buildings from the 60's and 70's now being demolished is testament to that. Princes Street is a prime example. What happened to the beautiful marble columns with cherubs outside Boots and who gave the BHS architect an award. That street was absolutely destroyed by "designers."	Noted.
	Maintain Edinburgh's traditional feel, avoid generic new buildings and horrific pedestrian areas from 70's and 80's.	Noted.
	Under the Flood Risk Management (Scotland) Act 2009 the Council will have to start installing retrospective SUDs. This includes swales / raingardens / more permeable paving. This will have a major impact on the streetscape - hopefully a positive one. This will take at least 6 years to implement so will not affect this guidance, but planners need to be aware of these changes to flood control.	Noted.
	Reduce street clutter, green up environment, increase pedestrian choice, reduce private car mobility, encourage walking, cycling and more public transport use. Consider equality and disability.	Noted.
	Perhaps you could include a category for not applicable. Include space for those who use motorised wheelchairs.	Noted.

	I fear that this could be hijacked by a single minded group, such as the cycle lobby. They are very vocal, well organised and driven. Motoring groups have a big industry behind them and could likewise exert undue influence. If one of the decision makers became convinced by a particular group or had a personal preference for one or other type of planning they could make decisions (they believe to be impartial) but could disadvantage another group.	The guidance is based on the Designing Streets approach from the Scottish Government that encourages the place value of streets to be considered first before movement. Any interested person can comment on the Guidance and it will need to be approved by Committee before being put into practice.
	People speed from light to light (but don't get anywhere faster). I cycle and see cars speeding off before catching them at the next set of lights. It's not good for other road users or the environment. Can you help to reduce this?	The proposed 20 mph scheme could help to smooth the flow of vehicles between junctions and signals and reduce this style of driving.
	Major problems with utility companies.	Noted.
	Well designed litter bins, waste disposal and recycling points that are frequently emptied throughout the city.	Noted.
	Tram infrastructure fails to reflect the historic nature of the city or former tram styling - look at this on future routes.	Noted.
	Reduce road widths.	Noted.
	Improve traffic calming measures.	Noted.
	New street designs and layouts require residents to buy into the process and allow the changes to happen.	Residents will be included in any proposed changes to their street.
	Man made congestion: loading bays at traffic lights & junctions blocking traffic and forcing lane detours.	Reducing our reliance on private cars will make travelling around Edinburgh easier.
	Discourage large delivery trucks and only allow smaller ones in the city centre.	Noted.
	There should be greater use of; Zebra crossings at junctions and wider pavements to allow cycling. This will naturally calm traffic as narrower roads have slower speeds and cars will have to "give way" to pedestrians.	Noted.
	It's all very well having guidance, but if the budget isn't there then it can't be delivered where it is needed.	Noted.
	Safety, more pleasant and traffic-less streets.	Noted.

	It'd help if Council planners/designers field tested the area they were about to re-design. On foot, bike and vehicle.	Site visits are regularly conducted prior to new developments being proposed and such tests form part of the Road Safety Audit.
	An important element of street design is for people to feel safe - so not too many cars or 'hidden' spaces.	Noted.

How do you think we should trial the guidance in a way that is relevant to you?		
Comment	Summary	Response
Publicise the streets on which you're experimenting, e.g. with a simple sign.	There were several methods suggested how the guidance could be trialed maintaining its relevance to the local residents. These are as follows: • publicise notices on streets where improvements are being trialled; • provide before and after pictures as well as fly through models; • vox pop interviews along routes to schools; • ensure all relevant groups are consulted; • on the spot observations and interviews; • adopt Manhattan's model of temporary interventions; • continue approach trialled at George Street; • keeping community councils involved;	Many good ideas for promoting the Street Design Guidance document were submitted. It is intended for the Guidance to be mainly web based and this will allow anyone to access it at any time. Clearly people want to be involved with local decisions being made about their areas and this is better served through consultation on individual projects than this document.
Work on maintaining streets, paths and adding waste bins not only in the centre but in the forgotten suburbs.		
Use it as a guide rather than a statutory document.		
The area in most need is Leith Walk, trial ideas there.		
Show us before and after drawings and do fly through modelling.		
Vox pop interviews along routes to schools		
By consulting everyone.		
Time for trial is over, this City needs to get a grip of transport problems before it is too late!		
Take some good quality decisions and stick by them.		
Observation of how people cope with the current layouts & on the spot interviews.		
The Council writes good guidance but then it's ignored by the planners/developers. The guidance needs to be enforced.		
Follow Manhattan's model and reallocate road space with temporary measures such as planters and paint before then spending the money to do it permanently.		
By keeping Community Councils informed of developments.		
Condense and apply it for a local project where all parts of the project are described in relation to the guidance.		

Try taking some parking away and making wider pavements, and/or segregated cycle ways. Cycle lanes with double yellow lines on uphill road side to make it safer for cyclists when they are going slowly.	• provide examples of local projects relating to the guidance; • promote the use of online resources and infographics; • ensure up-to-date information is available on proposed projects for shopping and residential streets; • use more images; • distribute a 2 page summary of the Street Design Guidance to a wide audience; • trial in areas most in need of improvements; • use libraries to raise awareness; • specify what the guidance would provide for each area; • ensure local communities are involved; • consult again after decision but before the implementation.	
Most people will be interested in shopping streets first and then residential streets. Industrial estates are not much of an issue I suspect. Personally I would like to keep up to date with proposals for main shopping streets and tenement streets.		
By keeping Community Councils informed of developments.		
Condense and apply it for a local project where all parts of the project are described in relation to the guidance.		
A 2 page summary which can be understood by everyone with clear before and after street pictures and details of how this will affect pollution and car use. Delivered to as many homes as possible, libraries and public buildings. Facilitate some public debate and do not confine the setting of priorities to Council employees.		
Having pictures of different types of street is useful - get a feel for what people think is 'good' street design and what is less good		
Trial it in Gorgie! In particular, the main road area between Alexander Drive and Henderson Terrace.		
Halt the building of cycle lanes. Improve road surfaces.		
Many community libraries have space to dispay "mock-ups" of the guidance notes to improve public awareness and gain more comments.		
I think you should sort out the refuse as a priority as it makes much of the city look disgusting.		
Short document provided to members of the public distilling key concepts and ideas.		
A website with some decent graphics would work for me		
Print the guidance for each area.		

Focus on how it would affect local communities - taking a 'city wide' approach will not have the desired effect at grass roots level, nor help to engage those local communities effectively.		
Get feedback from stakeholders on the street using; booths or touch screens in busy areas. Otherwise, the opinions you gather will be from those who actively seek out such information, maybe involved in the process and have made their mind up.		
Keep the public informed before, during and after the trial itself. Consultation should be held after the decision but before implementation to allow further comments.		
Provide the guidance in a variety of formats including easy read and large print.		
An opportunity for local discussions with designers		
Try less street furniture - you'll save money and realise you don't need half of it.		
Surveys like this.		
Workshops with professional streetscape designers would be fundamental and then a number of test projects.		
Pick one area / say Stockbridge and implement change.		
Show how it is being/ has been implemented in a pilot area eg how it informed Leith Walk - what has been done differently as a result of this guidance.		
Buses and cyclists, where possible, should be segregated into seperate lanes thus ensuring that traffic moves more quickly and effectively along main routes.		
Take it to the people. Don't expect them to come to you. The ones that will come to you have an active interest.		
Get more members of the public involved in what is happening or could happen on their local street.		
Standardising street furniture and improving footpaths in the city centre would be a simple and very visible measure of success.		

SDG Consultation – Comments on the draft Guidance

Key themes in the written feedback were:

- the guidance in the form presented is generally too long and as a result felt likely to be of limited practical use;
- formal reinforcement of the status of the guidance is needed in terms of it being a material consideration for planning;
- some auxiliary aspects of street design such as crime prevention and sustainable urban drainage need to be covered;
- more specific references need to be made with regard to the material types and layout provision for disabled people;
- a strong preference to segregate pedestrians, vehicles and cyclists from each other in new layouts and mixed views on shared space;
- an emphasis on giving better street maintenance equal attention or even prioritising over new street design;
- in general a reduction in the amount of street clutter, but an increase in the amount of seats/benches and more trees/greenery;
- support for 20mph zones across city;
- improved management/reduction in residential parking demand;
- emphasis on community involvement in schemes, use of trials to test out new ideas (e.g. George Street); and
- the development of appropriate audit processes to check objectives met.

Responses from the Organisations

Organisations	Response	• Key Points •
Paths for all	I found the document clear, well laid out and easy to follow. The consistent focus on pedestrian needs throughout the guidance is refreshingly welcome. I have just a few minor comments: **B3-2-2 Introduction to street furniture** Would it be possible to include advice that the choice of colours and materials should not disadvantage people who are visually impaired. This relates to surfaces and street furniture. For furniture, bollards, seats and cycle racks are particularly important. The key point is that yellow markings on silver/stainless steel is extremely difficult for people with visual impairment to see. For more information on all aspects of street design for visually impaired people you might be interested in this presentation by Robert White - http://walkcycleconnect.org/downloads/2012-presentations/ Apologies if this was to be covered by fact sheets in section C. **B5** · Table showing variation of street design options across street types – under layout options would it be possible to phrase this simply as "on-street parking." Inclusion of the words "priority for" might be taken as advice that on-street parking must be prioritised over other considerations. · Design options for no frontage streets (strategic, secondary and local) – I feel that footways should be provided to connect any nearby residential, employment, retail or bus stop facilities – via no frontage streets - to any other nearby pedestrian destination, e.g. parks, green spaces, etc.	• Advice on colours and materials for the visually impaired regarding surfaces and street furniture would be useful • Footways should be provided to connect any nearby residential, employment, retail or bus stop facilities – via no frontage streets - to any other nearby pedestrian destination
Morningside Community Council	Can more be done to regulate shop signs in the city centre? Buchanan St Glasgow has had a rigid control over the SIZE FORMAT and display of shop names etc- there is a uniformity and elegance here. Example Shelter sign was 18 inches feet high in Tolcross and 'normal' in others and outsize in Newington Rd Princes St- some fit nicely into their slots- others bulge over and look awkward- slabs of badly fitting plastic High St- surely some sort of control here please?	• Need to better regulate shop signage across Edinburgh
sportscotland	Thank you for consulting with **sport**scotland on the above	• Street design should encourage

	guidance document. Good street design is essential in encouraging both active travel as well as recreational access for a wide range of users, including pedestrians and cyclists. It is important that streets are designed to be suitable and safe for these users, with consideration given to the particular street design features required by each user. This appears to be reflected in the draft guidance and should be retained in future iterations. We have no further comments.	• active travel and ensure cyclist and pedestrian safety
SEPA	Thank you for consulting SEPA on the draft Edinburgh Street Design Guidance. I've read through the draft and I don't know if there is anything positive SEPA could add by answering the questions as set out in the consultation. On the other hand, I think it is possible there could be a mis-match between the guidance and the advice SEPA could give on SUDS, porous paving, etc.	• Could be conflict between the guidance and SEPA advice on SUDS, porous paving etc
Grange Association	This draft guidance was discussed at last night's meeting of the committee of the Grange Association. As an amenity association for this conservation area, we welcome this very comprehensive document. Because the Grange is a well-established area, much of the document is not relevant to us but we wish to make the following two comments on the draft: 1) This version has no internal electronic links making the document difficult to negotiate. We hope the final version will correct this. 2) We are concerned by the clutter of street furniture and road markings. We would whole heartedly endorse the desire expressed in the document to reduce this street clutter. While wishing in no way to impair the safety of pedestrians and road users, we would urge that street signs and road markings are kept to a bare minimum. We would suggest that a whole section of the document be devoted to street signs and road markings and that consistency be introduced. At the moment, street signage appears quite random. For example, when parking zone S1 was introduced, there was a proliferation of poles carrying parking signs. These not only made the area look cluttered but in many cases reduced the available width of the pavement to less than your recommended width of 1.5 meters. This contrasted with the later introduction of the priority parking zone where parking signs were attached to the walls. The Grange Association is now working with the Council to reposition the offending parking signs on to adjacent walls. We look forward to seeing the final version of this document.	• Need for hyperlinks within the document – would make it easier to navigate • Concerned about street clutter and road markings – a section on these topics should be in the guidance in order to have a consistent approach

Cockburn Association	The City Council is to be commended for producing this very comprehensive and worthwhile design guidance for Edinburgh's streets. We support the integration of all relevant policies and guidance dealing with street design and particularly welcome the emphasis on the creation of attractive places and the involvement of communities in this process. In this latter respect, it would be important to give appropriate weight to community views during decision making. In reading the guide to respond to this consultation, the layout/process is not easy to follow and a number of the tables are densely packed with detail. However, the various processes may be easier to understand and apply when actually being used on a specific case. Case studies showing how/where the guidance has been applied would be helpful. We note that the Guidance will be used for all projects that maintain, alter or construct streets including urban paths in Edinburgh. We therefore assume that the exemplar list of such projects will also include the maintenance of utilities? We have the following comments/questions about the implementation of the guidance: 1. The impression is given that the guidance will only be applied when streets are being altered/developed/redeveloped 2. If 1) is the case and only part of a street is to be altered/developed/redeveloped - is the guidance only to be applied to the affected areas? Or can the opportunity be taken to consider enhancing the whole street through the new guidance? 3. If 2) is the approach, is there a danger that the guidance will be applied in an ad hoc and piecemeal way throughout the city? 4. Has an audit been carried out of the city's streets to determine their quality and to devise a comprehensive programme of refurbishment based on priority requirements derived from the guidance? 5. And importantly, who pays for street enhancements?	• The layout and process of the document is hard to follow – case studies showing how/where the guidance has been applied would be helpful • Will the exemplar list of such projects will also include the maintenance of utilities? • Impression is given that the guidance will only be applied when streets are being altered / developed / redeveloped • If part of a street is affected is the guidance applied to this part or the whole street? • Will the guidance be applied consistently? • Has an audit been carried out been carried for refurbishment based on the guidance? • Who pays for enhancements? •
Historic Scotland	Thank you for providing Historic Scotland with the opportunity to comment on the City of Edinburgh Council's draft Street Design Guidance. This document brings together existing guidance in one place to ensure that design of streets in Edinburgh aligns with Designing Streets, the Scottish Government's policy on street design. We are supportive of this aim and very much welcome the more coordinated and cohesive approach now being taken to street design within Edinburgh. The recognition that streets are places is also positive, a move away from treating a street only as a road for traffic.	• Agrees with observation and analysis to inform the design process • Consideration could be given to making more of both historic areas and streets • A need to promote area appraisals and management plans as a tool in the design process.

	In looking at the content in more detail, Section B talks about the importance of observing and analysis to inform the design process and this is something that we would agree with. A number of street types have then been identified with accompanying information sheets, arguably a rather hierarchical approach. However, we do have more concerns with the lack of referencing of historic areas, (i.e. conservation areas as these are places with often a very individual character), especially given the importance of placemaking emphasised throughout the document. Where conservation area appraisals and management plans have been carried out, analysis on streetscape and public realm is generally included, and opportunities for enhancement often identified. This can include encouraging the reinstatement of historic features where appropriate, i.e. setts, and often seeks a higher standard of design for street furniture, lighting and in the specification of materials. For example, there is an aspiration to use natural materials in the World Heritage Site – sandstone paving in the New Town and Caithness in the Old Town. We feel therefore that consideration could be given to making more of both historic areas and streets, but also to promote area appraisals and management plans as a tool in the design process.	
Inverleith Society	The principal aim of the Inverleith Society is to improve the amenity of the Inverleith Conservation Area. While the Society is broadly supportive of the street design principles set out in the consultation draft these are primarily focussed on new developments. Streetscape and street usage have a critical influence on establishing the character of any area and this is especially important in conservation areas such as Inverleith. Across the City there is a legacy of poorly considered and ad hoc highways interventions both by the Council and by utility companies which seriously diminishes the quality of the urban environment and its attractiveness (especially for pedestrians and cyclists). The street design guidance must be supplemented by an action plan indicating how the design principles will be applied to established areas like Inverleith and by a commitment from the Council to implement a programme of positive measures to improve the amenity and usability of our streets. The lack of proper design consideration and the proliferation of ad hoc additions and alterations has damaged the visual appearance (and the usability) of key streets in Inverleith (especially Inverleith Row, Inverleith Place, Inverleith Terrace, Arboretum Road, East Fettes Avenue and Ferry Road). This seriously detracts from the character of the area which designation as a Conservation Area is supposed to protect and enhance. The main factors in Inverleith are: the poor state of footway and highway surfaces on the principal roads;	• Guidance should be supplemented with an action plan showing how principles will be applied in established areas • Ad hoc additions and improvements have damaged the appearance of a number of streets in Inverleith • Issues regarding signage clutter resulting in visual confusion • Believes a number of improvements could be made to principal streets in Inverleith that could tie into planned 20mph restrictions • Asks if the Council would support a survey of local views in Inverleith such as is offered by Living Streets to establish a brief for improvements

	the use of unsympathetic street surface materials for new works and repairs; the visual confusion caused by the anarchic and incoherent multiplication of different sign types (many of which have been generated by different parts of the Council) as well as general signage clutter both of which have the perverse effect of swamping any essential and valuable information content. We think that there are opportunities to make improvements to the principal streets in Inverleith which could also help to underpin the Council's planned introduction of 20mph speed restrictions across the area. These could include junction re-design to slow traffic movements and improve pedestrian safety at critical intersections; reconfiguration of footway/highway boundaries to increase pedestrian space and to integrate parking provision within re-designed street layouts; the addition of street trees on the wider roads either within wider footways or new central reservations. We need a properly integrated approach within the Council to the design and implementation of improvements to our streets which acknowledges and respects the special character of the Conservation Area. Would the Council support a survey of local views in Inverleith such as is offered by Living Streets to establish a brief for improvements?	
Transform Scotland	Transform Scotland notes, on page 15, that one of the key aims of the Edinburgh Street Design Guidance (ESDG) is to follow a process in which *"considers the street as a place first, by recognising the non-transport roles that streets have, and by improving conditions and integrating solutions for pedestrians, cyclists and public transport users as a priority whilst not causing undue congestion or delaying other street users (depending on the location or time of day)"*. On page 25, under the heading 'Recent Policies', it is stated that *"For over 20 years Edinburgh has pursued a transport strategy focussed on strengthening the role of public transport, walking and cycling. Over this period, design practice has increasingly addressed historic problems by favouring street designs that support healthier and more sustainable ways of getting around, and planning policies have sought to support this. The Council wishes to design streets by always considering their role as a place first and which prioritise movement on foot, by cycle and by public transport"*. Regrettably it is evident throughout Edinburgh, and particularly in the central area and on the main routes into the centre, that the private car continues to dominate the street, both when moving and when parked. It is difficult to find many examples of streets where there is evidence that pedestrians and cyclists are being given any priority, and few where there is public transport priority on any scale. On-road cycle lanes where provided are all non-	• Difficult to find evidence of pedestrians and cyclists being given priority over vehicles in central Edinburgh • Cost is likely to have an overarching influence on achieving the principles of how streets should be designed • Difference between improving priority for pedestrians and cyclists which is currently low and actually giving them priority • Section B is too confusing and word heavy and its wording will cause debate as to whether public transport users will be given priority • The ESDG is written in a format which implies that there is a process underway to redesign all of Edinburgh's streets to accord with the guide. • Without a major and accelerated programme of intervention, any of the principles set out in the guide, particularly as regards priority for pedestrians, cyclists and public transport users, are unlikely to become evident on even a small proportion of

	statutory and not protected from parked vehicles. Routes for pedestrians at busy junctions are often circuitous, particularly where there are roundabouts and/or where the junction covers a large area or has a several converging roads. The caveat at the end of the first quote – *"whilst not causing undue congestion or delaying other street users"* – appears to be of paramount importance, and effectively means that the need to maintain the free flow of traffic is given greater priority than any aim to ease the passage for and increase the safety of pedestrians and cyclists. On page 27 of the ESDG it is explained that Edinburgh's goals and values for street design mean that streets will be designed to be: 1. Attractive and distinctive, supporting places of interest 2. Welcoming, inclusive and accessible 3. Helpful in making Edinburgh's transport and ecological systems more sustainable 4. Legible and easy to get around 5. Safe and pleasant - design helps to minimise the risk of injury and death, especially to vulnerable road users – reducing road speeds; a safe environment is provided for all users – giving priority to pedestrians, cyclists and public transport users 6. Responsive to needs of local communities 7. Cost effective in design Transform Scotland supports all the criteria listed, but the final criterion is likely to have a strong influence on the achievement of the other six. Summary Statement 3 on page 31 states that *"street design will prioritise improving conditions for pedestrians, cyclists and public transport users in most streets"*. This statement does not mean the same thing as giving priority to these users, but only to seek to improve – from a low base – the conditions which they face. Consequently this statement falls short of the commitment to "*prioritise movement on foot, by cycle and by public transport"* stated on page 25, under 'Recent Policies'. In Section B relating to 'Design Overview' (page 34), it is explained that *"Design should fully cater for all potential users in a given space by following a process that identifies and considers those which deserve priority before embarking on a design solution"*. However the pages which follow set out an enormously complex process of analysis and categorisation of each street, seeking to resolve competing needs, but there is little in this confusing and word-heavy section which suggests that much progress will be made towards genuinely giving consideration to public transport users, pedestrians and cyclists, ahead of the need to maintain traffic flows. The words *"those* [users] *which deserve priority"* will be a matter for considerable debate and dispute in most circumstances. For example, on page 39 it is stated that *"We are now moving towards a more comprehensive design process*	• Edinburgh's streets for many years or decades • Concerned that the guide appears to reflect an enormous amount of work to produce a highly detailed and complex document with very limited practical application

	that gives, for example, pedestrians a rightful place on the carriageway through crossing points that [are] easy, convenient and appealing, particularly in streets with a high place function such as shopping streets". Inevitably the motor vehicle will be given first priority on all but the most minor of carriageways, and the long-established road design principle of seeking to minimise car queue lengths at main junctions means that pedestrian crossing phases will be short and sometimes infrequent, and sometimes broken into two phases in order to cross one road. Most fundamentally, the ESDG is written in a format which implies that there is a process underway to redesign all of Edinburgh's streets to accord with the guide. In reality there will be very few new streets built from scratch, particularly in the inner areas, so we fear that the best that is likely to happen is some modest redesigning of certain streets as part of a specific project, for example when new traffic management procedures are being introduced. Without a major and accelerated programme of intervention, any of the principles set out in the guide, particularly as regards priority for pedestrians, cyclists and public transport users, are unlikely to become evident on even a small proportion of Edinburgh's streets for many years or decades. In the absence of a firm commitment from the council to fund and implement these measures by way of a city-wide programme, undertaken to a firm timescale, much of the content of the guide will have extremely limited application. Thus we are concerned that the guide appears to reflect an enormous amount of work to produce a highly detailed and complex document with very limited practical application.	
Scottish Natural Heritage	Thank you for sending us a copy of the draft Edinburgh Street Design Guidance. We welcome the opportunity to comment on this document. The guidance has a valuable role to play in translating and refining the principles of Designing Streets into a meaningful form that focuses on Edinburgh's distinct character and circumstances of place. In its current form, we consider the guidance to be overly long and therefore perhaps less likely to offer a clear direction to developers. We recognise however that it is intended for viewing on screen, moving between relevant sections and which may therefore, in practice be more manageable than as a read-through document. **Relationship to Local Development Plan policy** We submitted comments on the proposed Local Development Plan (LDP) on 14 June 2013. Of the sections cited in the draft Street Design Guidance as being relevant to its content, we offered the following comments: Section 5 – A Plan for All Parts of the City Some small changes to text could bring the Strategic Development Areas into line with the overall strategy and specific topic objectives. This is mainly in relation to the	• Guidance is too long and may give a less clear direction for developers • Detailed comments on how to make the guidance more consistent with local and national policy • Suggests comments that could improve wording in places

	incorporation of cycle and pedestrian links through sites. For example, under General on page 54: "Where possible, proposals should incorporate new cycle and pedestrian links through the site …" The suggested removal of 'where possible' would be more in accordance with the 3rd aim of the plan (page 7) and the second and fourth transport objectives (page 104). This would also strengthen the plan's alignment with Designing Streets and Scottish Planning Policy (SPP). Section 2 – Design Principles for New Development We generally agree with the provisions of these policies but consider that section b) of Des 7 could be amended as follows: • Current: *new streets within developments are direct and integrated to ensure ease of access to local centres and public transport and new public or focal spaces are created where they will serve a purpose.* • Proposed: *new streets within developments are direct and connected to other networks to ensure ease of access to local centres and public transport, with new public or focal spaces created where they will serve a purpose as part of this network.* This revision is in alignment with paragraph 46 of SPP. Section 7 – Transport The provisions of policy Tra8: Cycle and Footpath Network form the basis of a strong safeguard for sustainable transport in Edinburgh. However, we suggest that rather than focusing the policy and its supporting text on what development should not do, there is an opportunity for a more enabling stance to be taken. In accordance with paragraphs 270 and 273 of SPP, the emphasis could be on *making best use of or adding to* existing and creating new networks. Overall, we would emphasise the importance of connectivity of streets to green networks and places that people want to go. The Street Design Guidance could emphasise this more simply, perhaps reflecting paragraph 4.15 of NPF3: □ Creating walkable places, with well-designed streets that link our open spaces and wider active travel networks, can deliver better environments for pedestrians and cyclists in town and city centres, and improve health. This emphasises the transport hierarchy of Designing Streets and would link well with the overall focus on modal shift to more sustainable transport options. **Goals & Values**	

	Where the draft references the natural heritage, such as in Goal 3 on page 27, we believe the text would benefit from some refinement. As currently written, it uses terminology that we find unclear: Helpful in making Edinburgh's transport and ecological systems more sustainable. This appears to be about multiple benefits and opportunities to link places, people and the natural heritage within and beyond Edinburgh. We therefore suggest that this goal is reviewed along similar terms to those used in Scottish Government's Green Infrastructure: Design & Placemaking emphasising instead: Making sustainable connections between places, communities and green spaces via multi-functional green networks. The description of the application of goal 3 on page 28 would also benefit from review, particularly: Vegetation and trees support local ecology. Which we suggest is revised to read: Diverse, connected habitats are created which support Edinburgh's natural heritage. We hope these comments are of use to you.	
Police Scotland	**<u>Observations and Comments</u>** **<u>Observation 1</u>** Page 4 – Executive Summary states that *To ensure that Edinburgh's streets are designed to be:* • *Attractive and distinctive, supporting places of interest* • *Welcoming, inclusive and accessible* • *Helpful in making Edinburgh's transport and ecological systems more sustainable* • *Legible and easy to get around* • *Safe* • *Responsive to the needs of local communities* • *Cost effective in design* **Comment** With one of the key points being 'safe', it is disappointing that there is no reference to Secured By Design (SBD) throughout the document as the design of any development has a key role to play in community safety. The Police's flagship initiative SBD, supports the principles of Crime Prevention Through Environmental Design (CPTED) SBD measures are designed to improve security of houses and safety within neighbourhoods and are an integral element of CPTED approaches. SBD principles support the implementation of the Scottish Government's key strategic objective of	• No reference to Secure by Design in the guidance • Opportunity to promote Crime Prevention Through Environmental Design (CPTED) • In the crime and violence section Anti-social Behaviour (ASB) should be included, as the design of the environment can have a significant impact on the level of ASB that is experienced • Need for a holistic approach to safety and security • Imperative that consideration is given to the design and location of street furniture, as it can affect the safety of any environment, including being used to overcome perimeter security, aiding access to vulnerable areas or can encourage ASB. • Ensuring a safe environment should be considered at the design stage to avoid retrofit and cost later • Page numbers in the contents page do not correspond to document – inaccurate from page 80

	'Creating Safer and Stronger Communities and helping local communities to flourish, becoming stronger, safer places to live, offering improved opportunities and a better quality of life'. It is important that these matters are understood early in the process so that they can be addressed without compromising the design as a whole. It is appreciated that some architects are aware of the SBD initiative but this document is an ideal opportunity to promote the CPTED principles as one approach to making places safer. Further information about the initiative, along with details of the core principles and a range of detailed guidelines including play areas, new homes and Park Mark safer car parking can be found at **www.securedbydesign.com** **Observation 2** Page 42 states *Protection from* • *Traffic and accidents* • *Crime and violence* • *Unpleasant sense experiences* **Comment** In the crime and violence section Anti-social Behaviour (ASB) should be included, as the design of the environment can have a significant impact on the level of ASB that is experienced. **Observation 3** Page 43 to 46 states that *Safety and security considerations* • *AFTER DARK SECURITY: Lighting* • *DAYTIME SECURITY: CCTV* • *QUALITY OF SPACE: Friendly and interesting surroundings (quality of built environment, greenery, presence of people)* • *VISIBILITY: Overlooked, no blind corners* **Comment** It is essential that the whole design process is a holistic approach when considering safety and security measures, as if taken in isolation the results can be ineffective and have cost implications in the future. A crime profile and consultation with the Police can assist in ensuring that the measures are appropriate for the needs of each individual development. This is demonstrated with CCTV, which has been highlighted as a consideration for daytime security but could be effective during both the day and night if other	

	factors like lighting, vegetation and positioning are taken into account at the design stage. **<u>Observation 4</u>** Page 49 states – Street furniture factsheets look at the choices of the items installed on the surface of the street, their specification and how they are fitted. The following should be considered in design: • What furniture is used to assist street users make the most of the space and create inclusive and useful streets. • What part furniture plays in the look and feel of a street to create welcoming places. **Comment** It is imperative that consideration is given to the design and location of street furniture, as it can affect the safety of any environment, including being used to overcome perimeter security, aiding access to vulnerable areas or can encourage ASB. Again the principles of CPTED can assist in addressing these issues. On some occasions the safety of the environment has to take presidency over the design, or be cleverly incorporated. As the design, could have a detrimental effect on the local community and their experience of the environment. For example the streetlights can be fitted to accommodate CCTV in higher crime areas to assist in deterring and detecting crimes. However the current standards requested by the lighting department does not accommodate mobile CCTV. If included at the design stage it can be less expensive than having to retro fit at a later date. **General Comments** • It is noted that the page numbers on the contents page do not correspond with the text within the document; it appears to become inaccurate around page 80.	
Grange / Prestonfield Community Council (GPCC)	GPCC welcomes the opportunity to comment on this draft Guidance. Some of its content and that of the over-arching Scottish Government's policy on street design "Designing Streets" are necessarily technical and beyond our expertise. The following comments are offered in the hope that they may improve the Guidance in a non-technical way. The document is in general very well written and easy for the non-expert to follow. We suggest that it could do with a final review to get rid of non-essential jargon and some wording which is more marketing than technology. For instance readers do not need to be told on page 3 under Status of the Guidance in the 4th line that it is "user-focused" (also repeated on page 21). If it is not user-	• Guidance is well written and easy to follow • Concerned over the non-statutory status of the guidance – recently CEC have tended to justify departure from non-statutory guidance • Guidance must be a material consideration with detailed reasons given for departures • Cycle lanes should be introduced where most needed • Issues surrounding red asphalt being chipped by drivers in poor weather

	focused it is worthless. Page 3 – Status of the Guidance. This section makes it clear that this Guidance is one of the six nonstatutory guidance documents interpreting LDP policies etc. As this is the last of the six we suggest that the other 5 be listed in the text for ease of reference, as is done for instance in the Edinburgh Design Guidance. Also some other guidance and standards are still relevant when considering the Edinburgh Street Design Guidance and we suggest that these be listed. One example would be the Edinburgh Parking Standards. We note that page 21 lists those Edinburgh publications to be superseded and this might be the place to list those still to be in force or on page 23. Page 3 – Status of the Guidance. We have a **serious concern** about the non-statutory status of the guidance in the assessment of planning applications. Since the adoption of the five other non-statutory guidance documents referred to above we have observed an increasing tendency by the CEC planning service to ignore its own guidance with statements in assessments such as "This minor breach of nonstatutory guidance is acceptable" when to those affected it may be neither minor nor acceptable. We welcome on page 22 the reference to "Designing Streets" Policies and we note that "Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals." We ask that the Edinburgh Street Design Guidance **must be a material consideration**, or some other firm procedure adopted to ensure that it is not ignored just for expediency and detailed reasons must be given if it is to be justifiably set aside. (We would also like this provision extended to the five other guidance documents.) Page 5 – Who are "we"? This wording sits oddly with the rest of the text although we welcome its intentions. Sporadic uncertainties about who "we" are occur elsewhere such as on pages 29 to 31. Page 15 – The key aims set out on page 15 are supported, but it is suggested that they may not "be applied consistently to all new development projects" unless buttressed by the firmer requirement set out in 4 above. Page 23 – Context of other guidance. Under CEC Supporting Plans and Policies we assume that the last item is meant to be "Conservation Area Character Appraisals" and if so we welcome this inclusion. If the item is intended to mean something else then we ask that this reference be included. Pages 27 & 28 – Goals and Values for Street Design. We strongly support these. Page 38 onwards – B3.. Overview of Street Users and Design Options	• Cycle lanes should be mandatory or segregated with careful design required at junctions • Welcomes integrated approach to reduce street clutter • Asks if this Guidance is applied would it result in differentiating Edinburgh from any other city and how would Edinburgh's singular character and status as a capital city be expressed through the Guidance?

	B3-1-3 Considering streets for cycling. c) We are concerned that Accessibility considerations such as **flat** and adequate **width** could be interpreted to mean that cycle facilities should **only** be introduced in such locations b) Cycle lanes should be introduced where they are needed most, *eg* at and before junctions and where the road narrows Page 60 onwards – B5 Design Principles/Common Elements/Design Options c) Under Walking Environment, we agree that pedestrians should have priority over side streets in areas with high footfall. We support measures such as unregulated junctions, continuous pavements across side junctions and pedestrian crossing points at 50-100m intervals in residential areas b) Under Cycling Environment, we have a number of suggestions i. We agree that cycle lanes should be either mandatory (we assume that means without car parking) or segregated (these make inexperienced cyclists feel safer, but there needs to be careful design at junctions) ii. There is an issue about the visibility for drivers of red chipping asphalt in dark wet winter conditions and suggest that this be reviewed to see what other options exist. iii. Markings on the road fabric: Many of these do not last long creating uncertainty for road users which can be hazardous and risks causing unintended infringements. We suggest a technical review of what might be possible to improve this situation. c) Public Transport/Furniture/Bus Shelters: If these are to be greatly increased in number is it clear how this is to be done and paid for and who is responsible for their location and provision? It would aid visibility and help users if bus tracker displays and interactive links could be provided in the bus shelter, but this then requires an integrated approach and better means to inhibit vandalism. This integrated approach would also reduce street clutter, another very welcome aim of the Guidance. Page 82 onwards – C Detailed Design Manual: We found it very disappointing that during the period we were able to study this document we could find only one of the factsheets to look at and so in effect much of the Design Manual was not available for consultation. We think this has greatly diminished the value of this consultation. Page 116 – Appendix 4 Designing Street Risks: We found this to be a most interesting and helpful annex setting out the legal and technical context and risk and liability issues	

	in street design. Edinburgh: The broad principles of "Designing Streets" emphasising Place before Movement, A Sense of Place, Pedestrians First and PMV last and Reducing Clutter have been well carried into the Edinburgh Street Design Guidance and there is a historical context in A3. However the question we think may still remain is that if this Guidance is applied would it result in differentiating Edinburgh from any other city and how would Edinburgh's singular character and status as a capital city be expressed through the Guidance?	
Edinburgh Living Streets Group	Our overall comments are as follows: The needs of pedestrians, cyclists and public transport users cannot be considered together. Designing Streets creates a clear hierarchy of pedestrians, then cyclists, then public transport users and this should be applied throughout this document The proposals for shared use footways, bus stop designs and joining/leaving the carriageway should be properly pedestrian proofed with pedestrian safety and comfort being prioritised. Stronger emphasis is required on reducing unnecessary signage and commercial clutter, placing signage on lamp posts, existing street furniture or walls and the removal of existing poles and relocating signage should be a matter for regular and routine checks. The overall emphasis of the draft Guidance reads top heavy in terms of coverage of the policy / planning framework and categorising street types, and light in its focus on the procedural aspects of detailed design and implementation. The latter urgently needs to be strengthened. For successful implementation it is essential that there should be rapid follow up in terms of staff training, designed to ensure that all staff in relevant roles are aware of the Design Guidance, and that they utilise it in their day to day practice. In the past similar guidance has often been ignored in many relevant contexts within CEC. Specific instruction should be given on how the guidance is relevant, and staff provided with extracts and focussed examples that illustrate the use of the guidance in their specific work roles. The procedures to be followed in order to utilise the guidance also need to be specified, and tailored to the various implementation contexts and staff roles. Only with such vigorously applied follow up can the second key reason for producing the Guidance, that is should be 'be applied consistently to all new development projects as well as schemes affecting existing streets', be realised. There remain some important gaps in the draft Guidance from a walking perspective that need to be filled. In particular it appears that the needs of pedestrians in relation to both public transport and in relation to on-street parking are not being given the attention that they require. The design and layout of bus (and tram) stops is of	• Need for a clear hierarchy of street users as per Designing Streets • Pedestrians should be prioritised for shared spaces, bus stop design and joining/leaving the carriageway • More emphasis need on reducing street clutter • Focus on the procedural aspects of detailed design and implementation needs strengthened • Need for staff training on relevance of guidance and examples that show how it is relevant to staff in their roles • Conflict between pedestrians moving along the pavements and those waiting to board buses should be avoided or minimised through bus stop design – this issue should be flagged up in section B5 • Guidance should cover location of facilities where pedestrians congregate e.g. ATMs to avoid conflicts • On-street management - of signage, bins, seating and other street furniture - should be seen as an essential component of street design and place making. • Reduction and relocation of signage to minimise poles and clutter should be a matter for regular and routine checks • Numerous detailed comments for consideration

	fundamental importance if conflicts are to be avoided (or minimised) for pedestrians, between those moving along the pavement and those waiting and boarding buses. It is also important that visibility and space is maintained for pedestrians passing the bus stops: Princes Street, Polwarth Terrace, Nicholson Street and Raeburn Place are unfortunate examples of where bus stops are barriers for pedestrians. Yet there is no reference to these issues in the current draft guidance. It is possible that they are well covered within the public transport fact sheets, but it has not been possible to assess this since the links to these fact sheets are not active. The issues should in any case be flagged up under the design principles in section B5, with clear links made through to the relevant fact sheets. We suggest that there should be an addition, in the Walking Environment Section under Common Elements, of the general point that pavement widths at bus stops need to be sufficient to accommodate the shelters and boarding areas required. This should be followed through in the Walking Environment section for each of the relevant street types, with suitable references to the increases in the minimum pavement widths required. There are similar omissions in relation to the layout of parking provision and its links with pedestrian movement. The Design Guidance should also cover the location of facilities, such as cash machines, around which pedestrians congregate. This is to avoid their location at points of conflict with other activities such as bus stops or cycle parking, or where pavements are narrow or space is otherwise at a premium. It is vitally important also that on-street management - of signage, bins, seating and other street furniture - should be seen as an essential component of street design and place making. Stronger emphasis on good management is required, and the reduction and relocation of signage to minimise poles and clutter should be a matter for regular and routine checks. **Detailed comments** Our comments in greater details are below: On page 15 reference to integrating solutions for 'pedestrians, cyclist and public transport users'- quite often those solutions will be distinct and prioritisation will be required- for example improving conditions where pedestrian flow is highest. On page 15, there should be a default hierarchy with pedestrians at the top. On page 22, there is a statement that Design Manual for Roads and Bridges (DMRB) standards can be used where this guidance doesn't cover an issue. DMRB is not appropriate for urban areas and where the guidance doesn't cover an issue, guidance should be revised to ensure that a new approach, in line with the hierarchy with pedestrians at the top, is put in place.	

	In the Historic Development and Character Areas section (p. 25) the scale of the road safety problems created by car oriented design should be flagged up. We suggest that the last sentence should be modified to read 'The result is incompatible with road safety and environmental sustainability …' Page 25, third paragraph should highlight the barriers specific to walking. The fifth paragraph could highlight the default hierarchy. The changes in practice listed in Section A5 are welcomed and in particular Summary Statement 3 (p.31), which gives systematic priority to designing improved conditions for pedestrians on most streets. The explicit specification that this means tight corners at junctions, crossing points at desire lines, and flat pavements with suitable crossfalls at driveway entrances, is especially welcome. We look forward to the necessary measures being taken to ensure that there is consistent implementation of this design guidance; measures that we see as long overdue. On page 36, the street framework is introduced. We commend this approach but do have one concern as to how flexible the definition will be. Streets change over time and proposals to improve public spaces, such as on East Causewayside shouldn't be blocked simply because a street has been defined as strategic or secondary. On page 43, we particularly welcome the statements that "Design should give special consideration to the young, old and those with disabilities" and "free from barriers such as footway obstructions" On page 43, it is important to highlight that it is not just about walking to work, that 33% of all trips are by walking and this takes no account of the high proportion of tourists who walk, vital to the Edinburgh economy. On page 51, we welcome the approach to soft landscaping but would highlight two additional points: o There are opportunities for 'aggressive planting', e.g. planting of thorned bushes to block access to graffitt-prone walls o There should be recognition that planting, if not properly maintained, can block passage for vulnerable pedestrians Page 48 main paragraph, second sentence should be amended to read "Shared spaces can assist with giving pedestrians priority over other street users where traffic and cycling speeds are effectively controlled" Page 49 last paragraph - first sentence should be amended to read "Street furniture may be related to traffic management or is provided for commercial purposes or for the comfort of street users" In the categories on page 56-57, 'legibility' is an important value for all street types. We also believe that the 'safe' value is important to apply to strategic streets. On page 62, the design speed for strategic residential	

	(high density) streets should usually be 20mph not 30mph. In Section B5 speed limits are shown in association with the list of different road categories. The limits specified appear to have some anomalies, however, and should be adjusted to bring them more clearly into line with current policy on the use of 20mph limits. For 'Strategic Residential' streets for example (p.62), where there will be high densities of pedestrians, the limit is set at 30mph; whereas for 'Strategic Employment' streets (p.63) it is set at 20mph. We are presuming that these limits should be transposed. On page 65, on strategic no frontage streets, footway provision should be made if the route is likely to be used at any time, particularly after dark by pedestrians. On page 67, lower lighting columns would be appropriate for secondary residential streets to help lower speeds On page 72 and 74, on local residential (high or low density) streets, there should not be shared pedestrian/cycle footways. For the 'Local Residential (low density)' street category (p.74) the maximum 3m corner radius requirement, under Walking Environment Layout, has been omitted. We assume in error. On page 83 we broadly welcome the statement that "Footway should be widened to minimum widths where feasible". However, there are many areas with high pedestrian usage where specified minimum width is not currently provided for (eg Cowgate, West Port, East section of High Riggs). So we would seek some further explanation of what does "the minimum" really mean? We note with approval the design detail drawing for the treatment of Crossfalls in Section C, Pedestrian Zones, p.84. We also welcome the fact that chamfered kerb designs are to be used where pavement widths are narrow, but it needs to be made clear what is narrow in this context; which should be wherever the pavement widths are less than the normal minimum of 2 metres. A detailed design drawing is also needed to illustrate an approved chamfered kerb design. The Factsheet on Uncontrolled Crossings, on p87, states that 'White Bars marking can be used across crossing points to avoid parking'. It is well known that such marking is not effective and that double yellow lines are required rather than white ones in this context. The accompanying photograph on this page indeed illustrates the use of double yellows. On page 87, we strongly welcome the commitment to flush dropped kerbs. This page should also highlight a minimum width for refuges. We note that statement that "The most basic form of crossing is a pedestrian refuge in the form of an island in the centre of the road, often at junctions." This statement should be qualified by noting that the easiest way for a pedestrian to cross a road is to minimise the width of road to cross; this is the "most basic	

	form of crossing". In many instances in practice, it would be preferable (in terms of facilitating a pedestrian crossing a road) to widen the pavements and narrow the road, rather than to provide a refuge in a (wider) road. On page 90, we would highlight the importance of consultation with groups representing visually impaired individuals. The detailed design for raised entry treatments (into 20mph or home zones), as illustrated on p.90, specifies block paving or setts as the preferred material, even for the area of the desire line that acts as a pedestrian crossing. This is unfortunate and is not consistent with the advice given in the Factsheet on 'Continuous Junction (Gateway Entrance)' on p104. The advice and illustration on p.90 should be modified in the light of experience (in Edinburgh and elsewhere) of the additional maintenance costs and problems for pedestrians that are associated with the use of these materials. Flat surfaces without trip hazards for pedestrians are especially important at crossing points, and the use of small blocks or setts exacerbates the risks compared with larger flagstone or asphalt based designs. Raised entry treatments that are distinctive and /or indicate priority for pedestrians, can readily be designed without resorting to the use of small block pavers or setts. "On page 94, we believe that shared footways are inappropriate in the overwhelming majority of locations in the city. A robust and transparent consultation process is required to determine the very few exceptions to this default assumption, ensuring that pedestrian safety and comfort are properly protectedWe are also concerned at the idea of lighting and columns and poles being located in the separation strip as this creates an additional hazard for visual and mobility impaired individuals. We accept that streets with no frontage will have less pedestrian/cyclist conflict but would argue that residential and employment streets should not be considered for shared use footways. We would also query the statement: "Used only when carriageway environment is assessed to be unsuitable for cyclists and not possible or desirable to improve on carriageway conditions" The guidance should specify or at least illustrate under which circumstances would the carriageway be unsuitable for cyclists and what steps could be taken to make the carriageway feel safer for cyclists of all abilities to use it. On pages 95-97 under bus stop designs, options 2 and 5 would generate huge conflict and should not be considered under any circumstances. Option 3 could only work where pedestrian flow is low. For option 4, we believe this should apply even where cyclist use is higher and that option 1 could still be used where appropriate and where there are no risks to cyclists. We recognise the dangers of merging traffic around bus stops to cyclists and believe that carefully designed floating bus stops may be an appropriate solution where	

	segregated cycle lanes are provided. On page 98, we believe the proposal for joining/leaving the carriageway focuses on continuity of movement and comfort and safety for cyclists with insufficient consideration of pedestrians, especially more vulnerable pedestrians. We think this is building in areas of future conflict. The options which deflect the footway are marginally better than the options which encourage hopping on and off the footway. A design solution would be required which would ensure that bicycles are moving close to walking speed in these solutions-the kerb should not be flush (unless it will serve a particular need for disabled pedestrians) On page 101, we welcome the commitment to restrict corner radii. This should be dependent on local context, for example the presence of a sheltered housing or care home would suggest there will be a larger number of older pedestrians crossing the road who would benefit from lower radii, regardless of street type.. On page 102 (junction radii) “A presumption should be to minimise the radii, where the maximum is to be installed, justification must be given in audit document”. We suggest this should read: “the presumption is to minimise the radii; where this is not proposed, justification must be given in audit document”. This statement implies that all proposals are indeed audited - a presumption included in ‘Designing Streets’. We believe the design guidance should explicitly state that this is a requirement and Would appreciate clarification of an appropriate process of auditing. On page 104, we welcome the commitment to continuous junction (gateway entrances) but believe these should also apply to local to local, secondary to local and secondary to local and service junctions too. The illustration and advice on the Factsheet concerning 'Continuous Junction (Gateway Entrances)', on p.104, gives no details of the means of raising the entrance to pavement level. This should be added, and the detailing of steep ramp or hump slopes must ensure that speeds are reduced to well below 20mph, at these crucially important points for the safety of pedestrians and cyclists. The chamferred kerb design referred elsewhere (in association with driveway entrances) would seem to be appropriate here also. On page 124, the creation of defensible space could be an important change to residential streets without conventional frontages, e.g. at high rise developments. For example, where a building is surrounded by public greenspace, there should be a sense that there is a buffer zone between a window and the greenspace. Associated with planting, the guidance should advise against hedges, trees and other vegetation protruding into the footway, and should state what intervention the Council will make where this is problematic In Table 3.1.2. on p.130, 'Street Audits' should be added to the list of example projects, under the Medium category	

	we suggest. Appendix 5 includes a table on the importance of Seating Provision in the different categories of streets (p.144). It focuses solely on heavily used and in particular retail / high street / hub type streets, with no other streets registering as of even medium importance. Understandable perhaps, but this approach pays no consideration to the needs of mobility impaired pedestrians, even in streets / localities where there are concentrations of facilities for the elderly and disabled. We consider this to be fundamentally wrong. The provision of seating at regular intervals along residential streets, where they provide access to local facilities for concentrations of mobility impaired users, or near playgrounds, should be seen as a top priority and ranked on a par with provision in a retail environment. (cf. The DoT's 'Inclusive Mobility' Guide, published in 2002) On page 145, we would question whether the carriageway should be an absolute minimum width of 6.25m as there may be circumstances when a narrower street would benefit pedestrians and cyclists without unduly delaying buses- especially where bus use is low. For example, on the Westport, this is a bus route however the footways are extremely narrow and are strong candidates for widening We note on page 146 that "the guidance is subject to an ongoing human rights and equalities assessment. Initial findings from internal workshops are summarised below." We would highlight that under the 2010 Equalities Act there is a statutory requirement to review such policies for impact on 'protected characteristics' and for those interests to be involved in such reviews, with the results published.	
Portobello Amenity Society	We have discussed the draft Edinburgh Street Design Guidance at the last two amenity society meetings. While we recognise the need for such guidance we did not find it easily accessible as regards the ordinary person as we found it extremely theoretical at this stage and, as a result, we are unable to make any other comment other than this.	• Document is too difficult to understand for members of the public
Spokes Planning Group	2. To what extent do you agree or disagree that streets should be designed to: Complement the surrounding buildings **Neither Agree Nor Disagree** Ensure you feel safe and comfortable **Strongly Agree** Be easy to find your way around **Strongly Agree** Provide for a variety of activities **Slightly Agree** Include trees and landscaping **Slightly Agree**	•

	Encourage travel on foot, by bike and by public transport **Strongly Agree** 3. To what extent do you agree or disagree with the following approaches to street design in Edinburgh? Having wider pavements where there are lots of pedestrians **Strongly Agree** Using paving slabs to surface footways with lots of activity i.e. shopping streets **Neither Agree Nor Disagree** Using materials which would minimise the impact on the environment **Slightly Agree** Segregating cyclists from other vehicles where there is lots of traffic **Strongly Agree** Separating public transport from other vehicles to help it get past traffic queues **Strongly Agree** Allocating space for pedestrians to stop, rest and enjoy the surroundings **Strongly Agree** Focusing on busy shopping streets as the most important areas for making places better for people **Neither Agree Nor Disagree** Giving priority to vehicle space for car parking on the road in residential streets **Strongly Disagree** Having less space for cars in streets where lots of people are getting around by other methods **Strongly Agree** 4. What is your favourite street in Edinburgh and why? There is currently no 'Spokes favourite street' in Edinburgh. Potentially it is Princes Street, as was suggested by the results of a survey of nearly 100 Spokes members in 2010, but it would need to be free of motor traffic and redesigned with walking and cycling prioritised. Princes Streets connects many other routes, it contains or is near many great and useful destinations, and of course in many other ways it cries out for a redesign which would justify its potential place as Scotland's premier street. NOTE: In relation to the following questions about 10 Edinburgh streets, we attempt to give an overall perspective on each street, not solely a cyclist perspective. We are interested in whether you like these streets or not, thinking about how they are used, what they look like and	

	if they are welcoming, for example 5. Do you like this street? **Like a little** 6. Please tick the things you like or dislike most about this street (tick as many or as few as you wish). Space for parking - like Street furniture (e.g, benches, art work etc.) - dislike Safe to use - like 7. Do you like this street? **Like a little** 8. Please tick the things you like or dislike most about this street (tick as many or as few as you wish). Space for pedestrians - like Space for parking - dislike Trees or vegetation - like Street furniture (e.g, benches, art work etc.) - dislike 9. Do you like this street? **Dislike a little** 10. Please tick the things you like or dislike most about this street (tick as many or as few as you wish). Space for pedestrians - dislike Space for parking - like Street furniture (e.g, benches, art work etc.) - dislike Safe to use - dislike 11. Do you like this street? **Dislike a lot** 12. Please tick the things you like or dislike most about this street (tick as many or as few as you wish). Space for pedestrians - dislike Space for the general road - dislike Street furniture (e.g, benches, art work etc.) - dislike Safe to use - dislike Overall look and feel - dislike 13. Do you like this street? **Neither** 14. Please tick the things you like or dislike most about this street (tick as many or as few as you wish). Space for parking - dislike Trees or vegetation - dislike Street furniture (e.g, benches, art work etc.) - dislike Overall look and feel - like 15. Do you like this street? **Like a lot** 16. Please tick the things you like or dislike most about this street (tick as many or as few as you wish).	

	Space for socialising - like Space for pedestrians - like Space for cyclists - like Space for parking - like Trees or vegetation - like Street furniture (e.g, benches, art work etc.) - like Quality of the surfacing - like Safe to use - like Overall look and feel - like 17. Do you like this street? **Neither** 18. Please tick the things you like or dislike most about this street (tick as many or as few as you wish). Space for pedestrians - like Trees or vegetation - dislike Street furniture (e.g, benches, art work etc.) - dislike Safe to use - like Overall look and feel - dislike 19. Do you like this street? **Like a little** 20. Please tick the things you like or dislike most about this street (tick as many or as few as you wish). Space for pedestrians - like Space for cyclists - dislike Trees or vegetation - dislike Street furniture (e.g, benches, art work etc.) - dislike Quality of the surfacing - dislike Safe to use - dislike 21. Do you like this street? **Dislike a lot** 22. Please tick the things you like or dislike most about this street (tick as many or as few as you wish). Space for parking - dislike Trees or vegetation - like Street furniture (e.g, benches, art work etc.) - dislike Overall look and feel - dislike other - metal fencing - dislike 23. Do you like this street? **Like a little** 24. Please tick the things you like or dislike most about this street (tick as many or as few as you wish). Space for pedestrians - like Space for cyclists - like Space for parking - like Trees or vegetation - like Street furniture (e.g, benches, art work etc.) - dislike Quality of the surfacing - like Safe to use - like Overall look and feel - dislike 25. 'Other' - 'Submission by Spokes Planning Group'	

	27. When travelling around Edinburgh, what is your main means of travel? How do you travel? Most Common - cycle, 2nd Most Common – foot 29. How clear do you find the structure of the guidance with the three interlinking sections covering A) context, B) design overview, and C) design details? **Neither clear nor unclear** If you think it could be improved in any way, please provide comments While these seem sensible sub-divisions the way the structure is explained on pg 14 is a little unclear. In particular the way the sentence "There are chapters on the context of the document, overall design concepts, and detailed design guidance." relates to the diagram on the right. We suggest making the colour coded text in this sentence identical to the section headings in the table on the right of the page would improve the clarity, e.g. rename Part A context of the document , Part B overall design concepts, etc 30. The challenge of creating better streets for people, whilst making sure the city is easy to move around at the same time, is at the core of the Council's proposed new guidance. What do you think the balance of importance should be? Making better places for people to enjoy the surroundings **Very important** Making sure people can get from A to B as quickly as possible by walking **Very important** Making sure people can get from A to B easily with a car **Not very important** Making sure people can get from A to B as quickly as possible by cycling **Very important** Making sure people can get from A to B as quickly as possible by public transport **Fairly important** Do you have any comments? The council needs to take further steps to make it more inconvenient / difficult to drive to and through important areas such as the city centre. A strategic approach is needed to the city centre to gradually remove general traffic from it over a period of years and allow people to enjoy it and shops to thrive.	

	The Council must recognise that there is a conflict between maintaining or providing greater car accessibility and designing well for walking and cycling. The Local Transport Strategy (LTS) does in fact recognise this, with its targets not just to increase walking and (substantially) cycling, but also to reduce car use. The Street Design guidance must reflect and implement these targets. What do you see as the main issues arising from the following possible changes? 31. Using signage and road markings in a different way to normal standards to reduce clutter. It is a good idea to aim to reduce street clutter provided the meaning of the signage and road markings is still completely clear. 32. Using shared surfaces where pedestrians and vehicles mix, in busy residential streets. This is a good idea in some circumstances and can sometimes reduce traffic dominance and vehicle speeds, for example in 'home zones', which will benefit both pedestrians and cyclists. However, reducing traffic volumes and/or removing traffic and/or provision of segregated cycling facilities are usually preferable solutions, particularly where current traffic levels are high. 33. Reducing the formal level of traffic control (e.g. by using shared surfaces where pedestrians and vehicles mix) in busier shopping streets. In some circumstances this can reduce traffic dominance and vehicle speeds, which will benefit both pedestrians and cyclists. However overall reductions in motor traffic*, by parking and access controls, and/or provision of segregated cycling facilities are likely to be better solutions in 'busy shopping streets' * from current high levels of motor traffic. 34. Using street space to physically separate cyclists from other traffic. We strongly support this on streets with relatively high traffic speeds and volumes. Given the fear of traffic is one of the main reasons many people do not cycle, this type of design being widely implemented in Edinburgh is likely to result in large numbers of people taking up cycling and help to achieve the Council's cycling targets. 35. Using sustainable urban drainage systems (SUDS). No comment 36. In general, do you support the changes in approach set out in Section A5 'What changes will we see'? To view section A5 please click here. Please note this will open in a new window. Support Are there any approaches that you wish to comment on? No Streets have been classified into 25 types using a grid, or	

	matrix, which has been called the Edinburgh Street Framework. This combines different movement and place functions for different streets. 37. How clear do you find the Edinburgh Street Framework? **Fairly unclear** If you think it could be improved in any way, please provide comments It seems unnecessarily complicated with too many categories. This then makes everything that follows on from the Street Framework even more complicated. We strongly suggest it is made much simpler if you want this document to accessible to the public and for them to understand why a given street is being redesigned the way it is. One way to make it simpler could be by reducing the number of categories. You could start by with the link types. For instance from the street examples given 'strategic' and 'secondary' do not appear significantly different categories and could reasonably be merged as could 'local' and 'service'. This would result in 15 categories. Design principle sheets summarise who should have priority and provide design preferences. 38. How clear do you find the design principles sheets as advice in helping to apply the guidance? **Fairly Clear** Please provide comments The main comment is that this section is overly complicated due to too many streets types being defined as commented on above General comments on Design Principles We strongly support the Council's recognition that mandatory or separated lanes should be considered in the design process for all streets types that have relatively high traffic volumes and speeds. We have long advocated the use of both these types of cycle facilities but to date there have been very few of the former and none of the later in Edinburgh. We hope this marks a change in approach from the Council which will see many of these facilities implemented, not just in cycle-specific projects but also by maintenance teams when streets are resurfaced. Finally, the term 'separated lanes' should be changed to 'segregated lanes' for clarity. Provision for long term cycle parking/storage should be included as a design option in all residential streets. It is particularly vital in streets with no convenient in-house or in-garden storage opportunities – for example terraced and tenemental areas. We suggest a new type of cycle facility which we describe as 'including advisory cycle lanes on both sides of the streets and the removal of the carriageway centre line' should be a standard design option in certain types of street as appropriate (to be discussed with the cycle team and Spokes) such as relatively lightly trafficked rural roads with little or no frontage. It is a useful way to change the	

	feel of the street and indicate more priority for cyclists. It has been used in a number of locations in the UK and is routinely used in the Netherlands. 39. How clear do you find the overall layout of the information in the factsheets? We will comment on the factsheets in the consultation which you have informed us will take place in July and August 2014 40. Do you have any comments on any detail in the factsheets? Ditto 45. Please use this space to provide any other comments you have on street design or how this guidance could be improved upon, e.g. useability, clarity, terminology, content or coverage? Our main general comment is that the guidance is overly complicated and difficult to follow. This may limit how well the principles it is trying to convey are implemented by the wide range of staff at the Council, plus outside consultants, developers, etc, who will need to use it. For example, the overall aims on page 15 are not as succinct and clearly worded as they could be, especially the third and the fifth bullet points. We support all the elements included that are in line with 'Designing Streets', e.g. considering streets as a place first, tight corner radii, facilitating pedestrians crossing on desire lines. page 15 - We strongly disagree with the fifth aim of the street design guidance on page 15 and the priority it implies will be given to motor traffic over other modes of transport in particular "improving conditions and integrating solutions for pedestrians, cyclists and public transport users as a priority whilst not causing undue congestion or delaying other street users (depending on the location or time of the day)". The conditional element of this statement means that you will not in reality give priority to designing for sustainable modes of transport. What it means is that you will try and improve conditions for pedestrians, cyclists and public transport users however if it might inconvenience drivers by potentially causing too much congestion then you will not go ahead with the improvements, i.e. when it comes to the crunch existing poor conditions for pedestrians, cyclists and public transport users ultimately are acceptable, whereas inconveniencing car drivers is unacceptable. This overall presumption must change if Edinburgh is going to break away from traffic dominated spaces and begin designing places for people and not cars in line with Scottish Government Policy - Designing Streets. Furthermore, this presumption is surely incompatible with the LTS targets to increase walking and cycling and to reduce car use. Page 30 - We disagree that streets with no frontage (or buildings) necessarily have a 'very low' place function, for	

	instance streets that run between parks such as Melville Drive. page 40 - we disagree that on Strategic shopping streets the primary design focus should be solely public transport and pedestrians. Encouraging cycling to and through strategic shopping streets, by means of high quality infrastructure such as segregated cycle lanes, is vital both to enable people to cycle along these main city arteries and also to improve their retail vitality. This is also essential if the council is to achieve its very ambitious LTS targets to increase cycle use. page 44 - 4% travel to work by bike is incorrect. This was 5% (to nearest %) in the 2011 Census which is the most reliable existing data. It should be changed to 5% and the census referenced. Furthermore this is likely to have increased since 2011 too! Additionally the policy reference should be modified to read " The City of Edinburgh Council supports and encourages cycling through the Active Travel Action Plan and has a set a target that 10% of all journeys in Edinburgh will be made by bicycle by 2020". page 45 - under comfort for public transport include smooth carriageway surface, a poor surface leads to an uncomfortable ride on the bus! page 46 - replace 'motor vehicle' with 'car' as motor vehicle implies other modes such as bus are included in this figure whereas the 40% figure relates to just those who drive by car/van to work. page 56 and 57 - the tables are difficult to understand pg 80 - what are cycle gates? this needs to be defined. For example, are they entry points for cyclists only or are they barriers forcing cyclists to dismount? Pg 81-104. [technical street design manual] It is our understanding that this section will be expanded by means of detailed design factsheets which will be subject to a consultation later this summer. We therefore reserve comment on this section until that time. We do however highlight in advance one issue of great concern, since the council is still continuing to install facilities dangerous and intimidating to cyclists, namely central islands substandard from the cyclist perspective. The question of width and layout between kerb and island is a well known issue, but other aspects can be equally intimidating and dangerous. These include parking/loading spaces immediately after an island (as at the new Dalry Road island) or fast roads where two traffic lanes merge into one just prior to an island, (e.g. downhill on Comiston Road). Gradient is also significant where motor vehicles need to wait behind cyclists approaching such a pinch point – the driver may overtake unsafely uphill as the cyclist is going slowly, or downhill not appreciating the cyclist's speed. Obviously safe and convenient pedestrian crossings are very important, but alternatives should be sought where an island increases	

	cycling dangers. 46. How do you think we should trial the guidance in a way that is relevant to you? No comment	

Responses from the individuals

	Response	• Key Points
1	On street design, its obvious from my commutes by cycle through the town, there are massively inferior bits of infrastructure and some non existent bits too which would directly benefit from any kind of design. What I would like to see is a ban on parking in and on cycle lanes, which should be repainted with high visibility paint that lasts a while, some of the current cycle lanes are in a dreadful state. I would also like to see the reduction in shopfront sandwich boards and other pavement obstacles such as bins and badly sited street furniture, including junction boxes and signposts that force pedestrians into the roadway. Ive personally had 3 accidents as a result of these things in the last 3 years, all of which were not anyones fault in particular. I would also like to see taxi drivers at Rosebery Cresent made to obey the 3 taxi stance rule, and the road markings there to be clearly visible to all road users, currently it's an overranking free for all most days, that reduces the street to 1 lane north and south, with the blind corners it's a virtual deathtrap. So in short, paint the cycle lanes with paint that lasts, remove the obstructive street furniture, make being a pedestrian a pleasure instead of an obstacle course.	• Need for better cycle infrastructure • Ban on parking in cycle lanes • Remove obstructive street furniture • Ensure cycle lanes are clearly painted with paint that lasts
2	"Hmm, what building in the New Town do tourists love to photograph? I know let's stick a bright yellow sign in front of it - I'm sure James Craig meant it to be that way!"	• Removal of unnecessary signage
3	I would like to point out that a very cheap and effective way to reduce speeds on urban roads is to stagger parking bays from one side of the road to the other to break up sightlines for motorists. This makes them feel less secure and entitled, and consequently they drive slower. A concrete example where this would work might be Glenogle Road, Edinburgh. Additionally, tree planting would often be better placed in the centre not the sides of the carriageway. Finally, anything which can be done to end the "cockroaches and rats" effect where pedestrians have to scurry along the edges of buildings to protect themselves from vehicles, who occupy pride	• Stagger parking bays to slow motorists • Tree planting should be in the centre of the carriageway • Need to improve pedestrian safety from vehicles

	of place in the centre of the road, would be welcome, as would traffic lights which do not leave the pedestrian in the middle of a junction (Tollcross, Edinburgh & Charing Cross Glasgow.)	
4	Thanks for sending this on. Can I just check the document is complete – it has 127 pages, but the contents list >146 pages. It seems the detail of Section C is missing?	•
5	Pedestrians are being obstructed by the inconsiderate placing of various pavement billboards ..in some cases up to half of the pavement can be obstructed forcing pedestrians onto the road...dangerous!	• Safety issues arising from cluttered streets
6	Suggestion Use traditional black tarmac with white chips on most streets rather than paving as this must be cheaper, looks fresh and can be more easily repaired. Get rid of extraneous things in the street such as redundant signage	• Use traditional black tarmac with white chips on most streets rather than paving – easier to maintain • Remove unnecessary street clutter
7	I note the contents of the Street design Document. I own a flat on Western Harbour Place and use the 10 bus from Western Harbour Drive into the city center. I am at a loss to understand how the width of Western Harbour Drive was determined and if in fact it was intended that cars were to be allowed to park on it. When cars are parked (almost all the time) it becomes a one way street and makes the entry and exit from Western Harbour very difficult especially for buses and larger vehicles. IT seems double yellow lines would be appropriate for Western Harbour drive. I am assuming that Western Harbour is a result of the latest thinking in street design. There are similar problems on Windrush Drive, although there are specific widening in places for parking, Cars park on the opposite side of the road, where there is no yellow lines and this again causes the street to become one way. This is also part of the 10 bus route. It seems to me that there should always be safe passage for buses and preferably so at all times on a bus route a pass can pass another bus coming in the opposite direction. This means if there is to be parking on either side of a bus route the street needs to be at least four lanes wide! If parking is not to be allowed then double yellow lines must be used on narrow steets which serve public transport.	• Streets need to be an appropriate width for vehicles to pass especially buses • Should be double yellow lines used on narrow streets with public transport

8	Street design guidance is very good if not a little too wordy. Also way too long! P.29 before you get to key principle	• Document is too long and wordy
9	I've found it very difficult to get my head around. Agree with principles but layout is confusing.	• Structure and layout need improved
10	Having read the draft design document (PDF), I have to say I'm disappointed that there appears to have been little consideration given to the comfort and safety of disabled street-users. Although in the annexes there's a brief section on the importance of complying with "the disability equality duty", not enough has been done in the body of the document to explain how compliance will be achieved. My main concern relates to the well-being of disabled users of shared surfaces. For example, it's essential you take steps to protect pedestrians who are blind or deaf from cyclists and motorists. Deaf pedestrians are likely to be particularly at risk because their disability is not visible to other people. On a shared surface cyclists and motorists are likely to be impeded by a deaf pedestrian who can't hear their vehicles or their horns or bells. Harassment of the deaf person is then likely to occur, although you say yourself in the document that you must "eliminate harassment of disabled persons". Clearly there is also a risk of injury, never mind harassment. In your final design you must explain what steps you will take to protect disabled street-users from harassment and injury. In section B3 you should add a subsection on "Considering streets for the disabled".	• Not enough consideration given to people with disabilities – not explained how disability equality duty is complied with • Issues for disabled people using shared surfaces • Risk of injury and harassment of disabled people • Add a subsection on "Considering streets for the disabled" in section B3

11	I have significant concerns over the policy even though I agree with several of the themes. I have been a pedestrian in the centre of the city, rather than a car user for many years. Given it's ambition & policies, the title of the document is misleading. **Protection of the city's historic landscape** is not adequately ensured. I am disheartened by the too many examples where the grain of the historic city has not been respected. Modern urban designs & street clutter are imposed frequently in the Old and New Town. This clutter is physical (impeding movement on foot), visual or both. As the council fails to comply with its own 2006 Guidance, the aim that "*Street clutter is reduced to a minimum*" (p28) may also be disregarded. Bollards are frequently too many &/or too large (eg. Stockbridge, George IV Bridge, Grassmarket). The New Town & other areas are being spoilt by new inappropriate, superfluous pedestrian refuge islands. Their (new) design violates existing guidance. **Maintenance & Repair**. The whole tenor of the document is that 'change & improvement' take centre stage. This is a significant concern. The need for maintenance & repair of pavements & carriageways is downplayed throughout (- see refs. On pages 3, 20-22, 46, 94-5). Presently, new installations are prioritised yet a large number of footways & carriageways in some of the busiest pedestrian areas & axes remain unrepaired, disfigured or hazardous for months or years (eg. New Town axes of Hanover Street, Frederick Street, Dundas Street & other areas). When substantial repairs are done, some results are sub-standard or appear unfinished – (recent work in Thistle Street EH2) or very bad (recent work in St Stephen's Street, EH3). Setts are removed & replaced inconsistently by a tarmac surface. No one expects CEC to make good every single surface defect. But its practice of installing the new rather than making good the old is the wrong policy. **Scope**. The overall aims of the local development plan (LDP) are unobjectionable but the future in the Guidance is vague, but threatening: *'Some of these approaches will be in widespread use, whilst others will be piloted or used only in some streets'*. (p29). But the philosophy of the Guidance is that every street in Edinburgh (p5 refers to '*most streets'*) could be improved or designed better. Such an unlimited, open- ended commitment conflicts with common sense, respect for conservation, cost, & the principle of limitation in sustainable development. As such the Guidance illustrates a wide gulf between the grand-vision of the council & what actually concerns residents who favour some changes or raise street maintenance & other issues	• Issues surrounding street clutter do not comply with existing guidance and are not being adequately addressed in the guidance • Need for maintenance and repairs is downplayed in the document • Recent, substantial repairs have been substandard • Scope of the guidance is not defined – open ended and unlimited commitments • Concerned that guidance will lead to uniformity and standardised streets across Edinburgh • Greater respect for conservation and heritage principles

	& who would favour other spending priorities. I do not support thousands of minute & prescriptive changes that seem to be envisaged (see B5 Design, p72). I'm not sure which residents would. But this is the plan. Caution seems absent from the Guidance, which given the cost implications, is surprising – *"We are now moving towards a more comprehensive design process that gives, for example, pedestrians a rightful place on the carriageway through crossing points that easy, convenient and appealing, particularly in streets with a high place function such as shopping streets (p39)".* If the council does not exercise restraint, won't the effect be more uniformity, clutter & standardised streets across the city? This is already seen in conservation areas. Visually different areas should not suffer identical 'improvements' such as crossing points. There is a welcome warning against standardised streets (p.64, Annex) but the whole trend of a '*co-ordinated & integrated approach*' & the prescriptive policy (pp5 & 29) seems to make this more likely. I am sceptical that designs for different types of street will not cause standardised streets. The Guidance fails to resolve these & other major inconsistencies. I too would prefer the council to follow a design process which starts by considering the street as a place (p30). Conservation & heritage protection principles should enjoy much greater respect than they do presently. In conclusion, I do not support the principle of greater pedestrianisation & the other goals being used as a golden key to usher in an unlimited, never-ending process to '*improve most streets'*. Sadly in some respects, the effects of similar trends can already be seen.	
12	***1. Awareness*** Unfortunately, I have not observed a good awareness about this consultation. Only recently, I have only become aware of this through Grange Prestonfield Community Council, of which I am a member of. The comments are my individual feedback. ***2. Street types and speed limits*** It is not very clear how street types are assigned. There is no clear 'principle' or definition of it, not criteria, list of such streets, or process to define such streets. But, there is an assignment of speed limits per street type. It is mentioned that 'strategic' means leading to/out of the centre, and it makes such street have 30mph speed limit (section B5) regardless of the other factors.	• Lack of an evidence base used to inform street types and speed limits • Only the size of bins is covered, not the type – there should be a requirement to have bins secured if located on a slope • Zebra crossings should be mandatory about every 100 metres – low cost solution and good for traffic calming • Accessibility considerations may mean cycle paths are implemented only on the streets where the lanes are least needed, and prohibits from implementing cycle paths where they are needed most. • No guide on how streets should be

	Example, why should Royal Mile, or Nicolson street, be a 30mph street? There is no background why different street types are assigned to be different speed limits and what is the expected benefit of 30 vs 20mph. There is no reference to any data or arguments from CEC on this subject. It is not clear why the heavily congested, busy streets with slow average traffic can be made 30mph, with the only noticeable effect of encouraging dangerous 'sprints' to the next traffic light rather than smooth driving. ***3. Waste and litter bins*** Only size of bins is defined, not type. It is possibly outside of the scope of this document, but somewhere, there should be a requirement to have bins secured to the ground if there is a slope. The guidance suggests that there will be communal waste bins but does not mention any small litter bins. Edinburgh would definitely benefit from a lot more small litter bins to discourage/prevent people from littering. ***4. Zebra crossings*** It would be great to make zebra crossings mandatory 100m or so. Currently, the lack of zebras in Edinburgh is very disappointing. The simple zebra crossings with priority to pedestrians, rather than traffic islands with traffic light, are the best. They are low cost solutions, great speed calming measure, making the drivers pay attention, and not a physical obstacle. The also mean that the drivers do not need to stop and wait unnecessarily at red lights without any pedestrians to cross the street. There are also many 3D zebra designs is also very efficient in terms of visibility and visually appealing. ***5. Cycling on streets.*** **Section B3 says:** **"B3-1-3 Considering streets for cycling** Accessibility considerations: TOPOGRAPHY: Flat GRADIENT: Free of abrupt changes (e.g. slopes, steps, kerbs) WIDTH: Adequate (e.g. 3m minimum for a shared-use path) " That principle is likely to mislead the street designer to implement cycle paths only on the streets where the lanes are least needed, and prohibits from implementing cycle paths where they are needed most. On many streets it is already implemented this way, unfortunately. There is no provision or guide how the streets should be designed where the streets are narrow or/and have a slope. That excludes a lot of main commuting streets of Edinburgh. It would be great to outline the key requirements, what needs to be done to improve cyclists' safety, specifically that it can only be done via increasing	designed if they are narrow or on a slope • Cycle paths need physical barriers from traffic and obstacles e.g. parked cars • Cycle lanes need to be visible in poor weather and be provided where traffic is most congested and dangerous for cyclists • No consistency in defining speed limits for streets • Narrower streets need a clearer design guide all users can be safe • Would like to see a junction design guide to show how cyclist safety is provided for • Questions why roundabouts are being replaced by cross junctions as roundabouts are better for throughflow at low speed and for air quality

	cycle path partitioning from car paths and increasing driver's awareness about the cycle paths and the cyclists in the places WHERE it is needed most, and WHEN it is needed most. In more details: - PARTITIONING. Ideally, there should be some physical barrier from the traffic, and the cycle path needs to be free from obstacles, such as parked cars. Unfortunately, the Guide only suggests the paint on the road as a barrier, with exception of European-style 'armadillos' for segregated two-way cycle paths. - WHEN: The cycle path needs to be visible in poor visibility conditions (rain, fog, dark, low sun reflection) The existing cycle path paint is well visible only in good visibility condition. There is no improvement suggested in the guide. - WHERE: The cycle path is most required in the places where the traffic is most congested and most dangerous for cyclists – narrow streets, junctions and uphill sections. The guide does the opposite, all of those areas are excluded as areas where cyclists safety is to be considered. As per B5, the most dangerous areas are not 'considered' for cycling. But, often the cyclists do not have a choice or flat and wide route. ***6. Speed limits and traffic 'calming'*** There is no clear, consistent strategy about defining speed limits. Contrary to the main objectives of the guide, many street categories, like high density residential (B5) are marked as 30mph, and there is no background why, no risk assessment. That makes the streets are lot more dangerous for cycling, especially when cyclist do not have a separate lane. B3-13 is saying: "Safety and security considerations: PROVISION: Clearly defined on-road lane or off-road track where road traffic is busy or high speed (minimum width 1650mm) SPEEDS: Road calming (carriageway surface materials, features and chicanes) which Reduce vehicle speed and flow and also cater sensitively for the comfort of cyclists" That means that speed limit reduction is not considered, but road calming is. That suggest a worst case, for safety and pollution, combination of high speed and traffic 'calming' measures, being mechanical obstacles. The best way to calm traffic, with most efficient comfort and minimal pollution, is	

	to reduce speed limit without features-obstacles. Also, if the traffic is busy, it is usually low speed average, and high speed limit only encourage speeding up on junction and short stretches of the road, creating the accidents. ***7. Street type design.*** Just one example, but the issue is consistent for the other types. **"B5 Design Principles for each Street Type: Strategic Residential (High density) Streets"** In the page summary it says "Cyclists will be separated as far as possible from other road traffic." But, in the detailed part, the guide is quite the opposite "Recommended = Mandatory lanes or Separated Lanes where appropriate/feasible" 'Appropriate/Feasible' would mean to a designer that the main principles would apply, as per B3-1-3, meaning that only wide and flat streets would be considered to have cycle lanes. Basically, the guide would be interpreted as saying 'only if the road is wide and flat, paint the cycling lane. Otherwise, do nothing'. The street category is marked as 30mph, not 20mph, which makes it impossible to meet the objective of safe use of the street by cyclists. Even wide, flat street with has separate cycling lane have a safety problem in junctions, where driver jump red lights at speed. ***8. Narrow streets*** The problem with narrow streets is limited space shared by drives and cyclists, two types of road users with very different speeds, especially on uphill sections. The current design of bicycle islands at the junction can be dangerous if the cyclist do not have any access corridor. The cars often leave no space to pass and the cyclists end up stuck behind the traffic, or if they try to get to the island, they are in danger as there is no much space and the drives may not see them. The narrow streets needs a clearer design guide related to providing long cycle paths, even if share with cars, to encourage drives to leave road space for the cyclist to pass by better car alignment on the road, and in general, just pay attention. ***9. Street design examples (section C).*** C section does show design details of cycling lanes on streets, but unfortunately has nothing about junction design or slope parts. Does it mean that the guidance only advises on straight part of streets but not the junctions? I believe there should be the junction design guide showing how cyclists' safety is provides on junctions of different size, shape and traffic, roundabouts or cross-junction. Many junctions are very dangerous for right turns on the	

	bike. Roundabouts would require cycle lane design guide for different shapes and sizes as well. ***10. Roundabouts versus cross –junctions*** There is an ongoing trend of replacing roundabout with cross junctions with traffic lights but this problem is not addressed in the guide. What are the reasons and motivation behind the trend is unclear. It is well accepted that in most cases, roundabouts act best to provide higher throughput and smooth flow of traffic at lower speeds and without sharp accelerations linked to air pollution, than cross junctions. For some reason, many roundabouts in Edinburgh were replaced with cross-junctions, resulting in long traffic queue, fuming and red light jumping. The topic should be covered by the guidance and brought up for comments.	

Edinburgh Street Design Guidance blog

The consultation on the draft Edinburgh Street Design Guidance is now underway and we'd like your views on the design and use of streets in the City.

The City has a range of street types from historic streets to new streets and getting their design right is important to us all. The guidance will help to make streets *places for people* by giving greater emphasis to walking, cycling and public transport.

We're using a survey to give you a chance to tell us what you think about a range of streets in Edinburgh and to help us understand your views on the guidance document.

As the consultation progresses, we'll keep you up to date on the blog and through our Planning Twitter account.

We're also developing a series of detailed information in the form of fact sheets as part of the guidance and we will put these online as they are prepared.

You can also email us comments to streetdesign@edinburgh.gov.uk at any time.

Want more detail?

Would you like to see the draft guidelines that we are currently asking detailed questions about?

You can see the design guidance at:

Further questions if you've seen the document are in the following online questionnaire

www…

Contact…

My favourite street is

….

(a residential/shopping/employment street [please delete]). I like it because

….

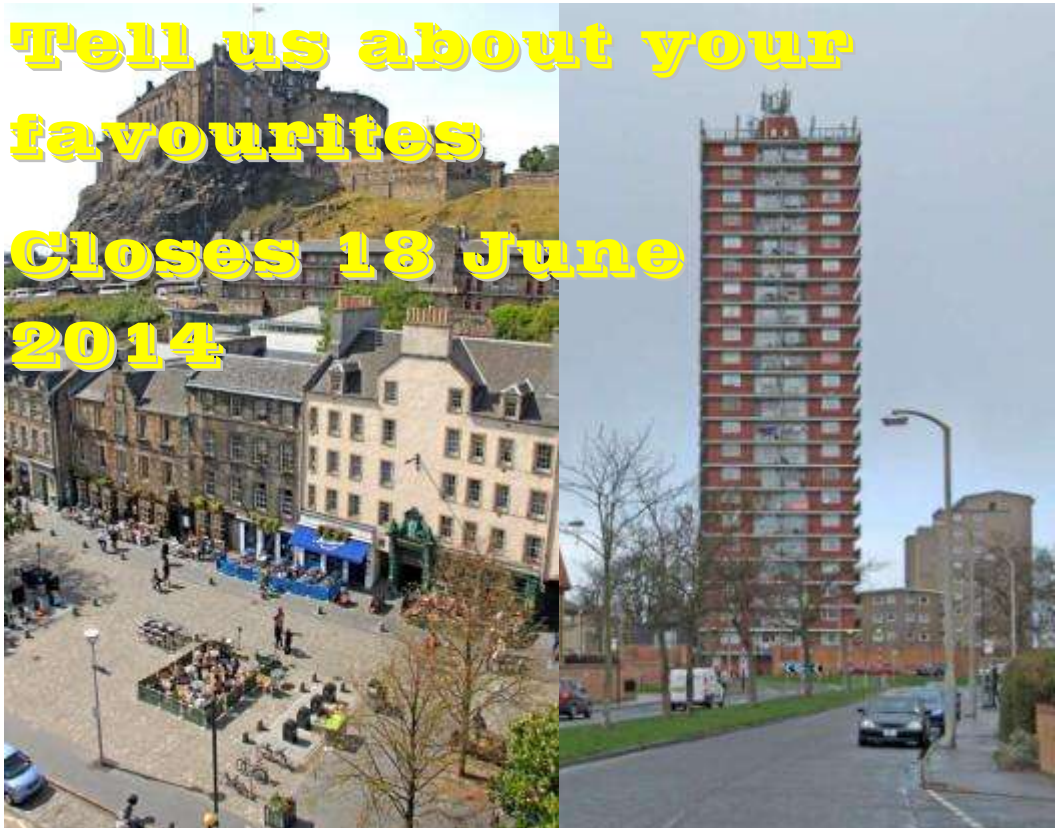
Would you be interested in taking part in a discussion about our new street design guidance? Y / N

If Y, please provide your contact details below:

Name:

Email or phone:

What do you think about your streets?



Your Streets Edinburgh

Why are we asking questions about streets?

Streets are open to all and are used by most of us everyday.

The City of Edinburgh Council spends £XX every year on streets and it is important that streets in new housing and business areas feel part of the Edinburgh that we all love.

So might there be more of?

- ✓ YES Higher quality pavements
- ✓ YES Better facilities for cyclists and public transport users
- ✓ YES Spaces that look less cluttered
- ✓ YES More places where traffic moves more smoothly and mixes better with other people using the street
- ✓ YES Streets that are better suited to their surroundings

We're looking at how we can make them better for people, while making sure people can get around easily.

How would you design a street?

To help you answer this, we are asking residents to vote for their favourite Edinburgh street. **If you tell us why, this will help us build new streets that you feel good about using and help us spend your money wisely.**

How about thinking about a street (or path) where you work, live, shop, use to get around, or relax in?

1

Street Design Guidance consultation

FREEPOST

Edinburgh

EH8 8BG

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YOUR COUNCIL - YOUR CITY

How can I give my views?

Read the document at:

[ ]

Complete the online questionnaire at:

[ ]

Take part in one of our workshops for technical users of the document and communities by contacting us:

Transport.Policy @edinburgh.gov.uk

0131 469 35 71

You can provide your views during the consultation period that runs from 18 March 2014 until 18 June 2014.

The Guidance will then be revised and published towards the end of 2014.

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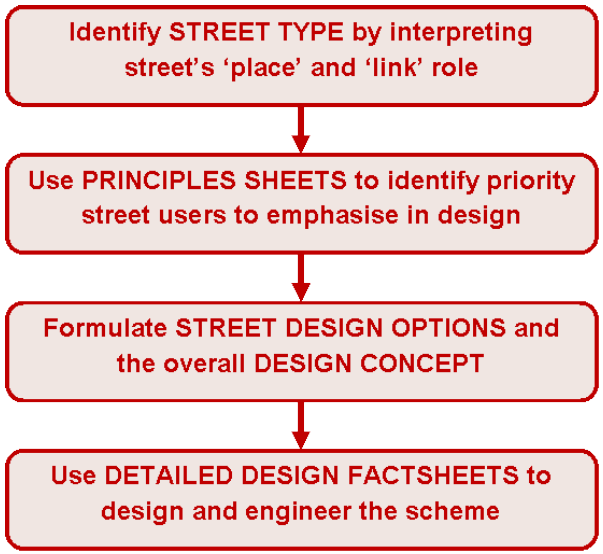
New Street Design Guidance for Edinburgh

Consultation closes 18 June 2014

We want streets to be…

- ✓ attractive and distinctive, supporting places of interest
- ✓ welcoming, inclusive and accessible
- ✓ helpful in making Edinburgh's transport and ecological systems more sustainable
- ✓ legible and easy to get around
- ✓ safe
- ✓ responsive to the needs of local communities
- ✓ cost effective in design

How the guidance works



…so we are finding out if you agree with the approaches we will be taking:

- Starting by considering the street as a place and recognising that streets have an important non-transport role?
- Using different layout, fabric and street furniture options to prioritise pedestrians, cyclists and public transport users in most streets?
- Making sure design solutions are integrated across modes of transport?
- Providing street furniture where necessary

The Guidance will be used for:

- ✓ **Carriageway and footway maintenance**
- ✓ **New streets**
- ✓ **Design alterations to existing streets**

It will influence the detail of layouts, materials used, street furniture, trees and landscaping and drainage options.

EDINBURGH
STREET DESIGN?

Let us know your views

www.edinburgh.gov.uk/streetdesign

Item 2 – Stakeholders Evening Workshop

Edinburgh Street Design Guidance

Stakeholder Workshop Report

August 28th 2014

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CONTENTS

Introduction

A stakeholder workshop event was held on the evening of the 28th August 2014 in the European Room at the City Chambers. This document provides a summary of the workshop event and the information captured from the discussions. All of the issues raised have been noted and will be considered as a part of the wider public consultation for the Edinburgh Street Design Guidance.

Format of Workshop

1. **Introduction:** The stakeholders were welcomed to the event.
2. **Icebreaker:** Examples of streets and what people liked/ did not like about them.
3. **Session 1:** Discussing the format and content of the guidance document.
4. **Session 2:** Issues with street design detailing, including: paving materials, cycle infrastructure and crossings at junctions.

The session was led by:	A range of stakeholders volunteered or were invited to participate in a workshop including:			
Andrew McBride	Paul Baxter	CEC – Community Safety	Milind Kolhatkar	EVOC (Edinburgh Voluntary Organisations Council)
Will Garret	Alison Blamire	Causey Development Trust	David Morris	Street Blogger
	Dave Wood	Causey Development Trust	Fiona Rankin	Edinburgh World Heritage Trust
Facilitated by:	Mark Bowman	ARUP	John Russell	Edinburgh Living Streets
Karen Stevenson	Gavin Corbett	Lothian Buses	David Spaven	Edinburgh Living Streets
Nazan Kocak	Matt Davis	Spokes	Carlyn Simpson	Police Scotland
Chris Brace	Monise Durrani	BBC	Nikola Sukatorn	Landscape Architect
	Richard Ellis	Morningside Community Council	Isabel Thom	West End Community Council
Note-takers:	Chloe Flower	Graham & Sibbald	Norman Timlin	Fairmilehead Community Council
Clive Brown	Sergey Gorobets	SanDisk	Harald Toberman	Transport Forum, Cyclist
Craig Wood	Peter Hawkins	Cyclists' Touring Club	Phillip Whitley	Member of Public, Volunteer
Hugh McClean	Ian Hooper	Inverleith Society	Robin Wickes	Member of Public, Respondee
Reggie Tricker	Tony Kenmuir	Transport Forum, Central Radios Taxis	Alex Wilson	Leith Business Association
	Marion Williams	Cockburn Association		

Objectives

The Council are undertaking a consultation exercise on the Edinburgh Street Design Guidance. The Council would like to find out from stakeholders what they thought about the guidance, and specifically asked the following questions:

- Is the Street Design Guidance developing along the right lines?
- Does the form and layout of the guidance make sense? (thinking about the clarity and legibility of the document and, more critically, about the use of the street typology and matrix)
- Do we capture all the key issues in the content of the guidance?
- Is there anything missing that should be considered?

The stakeholders were presented with detailed design information on a range of key areas of street design that differed from the approaches that had been applied in the city's streets up to now. The groups discussed what they liked or disliked about the new proposals and arrangements, and were asked to offer their thoughts on ways in which these areas of street design could be improved or tackled differently.

Introductions

The attendees were welcomed by David Lyon on behalf of the City of Edinburgh Council. This was followed by a brief introduction from Andrew McBride, explaining the context, outcomes and aims of the session. Will Garrett then set the scene, providing inspiration and ideas on street design.

Icebreaker

What do people like about streets?

People were asked to bring images and examples of a street scene. The stakeholders were formed into groups, and then considered what they liked or disliked about the scene and what would improve it. The following are examples from the range that were presented at the workshop.

George Street Taxi Rank

- Wide footway
- Single yellow line - indicates anyone can park there
- Nothing to make it obvious it is a taxi rank
- The 'No Stopping Except Buses' sign is confusing and doesn't include taxis
- Too much clutter in street and no litter bin

Junction Photo

- Crossing is close to the desire lines and good for pedestrians
- Change of surface is ideal for visually impaired
- Width of crossing is too great/far
- The radius of the junction is too high and should have been reduced in line with the guidance

Session 1

For the two sessions, the attendees were split into three smaller working groups in order to generate conversation. After each topic had been discussed, the ideas were fed back to the workshop as a whole. Session 1 looked at the Street Design Guidance document and discussed its merits, issues and ways to improve it.

Does the form and layout of the guidance make sense?

Things that work well	Issues with the Document
• Document is very detailed and informative. There is a recognised need for high level of detail • Document is revolutionary – no more 'streets for all' • The order is perfectly reasonable • Principles for each street type laid out well (pp. 56-57) • Favours active travel and permeability • The 5x5 grid of street type is good	• Too much material and not very appealing/user-friendly, especially for members of the public • Message isn't as clear as it could be • Too many types of street – overcomplicates it • Design does not sit within a framework • There's a lot of reading before you get into guidance • Lacks an indication of what the priorities should be

Possible Improvements

- Possibly produce a simplified version for groups like community councils
- Focus on key/general principles and emphasise them
- Could become a family of documents or supporting documents rather than one long winded version
- Needs to be a link between the design of the street and how it is used
- Relate to a vision for streets
- Reduce and clarify the number of street types
- Should be an image of streets on the front cover

Do we capture all the key issues in the content of the guidance?

There are some issues which do need to be reviewed, which include:

- The impact of seasonal activities
- The permeability of walking and cycling between communities versus security matters
- The perception of security needs to be looked at
- Use of setts is not well covered
- Conservation areas need more attention
- Process of application and implementation needs to be captured
- Need to deal with the issues surrounding junctions
- Issues arising from the conflicts between users needs to be addressed
- Topography not mentioned when considering materials to be used
- The application to new areas versus application to old areas

Is the idea of changing certain priorities and design solutions in streets supported?

There was general support for the priorities and design solutions.

Session 2

What are the key issues arising from the detailed designing of streets?

Footway Zones

- Refuse bins can clutter streets and obscure footways or shop frontages.
- Knee-high bollards, such as those on George IV Bridge, become obstacles when there is a high volume of pedestrians.
- Tables and chairs can become a problem when they encroach into pedestrian traffic lanes, especially on narrow footways. Street designation needs to be clear on the use and siting of tables and chairs.
- 'A-boards' cause similar problems to tables and chairs. There should be a minimum width for pedestrians.
- There are too many signs that are obsolete, poorly placed or repetitive.
- More seating is required across the city. There should be a healthy balance between public seating and tables and chairs where you are required to buy a coffee just to sit down.
- More trees should be placed, and they should be maintained properly.

Materials

- When designing setted streets, consideration should be given to the noise created from driving over them. One participant even suggested getting rid of them completely. However, if setts are laid properly then there should be more of them. There is a preference of more flat-topped setts being used, opposed to the existing rounded-topped setts. These are better to walk on and also produce less noise when traffic runs over them.
- Modular paving is an ideal material as it can be dug-up and re-laid, for utility works, without having a negative visual impact after works have been completed.
- More emphasis should be placed on ensuring footways are level and allow surface run-off, rather than on using fancy materials. Asphalt should be more widespread due to its smooth-running surface and low cost.
- Some areas still have slippery surfaces when wet or icy, for example at Caithness. This problem is amplified where gradients are steeper.

- Better quality materials should be used. Streets made from higher quality materials tend to have less litter on them. However, materials used should be cost-effective.
- Initial cost of materials should not be the only concern. More focus should be on other factors, such as longevity, alteration issues, and how much benefit it brings the area.
- Tactile paving is an issue in some places. Raised parts of the pavement are sore underfoot and should be reduced.
- The use of Sandstone outside the National Portrait Gallery received many positive comments.
- A variety of materials should be used to break the monotony of endless stretches of a singular material/style.
- The approach to determining type of materials should be fixed or more consistent, as opposed to the Council becoming a victim of the latest fashion.

Level Surfaces

- There is an issue with increased height for disabled or infirm persons getting out of vehicles, which the additional height makes more difficult. Traditional kerb upstands are therefore the preferred option.
- Level shared surfaces are fine when the space is wide enough, but not as good on narrower streets like Rose Street. Speed limits should be reduced to 5mph or 10mph in these types of streets.

Crossings at Junctions

- There is no ‘one size fits all’ design
- Stepped crossing are not a good idea
- Raised tables are a good idea
- Consider implementation more; the devil is in the detail
- A tighter radius is considered to be preferable
- All the design ideas are good

Cycle Infrastructure

- Pedestrians should get priority
- Avoid over-engineering and have simplicity at the core of the design
- Cycle parking needs should match the type of destination
- Segregated cycle lanes, and their interaction with bus stops, needs to be considered. Cycle lanes should go behind bus stops
- Does street writing make it clear to cyclists or pedestrians, or more dangerous?

Examples of Good Cycle Infrastructure

The key focus for these suggestions is on segregating cyclists from other traffic, in particular buses and pedestrians

Item 3 – External Experts Workshop

Recommendations from the SDG Experts Workshop

(22/01/15)

External Experts: Prof Tom Rye (Napier), Prof Peter Jones (UCL), John Saunders, Keith Gowenlock (WSP) and Richard Llewellyn (Napier).

Front-end of the Guidance

- **Slim it down** - Tries to say too many things. Too much detail and too many words. It is full of repetition so information/key messages are lost. Replace text with images. See "Roads for ALL" (Scottish Government) style. Short paragraphs + images, diagrams, drawings. **Consistency** in language, definitions and terms used.

- **Make the status of the doc clear** – is it a policy document or guidance?
    - Setting the policy is important but keep it brief.
    - Main message should be "Objective led design".
    - Use para 2.3 statement in bold and early on (re "first point of call for all users when designing streets in Edinburgh").
    - Can't cover everything so the designers still need other national guidance (eg DMRB). Manual by exemption?
    - Give strong message(s) - "Document should be read alongside "Designing Streets" not a strong-clear message.

- **The introduction is way too long** – provide local context and the need for a local guidance. Emphasise why Edinburgh is special and why and how this guidance is different to other national guidelines. Utilise info on page 25 and 28.

- **Outcomes are missing** - be positive. Eg mention "bringing people quality + place function to our streets" etc add best practice images from Edi or elsewhere

- **Concern that areas being places first doesn't come out enough**, it's not just about lingering but meeting, going there as a destination. **The people quality aspect of the guide needs to be greater.** Look at Town Centre Master planning Toolkit for some ideas.

- **Not enough 'place' presence in the principles -** They need to convey images of what streets could look like. Examples from the city where the principles of this guidance are applied (case studies like in Nottingham). Good link and place function will determine what the future priorities are! The Grassmarket – possible case study, showing the economic benefits of redevelopment.

- **It is confusing from the highway designers point of view** how to work with these tables/matrix. Details seem to be all about movement (loses the place examples)

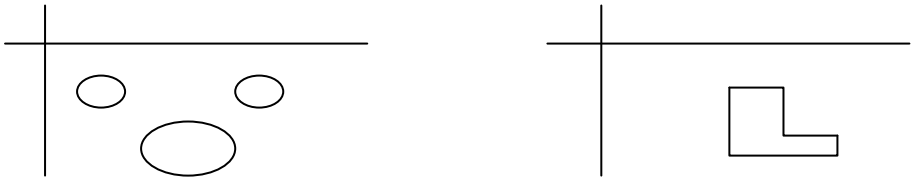
- **Lay out the design process clearly** (in a diagram, by using process mapping etc) re how the expected change/outcomes will be achieved through design as part of
    - capital maintenance projects or on-going maintenance works
    - new development plans/submissions and

- other projects

- Getting people thinking the way we want with **worked examples** - showing how things are going to be implemented.

- **Streets framework matrix is confusing**. "Link" axis shows priority but not "Place" axis.

Qs: Could streets be listed across a number of boxes? Shaded across several boxes in the table? Could we remove the grid pattern and just have blobs?



The **25 cells specification is tedious**. TfL has 3x3 = 9, however the Boroughs want 5x5.

- Doesn't deal well enough with "**how to allocate space**" on the street and for streets working at different times of the day and night. What do you prioritise? Should we bring allocating space over time? provide cross sections, how the streets may change category through time (now and future) depending on aspirations eg share space over time.

- **There shouldn't be a uniform user hierarchy** – as this will depend on where you are, as places have different priorities for different users. In Edinburgh, Meadows for People/Cycling and West Approach Road for public transport users; bus lanes.

- **Place indicators** – crime levels, shop vacancies, footfall figures, make use of existing stats, there's lots of data across CEC that could be used. 'Paved with Gold' Report.

- There is a fear that people will **go straight to the factsheets without getting the essential background** from the front part –especially if it's too long. Need some cross referencing to the main guidance in the factsheets. (Dorset – thin document, but encourages good and innovative thinking).

- Finding the middle ground - The guide needs to be **prescriptive enough to ensure changes while allowing good design** and innovation to breed.

- **Story of street going from bad to good** in a few power point slides. (Napier Lecture from WSP and TfL Streetscape guidance: Part E – Setting a precedent (p332) includes examples of good to ordinary). Possible good examples: Grassmarket, Earl Grey Street, Gracemount and Craigroyston.

- **Emphasize** that while some of these changes will be made during a few major capital schemes there's a greater **opportunity for change coming from general maintenance**.

- **Has the document caught up with the 20mph proposals?** - The introduction of the 20 mph areas changes what we can achieve and makes designers more acceptable in

creating places for people, without them always considering the traditional DMRB safety requirements.

Users – Uses

- **One document for all users** – unwise to have different documents for different users.
- **Make sure all works contracted out is completed using the guidance too** – CEC should reject any planning application that is proposed which is not in accordance with this guidance. Except no excuses.
- **Stakeholder diagram** may be useful to highlight the range of users/professionals that need to work together – collaborative approach.
- **Ensure users won't go straight to the fact sheets** - Try to make them read strategy.
- **Give confidence re risk + liability to the user of guidance at the beginning**- We need an early statement in the guide (IHT guidance, Designing Streets re safety audit). **Fear of lawyer/safety auditor – misconceptions.** Explain the facts about the Quality and Safety Audit processes. It's only advice from the Auditor and don't have to accept it but there could be a liability. It's the Council's decision and if you follow the advice here, you're not liable. It could also be emphasised that some standards aren't always safe!
- **Weaker on collaborative working** - Provide advice on where to seek advice/input from other colleagues.

Fact Sheets

- Very difficult to look at or understand. **Learn from DMRB format** – is easy to digest, more diagram pictures.
- Link between the two documents is difficult. **Info should marry up with the principles**. Some of the detail doesn't follow through the principles.
- Too complicated – **can we group them?** London have grouped them spatially eg Pavement, Carriageway etc.
- Focus on **what we need to do differently** without re-writing another guidance document. Indicate **where/when the advice is to be "Prescriptive" or "Flexible".** Identify difficult issues and tackle them by examples, advice.
- One **key page about each topic**, synopsis, main points, backed up with several other pages which includes the detail. **Start with schematic elements of street**. First page diagram, picture, key principles then more details. Provide case studies. Good practice versus bad practice in images. More pictures e.g. with arrows pointing to features.
- **How to deal with difficult design issues** - avoid "do this where appropriate" and address difficult issues, try to anticipate them and provide advice: "do it this way or do it in a

better way". In terms of corner radii, the use of 'where possible' could be more descriptive.

- **Should refer more about the needs of disabled people** - Doesn't talk about people with impairments and there should be more guidance on what the public sector equality duty (PSED) under the Equality Act means and what are its implications.

- Footway and crossing **maintenance schemes**; the guide needs to **tell people what to put in and what not to put back**. For instance severe crossfalls, tackle paving – bring it up to standard. For example, it may only be a small price to upgrade some schemes or move some poles and it could even save money if poles don't need to be replaced.

- **How do you treat the whole street**? - Worked examples would help. Change in streets through time, from category to another. Future proofing in what we do.

- **Missing – "how to allocate space"** in streets for activities in different type of the day/year flexibility in design. Space allocation is different in different parts of Edinburgh and Edinburgh is unique, examples on how to do this.

- **Show absolute minimum** and what we want if you can't do minimum then you can re-classify. Street performance – how to measure to apply "new design principles". Performance of the street now to measure, data, house values, crime, NHS public health information.

- **What happens to 20 mph streets** – design principles?

- **Use "verb" not "noun" in fact sheets** eg sitting, lighting etc this may encourage designer to be more creative C43 and 2.4 both deal with parking.

- Need to **consider the footprint of street furniture**, for instance the legs of people sitting on benches or bikes that are larger than cycle loops.

- **Flexibility in producing seating** – not just benches, bollards of certain heights, street art, use good examples from elsewhere.

- There is **conflicting advice regarding Zebra crossings** throughout the guide.
- SUDS - SCOTS good e-links to other documents – or parts thereof.

- Not enough technical drawings in guide. Some desirable dimensions are unachievable in Edinburgh.
- DDA 2005 has now been superseded by the Equalities Act 2010.

Process

- The first part needs some work but the factsheets are generally ok.

- **Publish Front-end early** + some tech sheets (90% right) - It could be easier to publish the front end first with place/link categorisation, then the factsheets. The document must have a short and clear front end. Would work better as a **web-based guide**

- **The first edition doesn't have to be perfect**; there can be further editions in the future which pick up on minor spelling mistakes, changes in technology, new thinking or building techniques. A second edition with these updates can always be issued (Roads for All published an updated version).

- There appear to be **too many planners and not enough engineers working on document**.

- **Everyone in CEC needs to engage**, agree and then take it to the external users on a united front. **Engage/involve** engineers, designer, private sector/consultancies and management level for **culture change**. Camden, Islington, K&C, Birmingham and TfL have experienced the most culture change. Be aware utilities can upset the whole agenda.

- **Support from people at the highest levels is crucial** – elected members, directors and heads of service. Engage elected members and senior management for by-in (all levels). Highlight economic, environmental and health benefits for broader buy-in. Managers need to be on board first, using the same technique as above for staff, otherwise they will become the road block to change. Mike Galloway in Dundee showed strong leadership on similar issues.

- **Public engagement** – local people understand place and movement of their areas, get them involved early in the dialogue; Community Councils or Neighbourhood Partnership's for instance.

- **Training** - needs to be available to the external guidance users too. One way to conduct the training session is to put all the people in a room together, make it a practical exercise where they debate the issues and come up with the right solutions themselves. This will encourage buy-in if they have produced the same answer themselves.

- Potential to **use the current popularity of the 20mph scheme and support from elected members** to introduce the guide.

- **External users may be a problem** and CEC needs to be strong on this issue. House builders will need to change their schemes in accordance with document. Need to explain that there'll be added benefits for them to, as they will get; **added value**, higher densities, higher prices, more profit, better quality, more green space sells houses at higher prices – also solves drainage problems for them, **cheaper costs**.

- In Edinburgh, approval from the Transport Forum could provide political leadership and future scrutiny to ensure practices were being implemented.

- The guide can also complement the Air Strategy and produce related health benefits.

- If CEC needs more evidence on some of these issues they could be investigated as potential dissertation topics for students at Edinburgh Napier University.

- The PSED can help designers put in new things rather than just replace like for like, in fact it requires us to do so in some situations such as in ensuring pavements have flat surfaces for people to use easily.

Item 4 – User Reference Group workshops

CEC Street Design Guidance – Findings of Workshops 1 to 5

Five workshops were undertaken over 30th and 31st March 2015, to obtain an understanding of key requirements of new street design guidance and views on existing drafts. In total 38 people attended the workshops from a wide variety of disciplines with the vast majority coming from within City of Edinburgh Council.

During the workshops, group and individual exercises were undertaken, supported by group discussion and presentations. The sections below summarise the key themes which emerged from the workshops on the whole and from individual groups. The points highlighted are simply the most common responses received to each of the questions covered in the exercises; however many further pertinent responses were received, perhaps only by one individual, which have been recorded and will not be overlooked in development of future guidance.

Key Themes Overarching All Workshops

Exercise 1

What are the 3 most important aspects of street design that need to be changed in CEC area?

- Design of SUDS schemes
- Maintenance, and design which reduces future maintenance burden (future-proofing?)
- Reduction in street clutter
- Change in priority from car to sustainable modes

In your opinion, what are the main barriers to change?

- Concerns regarding designers' liability for their designs
- Financial constraints and financial implications of guidance
- Public opinion, and lack of understanding of design philosophy

What will you use the new guidance for?

A wide variety of responses were received to this question, which reflects the wide variety of functions that workshop attendees fulfil. The largest proportion of responses related to design of public realm works and new streetscapes. Other common responses related to understanding CEC approach to street design and vision, and basis for providing responses to / assessing planning applications.

What are the 3 most important items/topics you would like to see in the new Street Design Guidance?

- Clarity on SUDS requirements
- Guidance on suitable materials for use in designs
- Design which eases future maintenance
- Examples of successful streets / schemes

Exercise 2

What did the group find most useful in the information provided?

- Design emphasis table (most commonly favoured aspect)
- Basic dimensions in right hand table / prescriptive nature of some items (e.g. corner radii)
- Sets out common framework / parameters for design

Overall groups were supportive of new guidance; however a number of designers noted that further detail would be required to provide confidence that designs are compliant.

What did the group not find to be useful in the information provided?

- Lack of clarity on how street types are assigned, and what happens if a street is considered to fall between types due to multiple uses
- Mixture of prescriptive technical and vague design requirements – clarity needed.
- Purpose of document is not clear – is it policy or technical?
- Lacks consideration of the demographics of the area, and associated needs
- Challenging to navigate the document

Did the group identify any gaps in the information provided?

- Means of keeping speeds low
- Maintenance requirements / considerations
- Guidance on alternative construction and materials requirements for world heritage site or conservation areas
- Lack of detail on green infrastructure

In the group's opinion, how relevant and helpful was the street framework / categorisation to the design process?

- Provides a starting point, but streets will not always fit neatly into one category and so there is uncertainty as to how this will be addressed.

Workshop 1 Summary

Exercise 1

What are the 3 most important aspects of street design that need to be changed in CEC area?

- Clarity on SUDS requirements
- Guidance on integration / sharing of space used by different modes
- Consideration of inclusive mobility in design
- Design for typical vehicles, not largest vehicles (do not over design)

In your opinion, what are the main barriers to change?

- Fear of the unknown and liability associated with deviation from existing standards
- How to implement strategies in established historic streets
- Lack of understanding of need to design of streets rather than roads

What will you use the new guidance for?

- Public realm design
- Engineering support for planning applications and input to masterplan
- To understand CEC approach to street design and vision

What are the 3 most important items/topics you would like to see in the new Street Design Guidance?

- Clarity on SUDS requirements
- Guidance of geometric parameters
- Emphasis on high quality materials / design, and guidance on suitable materials

Exercise 2

What did the group find most useful in the information provided?

- Design emphasis table
- Works well in existing streets.
- Basic dimensions useful in right hand table
- Common approach useful

What did the group not find to be useful in the information provided?

- Lack of clarity on how street types are determined / assigned, partially based on fact one street may have multiple functions.
- Detail on corner radii
- Lighting requirements

Did the group identify any gaps in the information provided?

- Means of keeping speeds low
- Case studies would be useful to support (good and bad practice)
- Need to ensure that other street type definitions account for the impacts of changes recommended in other. More of a strategic overview is needed, e.g. how should a side street deal with this overspill, what measures are needed.
- Description of process for handling of design exceptions and deviations from common design materials.
- Comment on provision for electric vehicle charging and CCTV

Workshop 2 Summary

Exercise 1

What are the 3 most important aspects of street design that need to be changed in CEC area?

- Make streets more pedestrian and cycle friendly
- SUDS and drainage design
- Management of on-street parking
- Buildability and maintainability
- Value engineering
- Reduce street clutter

In your opinion, what are the main barriers to change?

- Concerns regarding liability
- SUDS methods and maintenance
- Financial constraints
- Financial implications of guidance, in terms of refurbishment works.

What will you use the new guidance for?

- Design of new works / public realm works on new and existing streets (5
- Designing new streets (2

What are the 3 most important items/topics you would like to see in the new Street Design Guidance?

- Maintenance of new designs & SUDS
- Cycle friendly design and improvements
- Materials for use in designs.

Exercise 2

What did the group find most useful in the information provided?

- Common elements (but needs work)
- Design emphasis table
- Sets out framework for design.

What did the group not find to be useful in the information provided?

- Mixture of prescriptive technical and vague design requirements – clarity needed.
- Challenging to navigate the document

Did the group identify any gaps in the information provided?

- Guidance on requirements of construction within world heritage site. Must make sure that SDG reflects these requirements. Do we need a separate street type?
- Comment on traffic calming or alternative measures to keep speeds low.
- Comment on who will co-ordinate works/upgrades to existing streets
- Second group did not highlight specifics, just indicated that they felt that there were a lot of gaps.

Workshop 3 Summary

Exercise 1

What are the 3 most important aspects of street design that need to be changed in CEC area?

- Viable maintenance regimes
- Change in priority from private car to sustainable modes
- Long term sustainability
- Pedestrian safety

In your opinion, what are the main barriers to change?

- Public concern regarding integration / sharing of space between modes, and safety
- Political will (initial support often affected by public concern obviously)
- Installation & long term costs

What will you use the new guidance for?

- No answer.

What are the 3 most important items/topics you would like to see in the new Street Design Guidance?

- Statement from CEC on guidance hierarchy relative to other documents, to provide engineers with justification for their designs and defend against litigation
- Closer consideration as to where small corner radii are justified based on volumes and heavy vehicle turning frequency, rather than blanket application.

Exercise 2

What did the group find most useful in the information provided?

- Overall group supportive of new guidance, but notes that more detail is needed to provide designers with confidence that their designs are compliant.

What did the group not find to be useful in the information provided?

- No answer

Did the group identify any gaps in the information provided?

- Consideration of alternative infrastructure and finish requirements for conservation areas.
- Guidance on maintenance requirements.
- More detail needed on widths of various areas of public road envelope, including graphics.
- Guidance on materials to be used in project later to be adopted by the council. New materials must be tested to ensure that they are affordable in the long term.

Workshop 4 Summary

Exercise 1

What are the 3 most important aspects of street design that need to be changed in CEC area?

- Designs which permit straightforward future maintenance
- Changing emphasis from private car based travel to sustainable modes
- Obtaining a balance between aesthetics and practicality / fitness for purpose.

In your opinion, what are the main barriers to change?

- Views on what is best for an area are subjective, and people may resist a change from the status quo, particularly if there is not an understanding of why things have been done.
- Finance and resources available
- Designers liability
- Leadership – lack of clarity on who is responsible

What will you use the new guidance for?

- Input into design of new streetscapes
- Responses to / assessment of planning applications

What are the 3 most important items/topics you would like to see in the new Street Design Guidance?

- Advice on SUDS and water environment
- Landscaping within streets
- Design which eases future maintenance
- Examples of successful streets
- Guidance on materials, balance between cost and quality.

Exercise 2

What did the group find most useful in the information provided?

- Design emphasis table – but questioned whether design emphasis should change across the day.
- Street type matrix – good starting point
- Illustrative image of street type

What did the group not find to be useful in the information provided?

- Inconsistent headings in technical information, when compared to Edinburgh Design Guide.
- Purpose of document is not clear – is it policy or technical?
- Lacks consideration of the demographics of the area, and associated needs

Did the group identify any gaps in the information provided?

- Way-finding
- Soft landscaping challenges
- Budget issues
- References are needed to related information and guidance, e.g. detailed technical data.
- Maintenance
- Public art

Workshop 5 Summary

Exercise 1

What are the 3 most important aspects of street design that need to be changed in CEC area?

- Tie-in / consistency across guidance
- Reduction in street clutter
- Better surfacing and maintenance

In your opinion, what are the main barriers to change?

- Public opinion
- Financial constraints
- Persuading designers to move away from old standards – combination of habit and liability concerns

What will you use the new guidance for?

- Large variety of uses given, including design of new streetscape elements and reference for best practice, standards and inspiration.

What are the 3 most important items/topics you would like to see in the new Street Design Guidance?

- Inclusive design
- Examples of successful schemes
- Design that is cost effective and easy to maintain

Exercise 2

What did the group find most useful in the information provided?

- Design emphasis table is useful
- Prescriptive nature of some items (e.g. corner radii)
- Easy to maintain
- Sets good parameters for design

What did the group not find to be useful in the information provided?

- Too prescriptive
- Some streets will fall outwith specific categories. Further guidance is needed on those which fall through the net
- Some vague phrasing (e.g. 'Desire')

Did the group identify any gaps in the information provided?

- Encourage dual-purpose/imaginative use of street furniture
- Guidance on level of parking
- No comment provided on bolder proposals, e.g. pedestrianisation on new retail streets
- Absence of guidance on demountable / moveable street furniture
- Lack of detail on trees and green infrastructure
- Streets often have different uses throughout the day
- Motorcycling
- No reference to specialist surfacing treatments

In the group's opinion, how relevant and helpful was the street framework / categorisation to the design process?

- Provides a starting point, but streets will not always fit neatly into one category and so there is uncertainty as to how this will be addressed.

Street Design Guidance – Progress Update

City of Edinburgh Council

June 2015

KEY MESSAGES FROM REFERENCE GROUPS

Keith Gowenlock & Paul Robertson

PRELIMINARY WORKSHOPS

3

- **March 2015 - Five workshops attended by 40 internal and external stakeholders.**
- **Mixture of presentations, group discussion and individual exercises.**
- **Key comments presented, but also aimed to take on board individual points.**

USER NEEDS AND CONCERNS

4

- **Consistent messages received on SUDS and maintenance.**

- Most important aspects of current guidance that need to be changed:
  - Design of SUDS schemes
  - Maintenance, and design which reduces future maintenance burden
  - Reduction in street clutter
  - Change in priority from car to sustainable modes
- What are the most important topics you'd like to see in the SDG:
  - Clarity on SUDS requirements
  - Design which eases future maintenance
  - Guidance on suitable materials for use in designs
  - Examples of successful streets / schemes
- Barriers to change:
  - Concerns regarding designers' liability
  - Financial constraints and financial implications
  - Public opinion and lack of understanding of design philosophy

FEEDBACK ON ORIGINAL SDG

5

- **Confusion over purpose of guidance and how it is used.**

- Most useful aspects of original Principles Sheets:
  - Design emphasis table
  - Basic dimensions / design parameters – further detail needed
- What did the group not find useful about the Guidance:
  - Lack of clarity on how street types are assigned / determined
  - Mixture of prescriptive technical and vague design requirements
  - Purpose of document is not clear – is it policy or technical?
  - Lacks consideration of the demographics of the area, and associated needs
  - Challenging to navigate the document

USER NEEDS AND CONCERNS - ACTIONS

6

- Most important aspects of current guidance that need to be changed:
  - Design of SUDS schemes **– Prioritised key factsheets, WSP led on new SUDS and Flooding Factsheet**
  - Maintenance, and design which reduces future maintenance burden **– Quality design and materials promoted, 3 intervention levels set-out**
  - Reduction in street clutter **– Key message, Designing Streets**
  - Change in priority from car to sustainable modes **– Set out design emphasis and priority of users in Principles Sheets for each street type**
- What are the most important topics you'd like to see in the SDG:
  - Guidance on suitable materials for use in designs **– Quality materials, factsheet**
  - Examples of successful streets / schemes **– Case studies now included**
- Barriers to change:
  - Concerns regarding designers' liability **– CEC support explicitly stated in new section**
  - Financial constraints and financial implications **– Quality promoted, and 3 intervention levels set-out**
  - Public opinion and lack of understanding of design philosophy **- ?**

7

FEEDBACK ON ORIGINAL SDG - ACTIONS

→Most useful aspects of original Principles Sheets:

- Design emphasis table – **retained, but format updated**
- Basic dimensions / design parameters – **enhanced, more detail provided**

→What did the group not find useful about the Guidance:

- Lack of clarity on how street types are assigned / determined – **flowchart, GIS map**
- Mixture of prescriptive technical and vague design requirements – **Principles sheets overhauled, factsheets provide detail.**
- Purpose of document is not clear – is it policy or technical? – **varying needs at CEC, Main Guidance > Principles Sheets > Factsheets**
- Lacks consideration of the demographics of the area, and associated needs – **challenging to address – any comments / ideas?**
- Challenging to navigate the document – **Flowchart and editing**

MAIN GUIDANCE

Keith Gowenlock

9

DOCUMENT STRUCTURE

Main Guidance

- Executive Summary
- Introduction
- The Edinburgh Context
- Vision and Objectives
- Producing the Design
- Risk, Safety and Liability
- Backdrop to Design

↓

Principles Sheets

↓

Factsheets

All Appendices Removed

10

EDITING THE MAIN GUIDANCE

→ **Editing Principles:**

- Aids understanding of Edinburgh Context
- Sets objective or means of delivery
- Points reader to relevant policy
- Provides technical guidance on how to achieve objectives
- Sets out relevant good practice

→Editing workshop held between WSP and CEC.

→Main guidance document reduced from > 100 pages to circa 30.

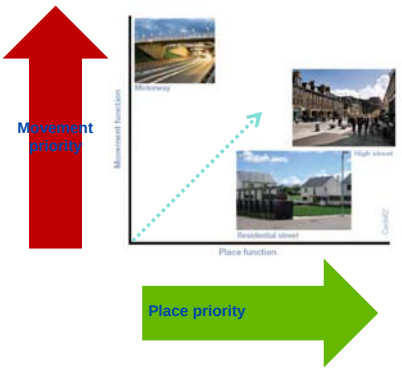
→Contents has to justify its place.

→Appendices have been removed.

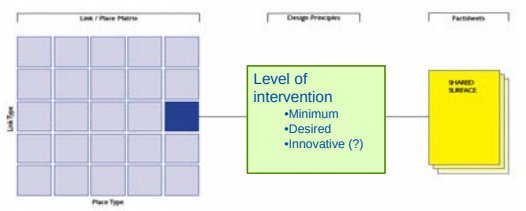
→New flow chart produced to simplify navigation and explain process.

STREET DESIGN FRAMEWORK & PRINCIPLES SHEETS

Overall concept



Edinburgh Street Framework



Identify STREET TYPE by interpreting street's 'place' significance and importance of 'movement'

Formulate STREET DESIGN OPTIONS and the overall DESIGN CONCEPT

Use DETAILED DESIGN FACTSHEETS to design and engineer the scheme

INTRODUCTION TO STREET FRAMEWORK

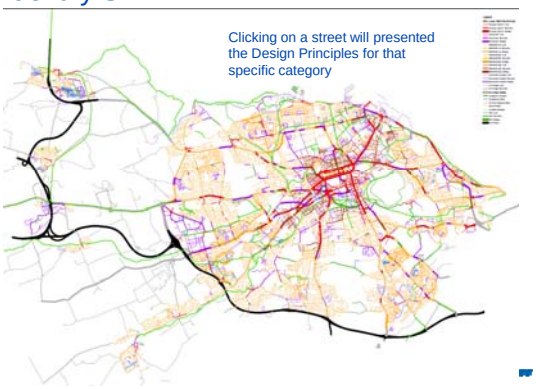
Edinburgh Street Framework – A Guide to Edinburgh's Streets

Click to link to summary principles sheets		Significance of Place →						
		Rural / No frontage	Employment (industrial)	Residential (low density)	Residential (medium density)	Residential (high density)	Employment (office, hospital, education etc.)	Shopping / high street / town centre
↑ Importance of Movement	Strategic	1	2	3	4	5	6	7
	Secondary	8	9	10	11	12	13	14
	Local	15	15	17	18	19	20	21

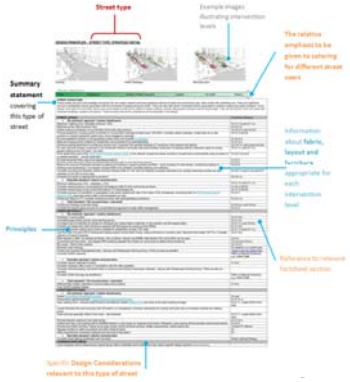
Special Streets
- Royal Mile
- Princes Street
- George Street
- The Grassmarket
- The Shore

Identify STREET TYPE

Clicking on a street will presented the Design Principles for that specific category



DESIGN PRINCIPLES SHEETS

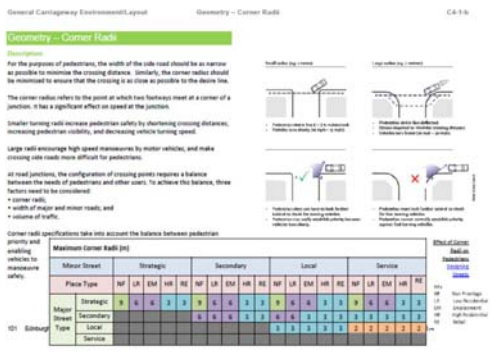


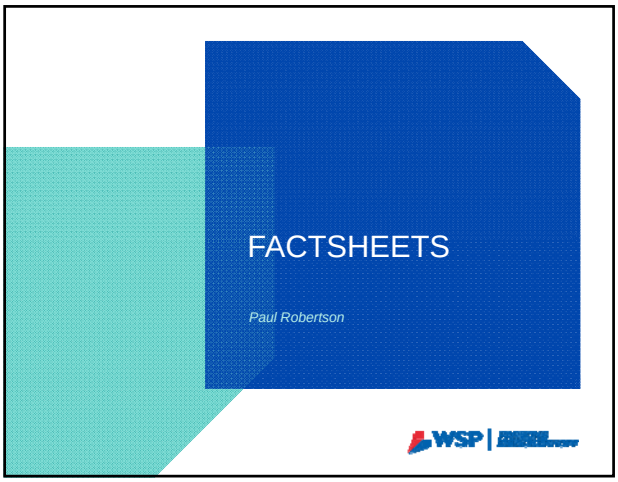
PRINCIPLES SHEETS

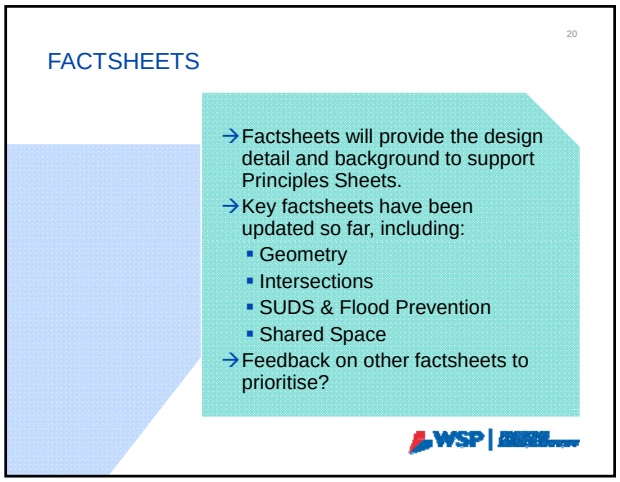
Strategic Retail Streets

Low Density Residential Street

USE DETAILED DESIGN FACTSHEETS TO DESIGN AND ENGINEER THE SCHEME




FACTSHEETS
Paul Robertson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FACTSHEETS
→Factsheets will provide the design detail and background to support Principles Sheets.
→Key factsheets have been updated so far, including:
▪ Geometry
▪ Intersections
▪ SUDS & Flood Prevention
▪ Shared Space
→Feedback on other factsheets to prioritise?

Item 5 – Edinburgh Access Panel presentation and feedback

Minutes of the Meeting held on Monday 2 June 2014
at Room G15, Waverley Court, East Market Street, Edinburgh.

Present:	John Ballantine (JB)	*Acting Chair*
	Heather Oakden (HO)	*Secretary*
	Robin Wickes (RW)	*Panel Member*
	Bill Wright (BW)	*Panel Member*
In attendance	Stephen Dickson (SD)	*City of Edinburgh Council*
	Muir Somerville (MS)	*City of Edinburgh Council*
	Andrew McBride	
	Will Garrett	

1. Presentation: Street Design Guidance

Edinburgh Street Design Guidance draft produced in Feb 2014, and guided by principals set out in Scottish Government Designing Streets from 2010. The guidance puts pedestrians and cyclists in front of vehicles and place in front of movement. Produced in consultation with transport, planning and roads departments. The guidance uses a framework to guide street design. 25 street types have been identified, and streets are placed on a 5 x 5 matrix, using relative place and link functions. There will be 60 detailed design factsheets, looking at issues such as shared surfaces. Each factsheet will have a set of principles. Looked at example in Currie, currently has wide junctions. The new street design will narrow the junctions and increase pavements to give pedestrians priority over cars, eg narrower crossing points. Give way signs will be reduced to introduce uncertainty in motorists and encourage slower speeds. Will re-enforce the character of place over traffic movement. A road safety audit and disability audit will be part of the design for each street. Looked at Kensington High Street as an example where all road clutter has been removed, no bus lanes, and cycle paths in middle of road. There has been a reduction in accidents and more responsibility on each driver.
Consultation on council website, was to 30 June, to be extended by 4 weeks.
The panel discussed problems with shared surfaces, plus problems with some cyclists. Also street clutter and pavement clutter is a problem for disabled people, inc temporary signage on narrow pavements.

2. Welcome and Apologies

Apologies were received from Dennis Wilson, Hilary Davies, Carolyn Burwell and Ian McInnes

3. Previous Minutes.

The acceptance of the minutes of the previous minutes were proposed by JB and seconded by RW.

4. Matters Arising.

4.1. Waverley Station/Waverley Bridge
Waverley Station closed to all vehicles from 2nd June. Decision made by Network Rail, don't need to consult with council. Taxi rank at Calton Road with lift to station. New signage is to go into station. Network Rail don't need planning permission for all signs, only in relation to listed building. There is a 30 minute drop off in New Street car park, but not the easiest way to get into the station, and not well promoted. The pavement under North Bridge is to be widened and road changes to Waverley Bridge and Market Street. There are still general access difficulties to the station, as a panel can feed in comments to Stephen Dickson who can contact Network Rail. There is to be new general signage to Waverley and Haymarket, and improved signage at the lifts and escalators.

4.2. Website. RW has had telephone conversation with Tom Orr. Website now has obsolete software. Dreamweaver would cost about £250, plus state of the art hardware. Would use wordpress today, which does not need new software or hardware to update, has good security and is easy to use. Would cost about £200 to redesign and basic training. RW will meet up with Tom to discuss.

4.3. Royal bank of Scotland. MS had sent email on 5th May prior to previous meeting, HO apologised for missing it. Best possible solution for ramp, will go through existing arch and be as near compliance as possible. Safe cannot be removed. There will be a 90 degree turn at the top of the ramp and there will be a handrail.

4.4. Training day. Discussed , need to get new date in Sept or Oct. (Wednesdays) .HO to email round for best date and get back to SD.

4.5. Bank of Scotland. Still no new cheque book, HO will chase up.

5. New Plans
There were no new plans.

6. Date of Next Meeting

The date of the next meeting will be Monday 23 July 2014, and no meeting in August.

THE CITY OF EDINBURGH COUNCIL

Edinburgh
Street Design Guidance

Version	Date
V1.0	August 2015
Notes This is the first version of the Guidance. It will be subject to ongoing review. Part C (Factsheets), will be issued, and a web based version of the document produced over the next year.	
For inquiries and suggestions, please email us (street.design@edinburgh.gov.uk)	
For news and updates, please visit Edinburgh Street Design Guidance website	

Contents

Foreword

Grassmarket

High quality streets define Edinburgh. People visit the city from all over the World to appreciate the special qualities of the city. These owe much to the quality and variety of the New Town and Old Town streets along with the historic coastal and rural towns and villages. We owe it to current and future citizens and visitors to build on this great inheritance, improving our existing streets and creating great new streets.

Street design, though, is not just about streets of international significance; it is about every street in the city. Every street that people live, shop and work on and travel along can add to or detract from the quality of city life. This guidance is about improving all our streets for all of their users.

For too long we have put car based movement ahead of the needs of pedestrians, cyclists and public transport users when designing streets. While most streets will require to accommodate car use, we need to achieve a much better balance, where the street environment positively influences driver behaviour and where other street uses, sense of place and other forms of travel are put before speed of movement by car.

We need to fully embrace relevant best practice from Scotland and around the World and tackle perceived barriers to change. Building on the Scottish Government 'Designing Street' policy, this guidance sets the principles, the process and the detailed technical guidance to achieve this in the unique and diverse context of the Edinburgh area.

Springside

INTRODUCTION AND GUIDING PRINCIPLES

Introduction

What does this Guidance do?

This guidance brings together previously separate CEC guidance on street design to achieve coherence and co-ordination across the city, with the ultimate goal of providing the people of Edinburgh with a world-class network of vibrant, safe, attractive, effective and enjoyable streets.

It provides **Edinburgh-specific guidance** fully embracing the protocol and principles set out in the Scottish Government's 'Designing Streets' Policy.

It sets out the Council's expectations for the design of Edinburgh's streets to support the Council's wider policies, in particular transport and planning policies**.** It aims to co-ordinate street design and to promote collaborative working between different disciplines, by considering the function of a street first as a place, and then for movement.

Who is this Guidance for?

This Guidance sets out City of Edinburgh Council's (CEC) design expectations and aspirations for streets within the Council area. **It will be used by anyone who designs, plans, manages, maintains, alters or constructs streets.**

What is the status of the Guidance?

This Guidance will be the first point of reference for all street design whether it is for renewals schemes, improvements to existing streets or new streets,(including urban paths), in Edinburgh. Such projects include:

- **Carriageway and footway maintenance and renewals;**
- **New streets associated with development or redevelopment;**
- **Alterations to existing streets including surfaced paths; and**
- **Utility installations and reinstatements.**

It will not apply to the design of unsurfaced rural paths or tracks, or to the Scottish Government's trunk roads and motorways.

The Guidance will also apply to other Council services, as well as Transport and Roads teams, who manage streets for various purposes. These include The Council's Planning and Building Standards, Parks and Greenspaces, Waste and Fleet Services, Economic Development and Trading Standards and Licensing for events, activities and licensing for street use e.g. for tables and chairs, market stalls etc. Everyone who manages, maintains, alters or reconstructs streets, including urban paths, will be expected to comply with the Guidance in order to realise the outcomes it sets out to achieve.

The Guidance will be a material consideration in determining planning applications and appeals as well as Road Construction Consent (RCC) processes.

It supersedes the previous City of Edinburgh Council publications Standards for Streets (2006), Movement and Development (2000) and the Edinburgh Standards for Urban Design (2003).

How does it relate to other Guidance?

This Street Design Guidance is one of six, user-focused, non-statutory guidance documents interpreting Local Development Plan policies. It is supplementary to the Local Development Plan and Local Transport Strategy, and sits alongside the Edinburgh Design Guidance, which deals with the planning and design of new developments.

Non-statutory Edinburgh Planning Guidance documents

- ✓ Edinburgh Design Guidance, 2013
- ✓ Guidance for Householders, 2012
- ✓ Guidance for Businesses, 2014
- ✓ Listed Buildings and Conservation Areas, 2014
- ✓ Developer Contributions and Affordable Housing, 2014
- ✓ Edinburgh Street Design Guidance, 2015 this document

Designing Streets Policy Statement for Scotland

This Guidance aligns with Designing Streets which will be the next point of reference for issues that are not covered within this Guidance.

Use of Design Manual for Roads and Bridges (DMRB)

The Design Manual for Roads and Bridges (DMRB) provides standards, advice notes and other documents relating to the design, assessment and operation of trunk roads. The DMRB is not an appropriate design standard for most of Edinburgh's streets, particularly for geometry and layout. Therefore, in accordance with Designing Streets, the DMRB standards should not be used, unless specifically directed in the detail of this Guidance or where this Guidance does not cover an issue.

Risk and Liability

The design principles set out in this guidance document follow the same principles established in the Designing Streets policy. The Designing Streets policy document should be consulted for further details of the risk and liability considerations.

How is it structured?

Part A provides the Introduction and the guiding principles of street design and street type, setting out the policy and geographical context to street design in Edinburgh. It also sets the Council's expectations for street design and the objectives that the Council would expect street design to be measured against.

Part B discussed the design, including a comprehensive set of 'Design Principles' summary sheets, which sets out detailed design principles for each street type.

Part C provides the Detailed Design Manual. It contains detailed and technical information to implement the guidance. Part C is intended to be a 'live' document and will be updated as best practice, policies and legislation change. At the time of initial publication (August 2015), Part C is not yet populated.

A web-based version will also be developed and is currently planned to be rolled out during 2016. This will guide the user through the process shown overleaf.

How do I use the Guidance?

Guiding Principles
Vision, objectives, commitments and design

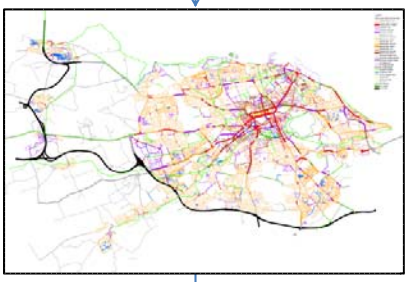
Does the project involve creating new street(s) or paths?

yes

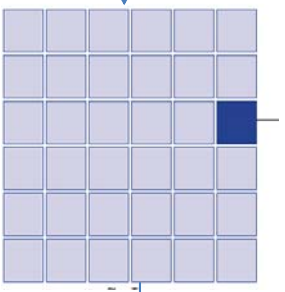
Based on an assessment of Place and Movement characteristics, decide where in Edinburgh Street Framework the street(s) should sit

no

Where does the street currently sit in the Edinburgh Streets Framework?



e.g. Strategic Retail



Is this a Special St / Place?

yes

Contact Streetscape Working Group

no

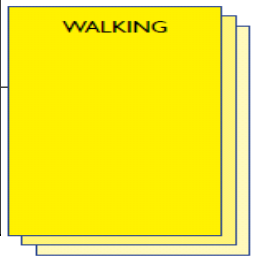
Should the street type change as part of this project?

yes

no

Use Design Principles sheet to determine design parameters / requirements (basic, standard, innovative) relevant to the scale of intervention (small, medium, large)

Consult appropriate Fact Sheets for required street design parameters



Guiding Principles

Our Vision and Objectives

The Council's vision is to transform the process of street design to provide Edinburgh with a world-class network of streets and places. We aim to enhance the vibrancy of our streets, support sustainable movement, make the most of our historic inheritance and optimise the use of limited budgets.

This Guidance is based on the following objectives for streets which align with the key qualities set out in Designing Streets. We aim to provide streets that:

- are welcoming, inclusive and accessible to all;
- are easy to navigate;
- are attractive and distinctive;
- give priority to sustainable travel (walking, cycling and public transport);
- are safe and secure;
- are designed to deal with and respond to environmental factors such as sun, shade, wind, noise and air quality.
- respect key views, buildings and spaces reflect the needs of local communities; and
- are resilient, cost-effective and have a positive impact on the environment over their life-cycle.

Our commitments

- We will follow a design process that starts by considering the street as a place for people and recognising that streets have an important non-transport role.
- We will provide integrated design solutions which reflect the local character of the area.
- We will always prioritise improving conditions for pedestrians, especially for those with mobility impairments or other disabilities, for cyclists and for public transport users.
- We will use signs, markings and street furniture only where necessary, and in a balanced way.

How will our streets change as a result of this guidance?

The main differences that this design guidance will make on our streets are summarised below. In addition detailed Factsheets in Part C of this Guidance discuss each of these proposed changes and associated issues in more detail.

Starting by considering the street as a place

This guidance is intended to bring about a shift in the emphasis of street design across the city from a movement dominated approach, to one which starts by considering streets as places, in so doing reinforcing and improving the quality of Edinburgh's streets. Designers should have a clear understanding of the function of a particular street and propose improvements that will reflect the role of the street,

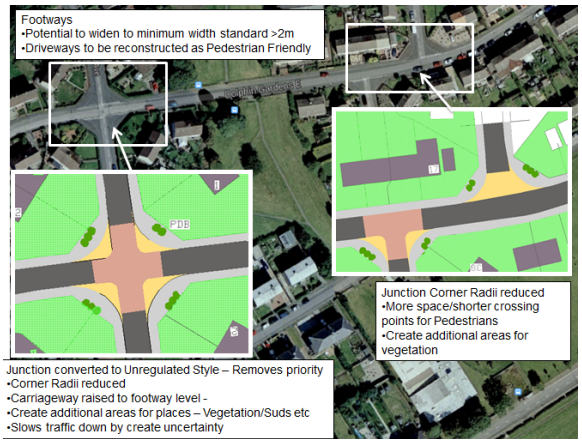
whether it is primarily a retail (high) street, a low density residential street, a place for social and cultural activity, a busy bus or general traffic route.

The new approach will use design to influence road user behaviour, helping reduce vehicle speeds and thus improving safety, particularly for pedestrians and cyclists. Examples of changes to our streets that will result include:

Junctions

- 'Tight' corner radii will be encouraged, slowing down turning vehicles and making side roads easier to cross.
- Wider use of raised road junctions without specific vehicle priority to help reduce vehicle speeds and to give pedestrians more priority.
- Introduction of 'continuous pavement' side road crossings in streets busy with pedestrians, giving greater priority to people travelling on foot.
- Pedestrian phases and advanced cycle stop lines at all signalled junctions.

Before



After

Road Geometry

- Using narrower vehicle lanes, consistent with promoting slower traffic speeds which give more space to pedestrians and cyclists, whilst keeping enough width for buses to operate efficiently where appropriate.

Road Crossings for pedestrians and cyclists (e.g. dropped kerbs, 'pelican', 'puffin' and 'toucan' crossings)

- Providing new crossings on desire lines wherever possible, including where this brings the crossing very close to a side road junction.

Footways

- Altering the design of driveway crossings of pavements ("crossovers") to prioritise a level surface for walking and wheelchairs above a gradual gradient for cars. Ensuring crossfalls on all footways are comfortable for people with reduced mobility.
- Using the guardrail assessment protocol adopted in 2012 as a basis for considering this design feature, with a presumption against new railings and in favour of removing existing.
- Providing tactile paving and (where carriageways are not raised) dropped kerbs at all controlled and uncontrolled crossing points, including those at junctions, and prevention of parking at these crossing points.

- Wider footways in places which are busy with pedestrians, and clear walking zones along them.

Cycling and cycleways

- Increasing the priority given to cyclists in street design.
- Introducing guidance covering segregated on-street cycleways, including dealing effectively with junctions and bus stops.

De-cluttering

Poundbury, Dorset - Source: WSP

- Minimising signing, lining, bins and other street furniture to create an uncluttered space for both movement and place functions.
- Generally not reinstating the centrelines on the 20mph network, other than on strategic routes. (A trial conducted in London between 2013 and 2014 concluded that there was a statistically significant reduction in vehicle speeds and there will be immediate and longer term maintenance cost savings as a result of not reinstating the centrelines).

Tidying up the street surface - West Meon Village, Hampshire

Residents of this Hampshire village were concerned at the effects of speeding traffic on the A32 which bisected the village. Hampshire County Council was due to resurface the road and took the opportunity to work with the local community and a consultant to make improvements within the limited budget available.

Read more on Living Streets website

Flood management and Sustainable Urban Drainage systems (SUDs)

- Promoting and clarifying the requirements for this new approach to drainage which seeks to 'design out' flood risk through attenuation as well as providing water quality treatment both in terms of new streets and retrofitting in existing streets.
- Ensure the systems maximise the potential for improvements to landscape and biodiversity e.g. the use of ‘rain gardens’ with trees and soft landscaping.

Street trees and soft landscaping

- Introducing street trees and soft landscaping to conserve and enhance townscape character; to use as traffic calming measure and to encourage walking and cycling.

Guidance for everyone

Design changes should be incorporated into all projects including roads and pavements renewals. Everyone who manages, maintains, alters or reconstructs streets, including urban paths, will be expected to comply with the Guidance in order to realise the outcomes that the Guidance sets out to achieve.

Street Pattern

When creating new street patterns in Edinburgh, designers will draw on:

- Edinburgh's vision, objectives and commitments set out in this Guidance;
- Designing Street's *key considerations for designing new street patterns (p19-31)*; and
- Edinburgh's recognisable street patterns and distinctive urban structure.

These will also apply to making amendments to existing streets. In summary the key requirements include:

- establishing connected streets – cul de sacs should be avoided unless unavoidable;
- creating an urban form that establishes suitable grids and patterns and creates relationships between street widths and building heights and ensure neighbourhoods are walkable;
- prioritising pedestrians, cycling and public transport;
- design solutions that draw on typologies common to Edinburgh and respond to the character and features of the area (refer to Conservation Area Character Appraisals and Edinburgh Design Guidance); and
- considering the environmental quality of the street.

The Edinburgh Context

Edinburgh's city centre has a powerful and distinctive character created by its topography, geological history and the unique form of its historic environment, consisting of the Old and New Towns separated by what are now Princes Street and its gardens. This character makes a contribution to the city's quality of life, to its status as a World Heritage city and to its position as a major visitor destination. What makes Edinburgh special is detailed in Edinburgh Design Guidance (p8-9) and includes areas outside the urban area such as the coastal settlements and rural towns and villages.

Edinburgh developed through time giving each area a distinct character. This provides potential templates for the development and expansion of the rest of the city. This is summarised in relation to street design, including examples of important street styles.

Referencing Existing Street Styles

Edinburgh has a legacy of original street layouts, fabrics, materials and furniture. Locally quarried sandstone, Caithness paving, original whinstone kerbs, granite setts, horonized paving, original cast iron street lamps and street features such as mounting blocks, lighting plinths and coal chutes have been retained in many parts of the city.

These features form part of the overall values that underpin World Heritage status and create the essential character of the city's conservation areas. It is important that changes to streets aim to preserve and enhance this historic fabric.

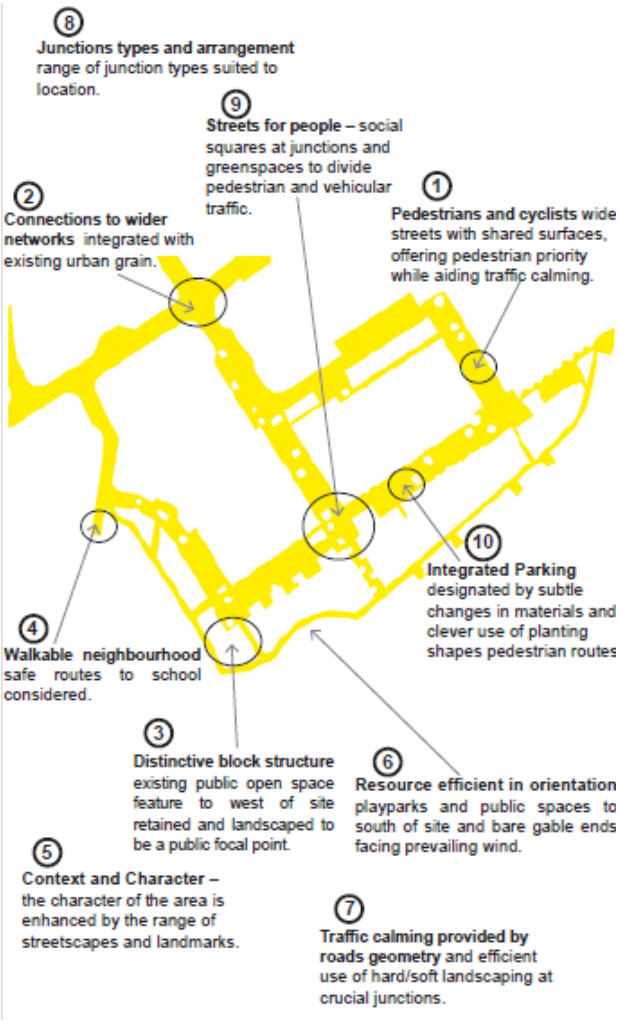
There is range of street character in Edinburgh where the scale, ratios and patterns, materials of streets vary. The street patterns of Medieval, Georgian, Victorian and Edwardian streets, and of some (but not all) between and post war Edinburgh streets demonstrate good townscape qualities showing coherent relationships between building, footway and road. Generally, designs for changes to existing streets or for new streets should reinforce recognisable street patterns and styles already in place locally. However 20th century car-based street patterns with layouts impermeable to pedestrians, cyclists and public transport should be adapted or replaced wherever opportunities arise.

Edinburgh already has good practice examples that feature as Designing Streets case studies. These include:

- Wauchope Square (City of Edinburgh)
- Gracemount (City of Edinburgh)
- Greendykes North (City of Edinburgh)

Gracemount City of Edinburgh 21st Century Homes

In Gracemount, streets are designed to provide a pedestrian friendly, low traffic speed area which works as a coherent public space. There are uniform levels with no high kerbs and different zones are distinguished by different surface finishes.



Movement analysis
Source: Creating Places website, Scottish Government

This approach allows the street to become a more sociable space. To address concerns about the use of shared surfaces by blind and partially sighted people, a separate walkway is provided which is defined by a tactile strip rather than a raised kerb. All homes have a private or semi private outdoor space – a private garden, private balcony or secure communal rear garden.

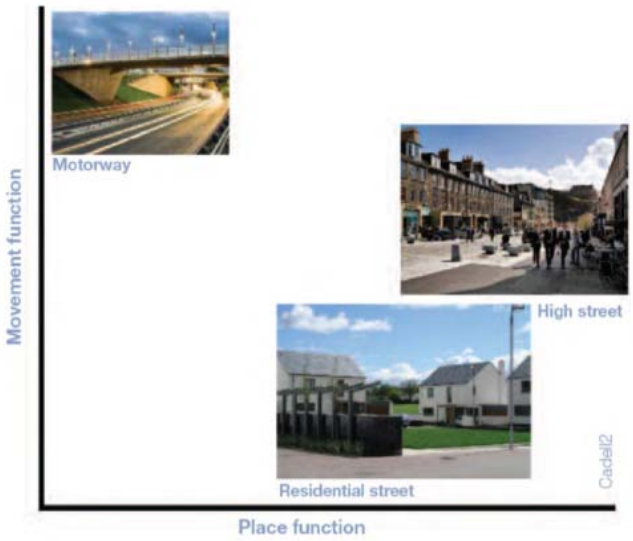
Public open space is provided by retaining an important existing walkway through the site and three informal squares, located at road junctions, provide small scale greenspace with seating.

Parking courts softened with planting

Edinburgh Street Framework

The Edinburgh Street Framework is based around the dual **place** and **movement** roles of streets.

As a **place**, a street is a destination in its own right. People using streets as places will live on a street, or make use of buildings or other facilities that are on the street. People using streets as places are almost always on foot.



Movement is essentially travel by any mode. Within the Edinburgh Streets Framework, the movement significance of a street is primarily determined by the function of the street for medium and long distance movements, particularly by public transport. *Source: Designing Streets, page 9*

Many streets with similar **movement** functions can have very different **place** functions. Perhaps the best examples in Edinburgh are the main roads into the city centre from its edges. These are very significant for movement throughout their lengths, whilst their place functions vary dramatically, ranging from outer suburban low density housing and busy high streets.

Street Categories / Types

The Edinburgh Street Framework categorises our streetsbased on their place and movement functions. There are different Design Principles for each of the seven street types, which (with 3 different levels of movement significance) have been identified in the table below. In addition to this there are also footpaths, cycle paths and a number of special streets / places in this framework. Design Principles for the standard street types and these special categories are provided in Part B.

Edinburgh Street Framework

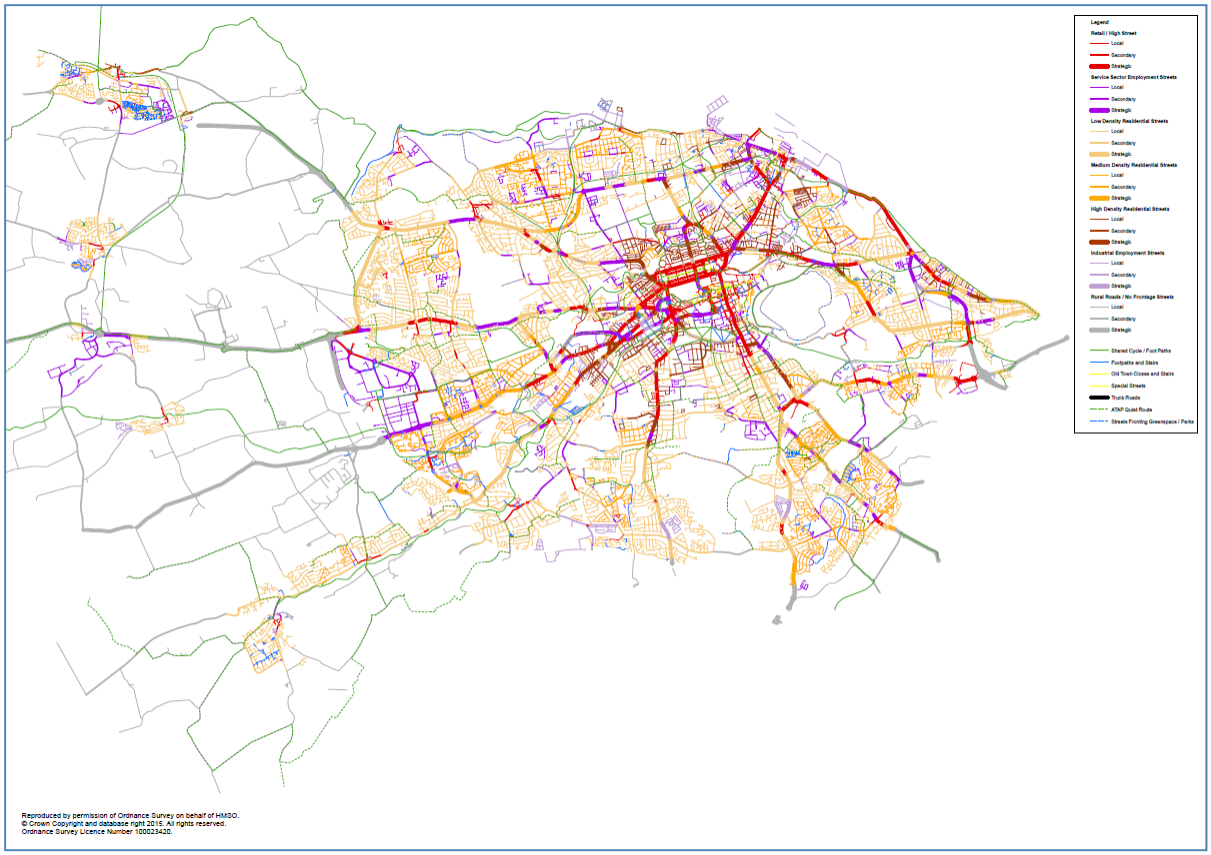
Click to link to summary principles sheets		Type of Place ⟶						
		Rural roads / No frontage	Industrial Employment	Low Density Residential	Med Density Residential	High Density Residential	Service Sector Employment	Retail / High Streets
↑ Significance of Movement	Strategic	x	No	x	No	No	x	x
	Secondary	x	No	No	x	No	x	x
	Local	x	No	x	No	x	No	Xo
Other streets and paths	Footpaths	(pedestrians only)						
	Footpath/ cycleways	(shared by pedestrians and cyclists)						
	Special streets and places	Royal Mile, Princes Street, George Street (with squares), Grassmarket, The Shore, Queensferry High Street, Old Towns closes and stairs						

Mapping out Edinburgh Street Types

Application of the above framework on our existing streets has resulted in a map format of the Edinburgh Streets Framework. The Edinburgh Street Types map presents Edinburgh's existing streets based on their ***current*** place and movement status.

Those who are dealing with Edinburgh's existing streets can simply locate the street(s) in question on the map to obtain the relevant Design Principles sheet presented in Part B.

Those who are creating new streets (eg developers) in Edinburgh should apply the "*place and movement*" detailed in above and the information provided in the next section to identify Design Principles applicable to the proposed street type(s) in their development.



Edinburgh Street Framework - Street Types Map

How to apply Edinburgh Street Framework to New Developments

How significant should movement be?

Movement significance of a street is based on the importance of the street for motorised (private and public transport) traffic and its place in the street hierarchy in connecting major destinations.

Strategic streets accommodate the highest levels of movement by a range of modes of transport including out-of-city movements. These include A roads and other main streets, such as Leith Walk, Morningside Road and the Western Approach Road, aside from trunk roads.

Secondary streets provide connections between different parts of the city with moderate to high levels of movement, usually includes travel by bus, such as Captains Road, Bonnington Road, or Drum Brae.

Local streets serve mainly (though not exclusively) housing, and provide local access for example for local residents and employees to and from their houses and places of work. These streets will not have a significant through traffic function. They can vary substantially in width depending on when they were first built. They do not have a significant public transport role.

The majority of new streets are likely to fall into the 'Local streets' category.

Paths are type of street that will usually excludes any form of motorised traffic. The level to which pedestrians and cyclists are separated from each another will vary.

What type of a place to create?

The Edinburgh Design Guidance sets out requirements relevant to understanding context, designing buildings, landscape and biodiversity that all together with streets creates the very essence of a place that is being developed. Therefore streets can also be categorised by **their place function** – in the Edinburgh Streets Framework, this is simply derived by land uses and frontages. Areas where there are lots of people on the street have a high place status: for example, streets with shop frontages and offices. Areas with limited street frontage and pedestrian interaction have a low place status: for example industrial estates and rural roads.

Retail / High Streets have an important and valued role within the whole city, local district or neighbourhood. They typically comprise a group of shops with frontage at the ground floor level and are mixed with other land uses between or above them such as non-retail employment (e.g. offices), tenement flats, restaurants, hotels or other types of private residence. This type of place also covers smaller numbers of shops providing an important community function in local centres such as bars, cafes and shops with self-contained streets such as local shopping parks or drive-ins.

Service sector employment streets include short stretches of offices in otherwise residential locations (such as offices on the ground floor of tenement buildings); schools, hospitals, self-contained business units or industrial parks and places within the urban fabric forming identified business areas

Industrial employment streets include activities related to industrial manufacturing, distribution and sale of industrial goods etc.

High density residential streets are sometimes mixed with retail and/or non-retail employment, including traditional multi-storey tenements and other newer high density housing developments consisting of modern apartments (these may depart from traditional street patterns).

Medium density residential streets Including large semi-detached housing, closely-spaced terraces, colonies, or 2 to 3 storey villas or new apartments.

Low density residential streets with their own private frontage/gardens and off-street car parking typically in suburban areas outside of the central areas of the city. These include 1-2 storey and less densely spaced family dwellings such as semi-detached houses or bungalows.

Rural roads and streets with no frontage have fewer features of the built environment or are surrounded by fields, parks, the green belt or countryside, with potentially with a few isolated dwellings in a **rural** setting.

20 mph Streets

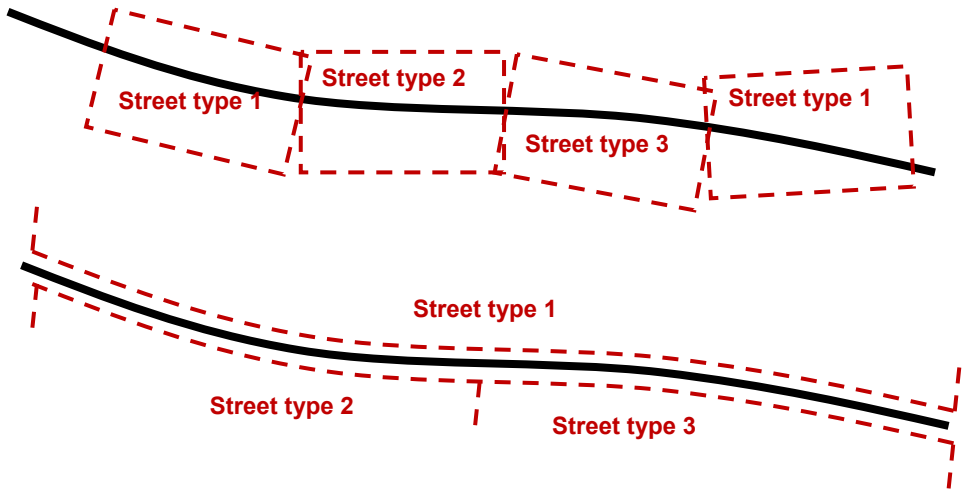
Edinburgh is the first 20 mph city in Scotland with 30mph and 40mph speed limits only maintained for a limited arterial network. Therefore the default design speed for new streets is 20 mph. Exceptions will be considered for new rural streets with no-frontage, for those serving and fronting low-medium density industrial land uses and for those strategic and secondary streets with a frequent bus service.

Interaction between different street types – transition and transformation

Where streets have more than one land-use for example with both retail and residential functions, the predominant street level use should be seen as the main influence on the balance between place and movement.

Some streets will have a consistent design along their length. However in many cases, a streets' place function changes as it passes through the city (eg from retail / shopping to residential to office based employment). At transitions between two place types, there should not be a sharp boundary – the designer should take a pragmatic approach to the design so that it makes sense to the user and avoids apparently illogical or jarring changes.

Sometimes one side of a street will have a different place function from the other. In this case, the street type with the higher place status should normally apply on both sides, although some flexibility can be applied. For example, on a street with shops on one side and a local park boundary on the other, the highest priority (shopping) implies a need for paving slabs on the footways on both sides; in practice, blacktop could be used on the park side, if there is low pedestrian demand. There may also be cases where special design consideration may apply. Whatever the composition of the street, its design should be coherent and respond to the local context.



Street segmentation along a street; each segment may have an individual place type and design options (based on Movement & Place)

In some cases, complete transformation of a street may be desirable or required by a design brief, meaning that the existing movement and place needs of a street should be altered by the design. This approach is likely to apply when reconstruction projects, area wide traffic management schemes or urban design improvements are proposed. In some cases, the transformation of a street may take several years and go through different phases.

Part B – DESIGN

Design Approach

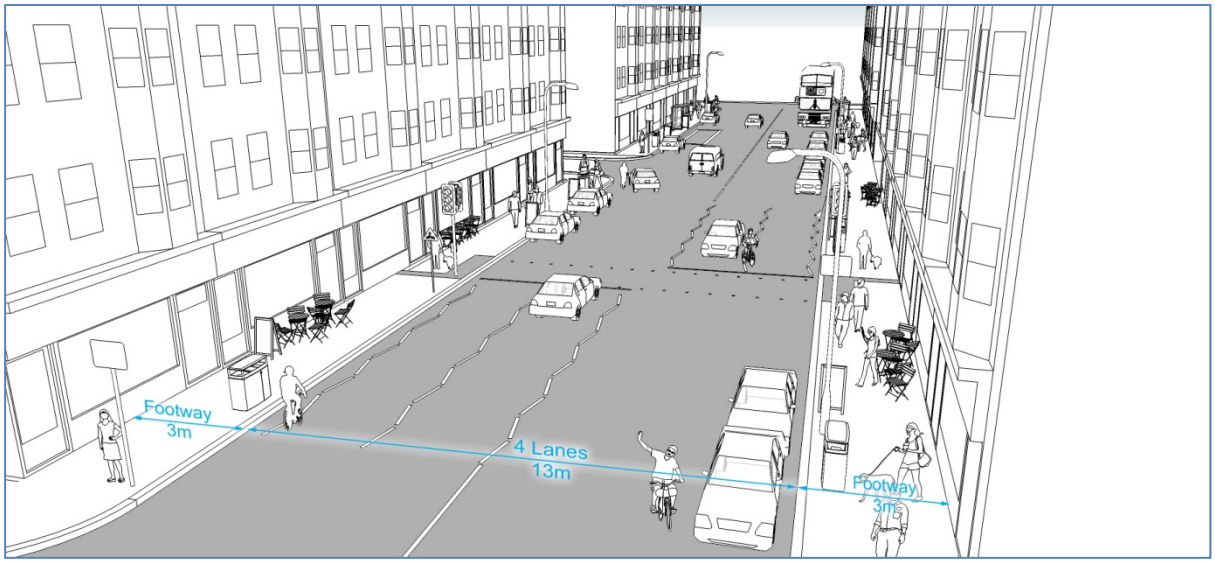
Levels of Design Intervention

The Council intends to make sure all work undertaken in Edinburgh's streets is a step towards its vision and objectives for streets. Therefore Edinburgh Street Design Guide must be applied across the design spectrum, from the completion of routine maintenance and basic repairs to construction of a brand new street. The requirements set out in the 'Design Principles' Sheets relate to the level of intervention on our streets undertaken by the Council services or third parties.

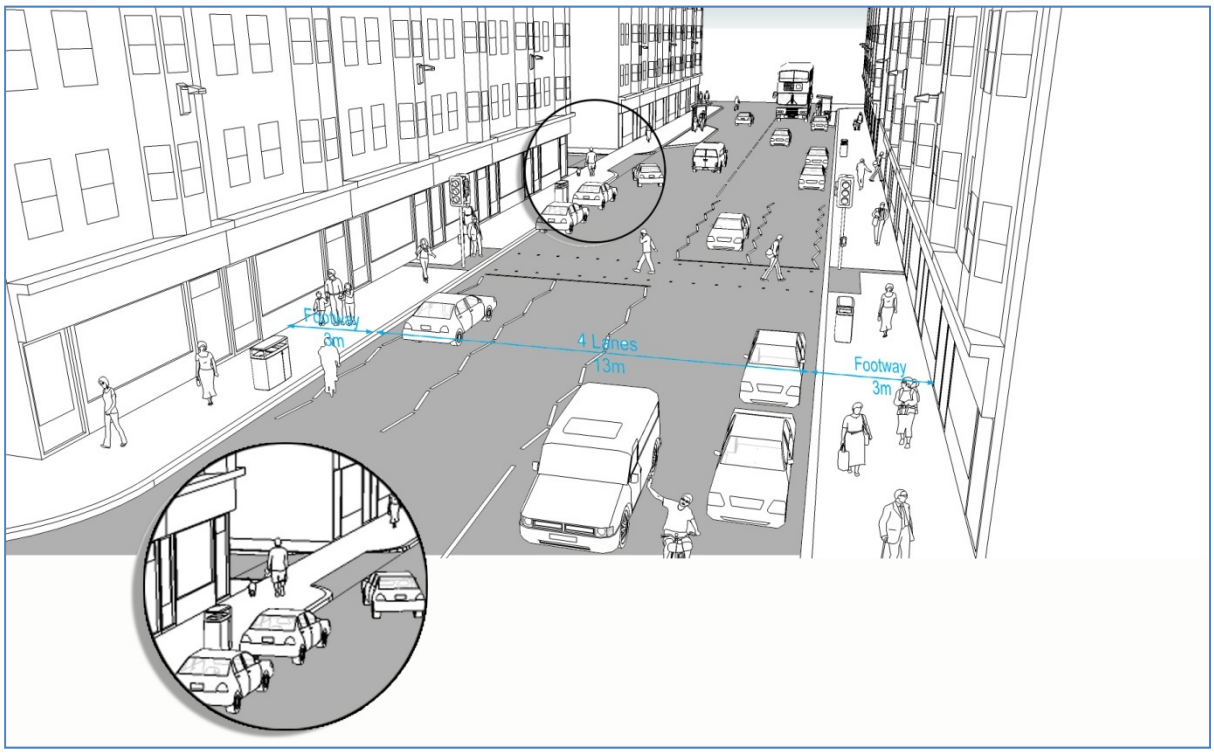
Requirement	Action required	Level of intervention
Basic	***Tidy up*** Get rid of unnecessary street furniture that is easy to remove, combine or relocate (bins, signs, seats) ***Declutter*** Do not retain street furniture and road sign/marking unless there is a clear case for retention	Small scale maintenance and renewals projects that are based on periodic inspections and/or reports and requests from third parties, e.g. single pothole repairs, isolated footway repairs <25m in length, single (pairs) of tactile or drop kerb installations, new single signs, new crossovers for single buildings etc. Also applies to other services that use, maintain and manage streets including utility providers.
	Improve Improve standards of streets with smaller budget and limited specs so that they are accessible for all and support street uses/activities	Small scale capital (carriageway and footway) renewal schemes and other small scale capital schemes including road safety projects, new crossings, traffic calming schemes incorporating physical measures, junction refurbishments, bus stops including build outs, and road cycle schemes.
Standard	***Rethink and redesign*** Apply basic design principles but also aim for significant street re-design and roadspace reallocation.	Medium to large scale capital (carriageway and footway) renewal schemes and other medium to large scale capital schemes such as large scale traffic management, bus priority and cycle priority schemes.
Innovative	***Consider innovative approaches to create new streets or reconstruct existing streets*** Apply basic and standard design principles but also aim for innovative construction/ full reconstruction of the street from building to building.	This level should be considered for street / area based public realm or economic development projects. For example, High Street, Leith Walk and Grassmarket public realm schemes where whole street layout is reconfigured from building to building. Also should be considered when creating new streets associated with developments.

“Basic” Design Principles / Requirements focus on - making Edinburgh's streets accessible especially for the vulnerable street users (e.g. mobility impaired, blind and partially sighted, elderly or young, people with cognitive difficulties etc); supporting sustainable forms of travel and street uses/activities. Achieving this requires tidying up, decluttering and improving basic street layout, materials and furniture.

Any small scale works /projects on streets undertaken by the Council or third parties will fulfil the basic design principles / requirements that are specified in the design principles sheet for each street type.



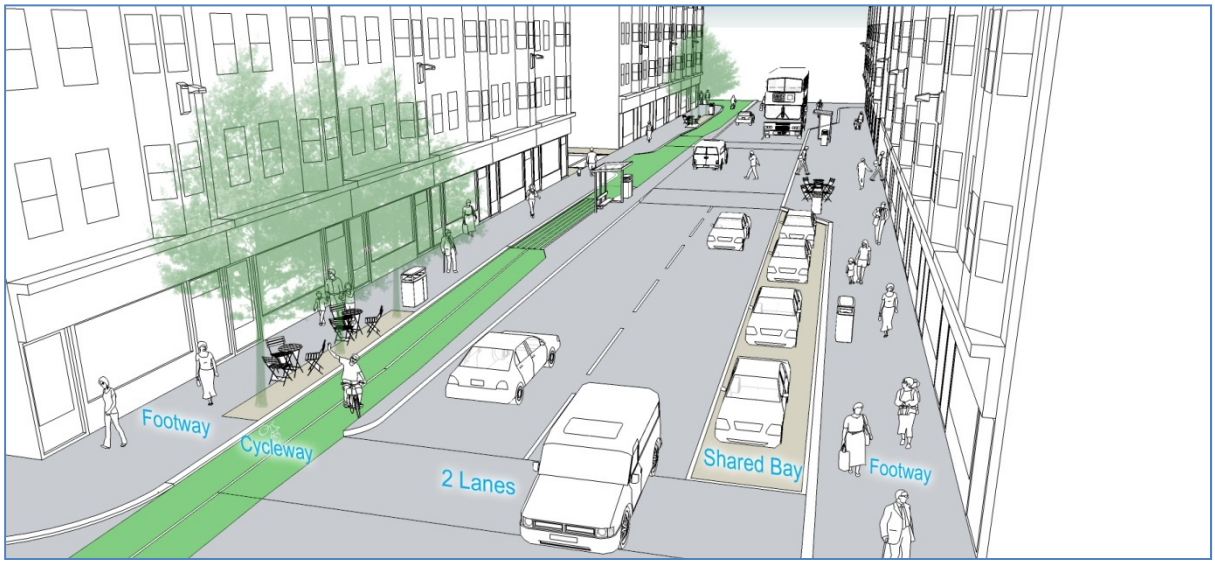
Illustrative example of a typical existing retail/ high street layout



Illustrative example of the same street tidied up and decluttered

“Standard” Design Principles / Requirements supplement these basic treatments and focus on establishing a much higher standard of street. The majority of these requirements already feature in some of our streets, but the aim is to make sure all corners of Edinburgh offer such streets to our residents and visitors.

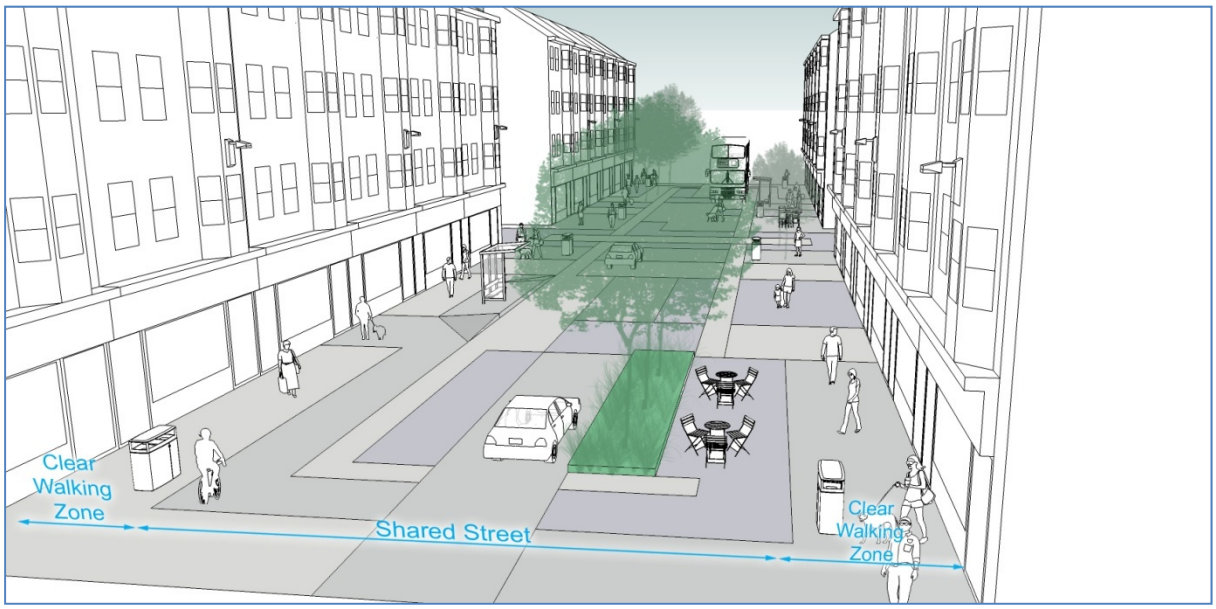
Any Medium to large scale works /projects on streets by the Council or third parties will fulfil the basic and standard design principles / requirements that are specified in the design principles sheet for each street type.



Illustrative example of the same street reconstructed as an ATAP Quiet Route

“Innovative” Design Principles / Requirements include concepts that may be new or experimental (at least in the UK context), or suitable only in special circumstances.

Any corridor or area based public realm, transport or economic development projects by the Council or third parties will fulfil both the basic and standard design principles and should consider innovative design principles.



Illustrative example of the same street reconstructed as shared space

Quality Audit

A Quality Audit should be a integral part of street design. The Quality Audit process aims to allow for more innovative design solutions where overly cautious practices can be avoided in favour of creating places that are high quality and enjoyable to use.

A Quality Audit draws together assessments relating to a range of street users. By grouping the assessments together and considering against CEC's overall street objectives and any specific local objectives, any compromises in the design will be apparent, making it easier for decision makers to view the scheme in the round. Whilst they can be used at initial design stages they add particular benefit once a design has been developed in some detail whether on an existing or new street.

A Quality Audit is not a tick box exercise, but should be integral to the design and implementation of any street design. A typical audit may include some of the following assessments but the content will depend on the type of scheme and the objectives which the scheme is seeking to meet:

- an audit of visual quality;
- a review of how the street will be used by the community;
- a Road Safety Audit;
- an inclusive access audit;
- a walking audit; and/or
- a cycle audit.

To assist with the Quality Audit process, CEC have adopted the Quality Audit template and accompanying guidance document, created by the Scottish Government for Designing Streets, which can be downloaded from the following web address:

http://www.creatingplacesscotland.org/designing-streets/process/quality-audit

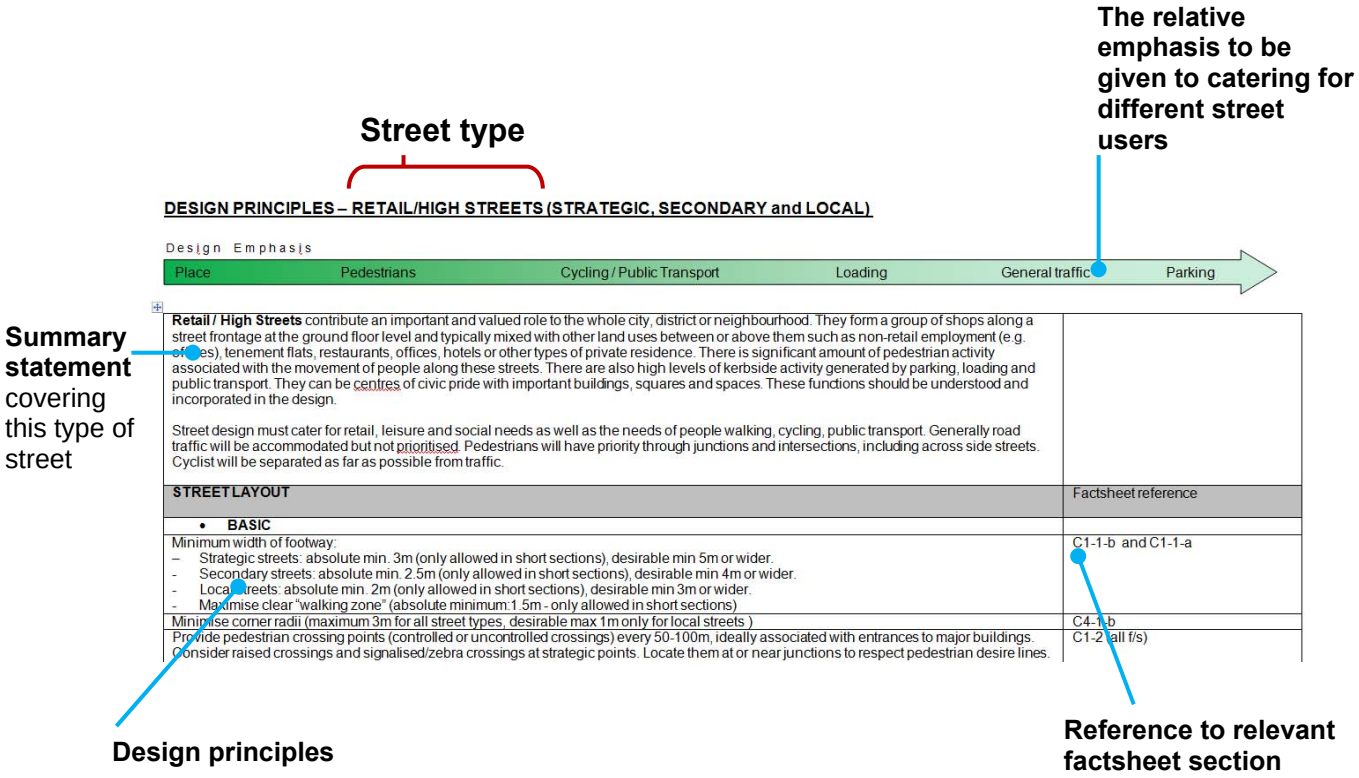
Design Principles

Each street type has a corresponding 'Design Principles' summary sheet, which provides a high level design brief for any works undertaken on that particular street type. Principles sheets indicate key design parameters and also direct users to associated technical factsheets. Applicable design parameters vary according to the level of intervention proposed and agreed with CEC.

The Design Principles sheets also acknowledge that there may be certain design considerations which will apply to some but not all streets within a given 'type' (e.g. those within conservation areas, presence of a school – for more detail see Special Design Considerations above) and provide guidance on how to design around these elements.

The key points set out in the appropriate Design Principles Sheet should be the starting point for design. However designs should always respond to local context and objectives, and this may justify changes in the approach in some circumstances.

An example Principles Sheet is shown below:



Special Streets and Places

There will be a number of exceptions and unique locations which require special treatment; examples include:

- Royal Mile
- Princes Street
- George Street (with squares)
- Grassmarket
- The Shore
- Queensferry High Street
- Old Town's closes and stairs

The Shore

Grassmarket

The overall vision and objectives for street and design set out in this guidance are relevant for these special streets and places. They should be used as a basis for any design proposals, in the first instance, along with any more specific local objectives.

South Queensferry

When considering significant or full reconstruction of these streets, their unique nature means that it is important that creativity and innovation is not stifled by an overly generic approach to design. It is therefore recommended that objectives, suitably prioritised, should form the basis of a collaborative / corporate based design approach.

Royal Mile

For maintenance and more limited reconstruction, the most appropriate principles sheets (eg primary and secondary retail) as well as any specific design codes already in place, should be used to inform the design.

Special Design Considerations

Some specific local design factors may need to be addressed as part of the design process. Examples of these Special Design Considerations include:

- World Heritage Site, conservation areas and listed buildings, Natural Heritage and biodiversity designations areas that are otherwise visually distinct or historically important
- areas that may require increased social and pedestrian space such as squares and significant streets, street junctions and intersection; and
- areas outside buildings such as schools, pubs, local shops or at bus stops or rail stations
- streets that front onto water (coastal or river) and important greenspace (parks and gardens)
- footpaths
- foot/cycle paths
- Active Travel Action Plan (ATAP) Quiet Routes

Castlehill

Shared Foot/Cycle path

Segregated Cycle path

These design factors are important in delivering Edinburgh's vision and objectives and should apply across the standard street types.

Some of the key principles related to these streets and places are outlined overleaf in the following principles sheets.

Design Principle Sheets

DESIGN PRINCIPLES – RETAIL/HIGH STREETS (STRATEGIC, SECONDARY and LOCAL)

Retail / High Streets contribute an important and valued role to the whole city, district or neighbourhood. They form a group of shops along a street frontage at the ground floor level and typically mixed with other land uses between or above them such as non-retail employment (e.g. offices), tenement flats, restaurants, offices, hotels or other types of private residence. There is significant amount of pedestrian activity associated with the movement of people along these streets. There are also high levels of kerbside activity generated by parking, loading and public transport. They can be centres of civic pride with important buildings, squares and spaces. These functions should be understood and incorporated in the design. Street design must cater for retail, leisure and social needs as well as the needs of people walking, cycling, public transport. Generally road traffic will be accommodated but not prioritised. Pedestrians will have priority through junctions and intersections, including across side streets. Cyclist will be separated as far as possible from traffic.	
STREET LAYOUT	Factsheet reference
• **BASIC**	
Minimum width of footway: – Strategic and secondary streets: absolute min. 2.5m (only allowed in short sections), general min 3m, desirable min 4m or wider. - Local streets: absolute min. 2m (only allowed in short sections), general min 2.5m, desirable min 3m or wider. - Maximise clear "walking zone" (absolute minimum:1.5m - only allowed in short sections)	C1-1-b and C1-1-a
Minimise corner radii (maximum 3m for all street types, desirable max 1m only for local streets)	C4-1-b
Provide pedestrian crossing points (controlled or uncontrolled crossings) every 50-100m, ideally associated with entrances to major buildings. Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings.	C1-2 (all f/s)
Provide pedestrian phases on all signalised junction arms and consider X (all green) crossing.	C4-2-a
Review existing Traffic Regulation Orders (TRO's). Make all crossing points suitable for wheelchairs and protected from parking/loading.	C1-2-a
Introduce waiting restrictions to protect all corners and, if required, the opposite kerbside of T-junctions, from parking and loading.	C-4-1b
No new vehicular footway crossovers to be introduced on strategic and secondary streets. Remove obviously redundant footway crossovers. At new and existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide.	C1-1-c and C1-1-d
If the street forms part of the ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult cycle team.	C2-1 to C2-6
Provide Advanced Stop Lines at all signalised junctions.	C2-1
Provide cycle parking for visitors and commuters.	C2-4
Reduce the amount of kerbside devoted to parking and loading to support cycle/bus facilities	C4-3
Consider providing bus boarders where minimum footway width of 1.5m can't be obtained (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop on strategic and secondary streets.	C3-1-b and C-3-d and C2-1
Consider bus lanes or other bus priority measures in places where queuing occurs	C3-1-e
• **STANDARD**	
Install continuous footways at all uncontrolled side junctions.	C4-2-d and C4-2-b
Consider raised junctions incorporating full carriageway width of main road at key junctions.	C4-2 (all f/s)
Consider shared space at key junctions/locations, public transport interchanges etc.	C1-3 (all f/s)
Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Connect them to ATAP Quiet Routes Network (GIS).	C2-1
Consider bus lanes with parking/loading restrictions on strategic and secondary streets.	C3-1-e
Consider retrofit SUDS e.g. bioretention, swales	
• **INNOVATIVE**	
Clear width of carriageway: – Strategic streets: min 6m – Secondary streets min 5.5m – Local streets min 4.5m	C4-1-a
Consider full shared space as part of a comprehensive approach to wider traffic management.	C1-3
Design speed for secondary and local streets is 20mph, including bus routes	C5-2-a (Green Env/ Flood prevention / SUDs)
Incorporate SUDS features (swales, ponds, basins, bioretention, etc)	
Utility service zone generally within footways, where possible min 3m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes.	
FABRIC/MATERIALS	
• **BASIC**	
Localised repairs to footway and carriage way (including surface treated cycle and bus lanes) must be in original material. Consider overlay or surface dressing to improve skid resistance (only where required), enhance appearance or extend life.	
Footways in paving slabs	C1-4-b
Contrasting grey tactile paving/ cycle warning paving	C1-4-c
Consistent use of materials (no breaks for driveways etc unless historic materials. In this situation use flat-topped setts)	C1-1-c and C4-5-b
If streets are settled then setts should be replaced with flat-topped at crossing points for wheelchairs, prams etc. use.	C1-4-b
Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc	C1-1-b and C1-1-a
Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used. Standard kerb height 100mm. Consider retention of natural materials.	C1-4-d
Carriageway HRA Asphalt or SMA. No antiskid at 20mph, 25m at 30mph. at 40mph use DMRB. Alternatively PSV stone HRA can be used.	C4-5-a
Cycle lanes and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations)	C3-3-a and C2-3-a
Bus stops- 100mm kerb upstand	C3-3-c
Minimise road markings	
Protect existing trees, and replace dead trees - discuss with Streetscape Working Group / Parks as early as possible	Trees in the City Action Plan Edinburgh Design Guidance
• **STANDARD**	
Consider natural materials for kerbs.	C1-4-d
Use high quality materials- unit paving (pcc or natural stone)	C1-4-b
Consider recessed utility covers in consultation with the utility suppliers.	
Consider soft landscaping and street trees to conserve and enhance townscape character and for SUDs - discuss with Streetscape Working Group / Parks as early as possible.	
Consider retrofit SUDS materials e.g. permeable paving, etc.	C5-2-a
Consider different/high quality materials to enhance place and crossroads.	
FURNITURE/FEATURES	
• **BASIC**	
Consolidate street poles and signs etc to declutter the street. Follow De-cluttering Assessment process	
Presumption against guardrail - Apply Guardrail Assessment Process for removal, retention and installation of new.	C1-9 -a
Clear walking zone (absolute min 1.5 m) from obstructions - relocate street furniture and features outside walking zone closer to the kerb or buildings.	C1-1
Locate domestic bins and recycling units off street or on carriageway (consider implications for cycling) and public bins on footways (outside the	

walking zone).	
Poles set back 300mm from kerb	C1-1
Provide frequent seating and waste bins, at least every 50m	C1-5-a
Visitor/commuter cycle parking will be Sheffield stands or cycle hoops or toast racks. Communal residents' cycle parking will be lockable compound/container.	C2-4
Provide bus shelter and Bus Tracker at all bus stops (check current furniture contract, shelter requirements, notice boards etc) - contact public transport team.	
Locate signage on walls/ boundaries and other street furniture. Utilise existing poles to avoid erecting new ones.	
Utility chambers to be replaced if worn and if redundant, to be removed. New ones are not placed in walking zone.	
• **STANDARD**	
Consider provision for city dressing/ events infrastructure.	
Provide street lighting, aluminium columns or preferably wall mounted, 10m columns for strategic, 8m for secondary, 6m on local streets (absolute minimum 5m where building mounted), 5m on pedestrian only paths	Street Lighting Strategy
Consider CCTV requirements	C1-11-d
Assess and provide community and retail information; and wayfinding and directional signage.	Contact CEC Planning Department for Wayfinding Guidance
• **INNOVATIVE**	
Bus boarder kerbs to be consistent with existing footway material	C3-3-c
Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space	C5-1
Use street furniture and planting as part of speed control strategy and to encourage activity on street	C1-11

DESIGN PRINCIPLES – SERVICE SECTOR EMPLOYMENT STREETS (STRATEGIC, SECONDARY and LOCAL)

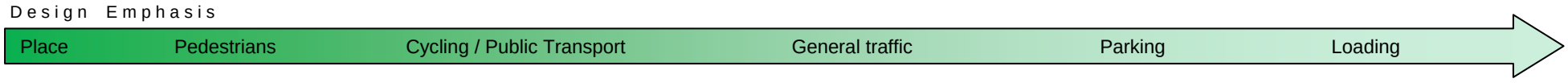
Design Emphasis

Service Sector Employment Streets will have frontage, and will typically mixed with other uses between or below/above them such as retail, tenement flats, restaurants, hotels or other types of private residence. Streets will be similar in profile to retail streets, with similar key footpath links to local facilities. Street design must cater for retail, leisure and social needs as well as the needs of people walking, cycling, taking public transport. Generally road traffic will be accommodated but not prioritized. Pedestrians will have priority through junctions and intersections, including across side streets. Cyclist will be separated as far as possible from traffic.	
STREET LAYOUT	Factsheet reference
• **BASIC**	
Minimum width of footway: – Strategic streets: absolute min. 2m (only allowed in short sections), general min 3m, desirable min 5m or wider. - Secondary streets: absolute min. 2m (only allowed in short sections), general min 2.5m, desirable min 4m or wider. - Local streets: absolute min. 2m (only allowed in short sections), desirable min 3m or wider. Maximise clear "walking zone" (absolute minimum:1.5m - only allowed in short sections)	C1-1-b and C1-1-a
Minimise corner radii (maximum 3m for all street types, desirable max 1m only for local streets)	C4-1-b
Provide pedestrian crossing points (controlled or uncontrolled crossings) every 50-100m. Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings.	C1-2 (all f/s)
Provide pedestrian phases on all signalised junction arms and consider X (all green) crossing.	C4-2-a
Review existing Traffic Regulation Orders (TRO's). Make all crossing points suitable for wheelchairs and protected from parking/loading.	C1-2-a
Introduce waiting restrictions to protect all corners and, if required, the opposite kerbside of T-junctions, from parking and loading.	C-4-1b
No new vehicular footway crossovers to be introduced on strategic and secondary streets. Remove obviously redundant footway crossovers. At new and existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide.	C1-1-c and C1-1-d
If the street forms part of the ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult cycle team.	C2-1 to C2-6
Provide Advanced Stop Lines at all signalised junctions.	C2-1
Provide cycle parking for commuters and visitors.	C2-4
Reduce the amount of kerbside devoted to parking and loading to support cycle/bus facilities on strategic and secondary streets. High density of short term parking and low density of long term parking.	C4-3
Consider providing bus boarders where minimum footway width of 1.5m can't be obtained (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop on strategic and secondary streets.	C3-1-b and C-3-d and C2-1
• **STANDARD**	
Install continuous footways at all uncontrolled side junctions.	C4-2-d and C4-2-b
Consider raised junctions incorporating full carriageway width of main road at key junctions.	C4-2 (all f/s)
Consider shared space at squares, key junctions/locations, public transport interchanges etc.	C1-3 (all f/s)
Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Connect them to ATAP Quiet Routes Network (GIS).	C2-1
Consider bus lanes with parking/loading restrictions on strategic and secondary streets.	C3-1-e
Consider retrofit SUDS e.g. bioretention, swales, etc.	C5-2-a
• **INNOVATIVE**	
Clear width of carriageway: – Strategic streets: min 6m – Secondary streets min 5.5m – Local streets min 4.5m	C4-1-a
Design speed for secondary and local streets is 20mph, including bus routes	
Consider full shared space as part of a comprehensive approach to wider traffic management, especially to avoid footway parking.	C1-3
Incorporate SUDS features (swales, ponds, basins, filter strips, bioretention, etc)	C5-2-a (Green Env/ Flood prevention / SUDs)
Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes.	C4-1-f
FABRIC/MATERIALS	
• **BASIC**	
Localised repairs to footway and carriage way (including surface treated cycle and bus lanes) must be in original material. Consider overlay or surface dressing to improve skid resistance (only where required), enhance appearance or extend life.	
Footways in paving slabs	C1-4-b
Contrasting grey tactile paving/ cycle warning paving	C1-4-c
Consistent use of materials (no breaks for driveways etc unless historic materials. In this situation use flat-topped setts)	C1-1-c and C4-5-b
If streets are settled then setts should be replaced with flat-topped at crossing points for wheelchairs, prams etc. use.	C1-4-b
Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc	C1-1-b and C1-1-a
Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used. Standard kerb height 100mm. Consider retention of natural materials.	C1-4-d
Carriageway HRA Asphalt or SMA. No antiskid at 20mph, 25m at 30mph. at 40mph use DMRB. Alternatively PSV stone HRA can be used.	C4-5-a
Cycle lanes and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations)	C3-3-a and C2-3-a
Bus stops- 100mm kerb upstand	C3-3-c
Minimise road markings. No centrelines on local streets with design speed of 20mph.	
Protect existing trees, and replace dead trees - discuss with Streetscape Working Group / Parks as early as possible	Trees in the City Action Plan Edinburgh Design Guidance
• **STANDARD**	
Consider natural materials for kerbs.	C1-4-d
Use high quality materials- unit paving (pcc or natural stone) at strategic locations, squares, shops, public buildings etc	C1-4-b
Consider recessed utility covers in consultation with the utility suppliers.	
Consider soft landscaping and street trees to conserve and enhance townscape character and for SUDS - discuss with Streetscape Working Group / Parks as early as possible.	
Consider retrofit SUDS materials e.g. permeable paving, etc.	C5-2-a
FURNITURE/FEATURES	
• **BASIC**	
Consolidate street poles and signs etc to declutter the street. Follow De-cluttering Assessment process	
Presumption against guardrail - Apply Guardrail Assessment Process for removal, retention and installation of new.	C1-9 -a
Clear walking zone (absolute min 1.5 m) from obstructions - relocate street furniture and features outside walking zone closer to the kerb or buildings.	C1-1
Locate domestic bins and recycling units off street or on carriageway (consider implications for cycling) and public bins on footways (outside the walking zone).	
Poles set back 300mm from kerb	C1-1
Provide seating and waste bins every 100m on strategic and secondary streets.	C1-5-a
Visitor & commuter cycle parking will be Sheffield stands or cycle hoops or toast racks. Communal cycle parking will be lockable compound/container.	C2-4
Provide bus shelter with seating and Bus Tracker at all bus stops (check current furniture contract, shelter requirements, notice boards etc) -	

contact public transport team.	
Locate signage on walls/ boundaries and other street furniture. Utilise existing poles to avoid erecting new ones.	
Utility chambers to be replaced if worn and if redundant, to be removed. New ones are not placed in walking zone.	
• **STANDARD**	
Consider provision for city dressing/ events infrastructure on strategic streets.	
Provide street lighting, aluminium columns or preferably wall mounted, 10m columns for strategic, 8m for secondary, 6m on local streets (absolute minimum 5m where building mounted), 5m on pedestrian only paths	Street Lighting Strategy
Consider CCTV requirements	C1-11-d
Assess and provide community information; and wayfinding and directional signage.	Contact CEC Planning Department for Wayfinding Guidance
• **INNOVATIVE**	
Bus boarder kerbs to be consistent with existing footway material	C3-3-c
Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space	C5-1
Use street furniture and planting as part of speed control strategy and to encourage activity on street	C1-11

DESIGN PRINCIPLES – HIGH DENSITY RESIDENTIAL STREETS (STRATEGIC, SECONDARY and LOCAL)

Design Emphasis



High-density residential streets are sometimes mixed with retail and/or non-retail employment, including traditional multi-storey tenements and other newer high density housing developments consisting of modern apartments with different street layouts and building accesses that may depart from traditional street patterns. Design for high density residential streets **will** emphasise social spaces, the pedestrian environment and public transport. They **will** use layout treatments to balance movement and place. Street furniture such as seating, bins, cycle and motorcycle parking, and bus shelters will be highly relevant. 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.	
STREET LAYOUT	Factsheet reference
• **BASIC**	
Minimum width of footway: – Strategic and secondary streets: absolute min. 2m (only allowed in short sections), general minimum 2.5m, desirable min 3m or wider. - Local streets: absolute min. 2m (only allowed in short sections), desirable min 2.5m or wider. Maximise clear "walking zone" (absolute minimum:1.5m - only allowed in short sections)	C1-1-b and C1-1-a
Minimise corner radii (maximum 3m for all street types, desirable max 1m only for local streets)	C4-1-b
Provide pedestrian crossing points (controlled or uncontrolled crossings) every 50-100m. Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings.	C1-2 (all f/s)
Provide pedestrian phases on all signalised junction arms and consider X (all green) crossing.	C4-2-a
Review existing Traffic Regulation Orders (TRO's). Make all crossing points suitable for wheelchairs and protected from parking/loading.	C1-2-a
Introduce waiting restrictions to protect all corners and, if required, the opposite kerbside of T-junctions, from parking and loading.	C-4-1b
No new vehicular footway crossovers to be introduced on strategic and secondary streets. Remove obviously redundant footway crossovers. At new and existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide.	C1-1-c and C1-1-d
If the street forms part of the ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult cycle team.	C2-1 to C2-6
Provide Advanced Stop Lines at all signalised junctions.	C2-1
Provide cycle parking for residents and visitors.	C2-4
Reduce the amount of kerbside devoted to parking and loading to support cycle/bus facilities on strategic and secondary streets. Low density of short term parking and high density of long term parking.	C4-3
Consider providing bus boarders where minimum footway width of 1.5m can't be obtained (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop on strategic and secondary streets.	C3-1-b and C-3-d and C2-1
• **STANDARD**	
Install continuous footways at all uncontrolled side junctions.	C4-2-d and C4-2-b
Consider raised junctions incorporating full carriageway width of main road at key junctions.	C4-2 (all f/s)
Consider shared space at squares, key junctions/locations, public transport interchanges etc.	C1-3 (all f/s)
Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Provide if on ATAP Quiet Routes Network (GIS), and consider connection to this network.	C2-1
Consider bus lanes with parking/loading restrictions on strategic and secondary streets.	C3-1-e
Consider retrofit SUDS e.g. bioretention, swales, etc.	C5-2-a
• **INNOVATIVE**	
Clear width of carriageway: – Strategic and secondary streets: minimum 6m, min 6.5m for bus routes – Local streets minimum 4.5m, absolute min 3.3m at narrowing for speed control	C4-1-a
Design speed for secondary and local streets is 20mph, including bus routes	
Consider full shared space as part of a comprehensive approach to wider traffic management, especially to avoid footway parking.	C1-3
Incorporate SUDS features (swales, ponds, basins, filter strips, bioretention, etc)	C5-2-a (Green Env/ Flood prevention / SUDs)
Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes.	C4-1-f
FABRIC/MATERIALS	
• **BASIC**	
Localised repairs to footway and carriage way (including surface treated cycle and bus lanes) must be in original material. Consider overlay or surface dressing to improve skid resistance (only where required), enhance appearance or extend life.	
Footways in paving slabs	C1-4-b
Contrasting grey tactile paving/ cycle warning paving	C1-4-c
Consistent use of materials (no breaks for driveways etc unless historic materials. In this situation use flat-topped setts)	C1-1-c and C4-5-b
If streets are settled then setts should be replaced with flat-topped at crossing points for wheelchairs, prams etc. use.	C1-4-b
Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc	C1-1-b and C1-1-a
Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used. Standard kerb height 100mm. Consider retention of natural materials.	C1-4-d
Carriageway HRA Asphalt or SMA. No antiskid at 20mph, 25m at 30mph. at 40mph use DMRB. Alternatively PSV stone HRA can be used.	C4-5-a
Cycle lanes and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations)	C3-3-a and C2-3-a
Bus stops- 100mm kerb upstand	C3-3-c
Minimise road markings. No centrelines on local streets with design speed of 20mph.	
Protect existing trees, and replace dead trees - discuss with Streetscape Working Group / Parks as early as possible	Trees in the City Action Plan Edinburgh Design Guidance
• **STANDARD**	
Consider natural materials for kerbs.	C1-4-d
Use high quality materials- unit paving (pcc or natural stone) at strategic locations, squares, shops, public buildings etc	C1-4-b
Consider recessed utility covers in consultation with the utility suppliers.	
Consider soft landscaping and street trees to conserve and enhance townscape character and for SUDS - discuss with Streetscape Working Group / Parks as early as possible.	
Consider retrofit SUDS materials e.g. permeable paving, etc.	C5-2-a
FURNITURE/FEATURES	
• **BASIC**	
Consolidate street poles and signs etc to declutter the street. Follow De-cluttering Assessment process	
Presumption against guardrail - Apply Guardrail Assessment Process for removal, retention and installation of new.	C1-9 -a
Clear walking zone (absolute min 1.5 m) from obstructions - relocate street furniture and features outside walking zone closer to the kerb or buildings.	C1-1
Locate domestic bins and recycling units off street or on carriageway (consider implications for cycling) and public bins on footways (outside the walking zone).	
Poles set back 300mm from kerb	C1-1
Provide seating and waste bins every 100m on strategic and secondary streets.	C1-5-a
Visitor cycle parking will be Sheffield stands or cycle hoops or toast racks. Communal residents' cycle parking will be lockable compound/container.	C2-4
Provide bus shelter with seating and Bus Tracker at all bus stops (check current furniture contract, shelter requirements, notice boards etc) -	

contact public transport team.	
Locate signage on walls/ boundaries and other street furniture. Utilise existing poles to avoid erecting new ones.	
Utility chambers to be replaced if worn and if redundant, to be removed. New ones are not placed in walking zone.	
• **STANDARD**	
Consider provision for city dressing/ events infrastructure on strategic streets.	
Provide street lighting, aluminium columns or preferably wall mounted, 10m columns for strategic, 8m for secondary, 6m on local streets (absolute minimum 5m where building mounted), 5m on pedestrian only paths	Street Lighting Strategy
Consider CCTV requirements	C1-11-d
Assess and provide community information; and wayfinding and directional signage.	Contact CEC Planning Department for Wayfinding Guidance
• **INNOVATIVE**	
Bus boarder kerbs to be consistent with existing footway material	C3-3-c
Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space	C5-1
Use street furniture and planting as part of speed control strategy and to encourage activity on street	C1-11

DESIGN PRINCIPLES – MEDIUM DENSITY RESIDENTIAL STREETS (STRATEGIC, SECONDARY and LOCAL)

Design Emphasis

Medium density residential streets consist of large semi-detached housing, closely-spaced terraces, colonies, or 2 to 3 storey villas or new apartments. Design for medium density residential streets **will** emphasise social spaces, the pedestrian environment and public transport. They **will** use layout treatments to balance movement and place. Street furniture such as seating, bins, cycle and motorcycle parking, and bus shelters will be highly relevant. General road traffic will be accommodated, 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.	
STREET LAYOUT	Factsheet reference
• **BASIC**	
Minimum width of footway: – Strategic and secondary streets: absolute min. 2m (only allowed in short sections), generally 2.5m, desirable min 3m or wider. - Local streets: absolute min. 2m (only allowed in short sections), desirable min 2.5m or wider. Maximise clear "walking zone" (absolute minimum:1.5m - only allowed in short sections)	C1-1-b and C1-1-a
Minimise corner radii (maximum 3m for all street types, desirable max 1m only for local streets)	C4-1-b
Provide pedestrian crossing points (controlled or uncontrolled crossings) every 50-100m. Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings.	C1-2 (all f/s)
Provide pedestrian phases on all signalised junction arms and consider X (all green) crossing.	C4-2-a
Review existing Traffic Regulation Orders (TRO's). Make all crossing points suitable for wheelchairs and protected from parking/loading.	C1-2-a
Introduce waiting restrictions to protect all corners and, if required, the opposite kerbside of T-junctions, from parking and loading.	C-4-1b
Remove obviously redundant footway crossovers. At new and existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide.	C1-1-c and C1-1-d
If the street forms part of a ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult cycle team.	C2-1 to C2-6
Provide Advanced Stop Lines at all signalised junctions.	C2-1
Provide cycle parking for residents and visitors.	C2-4
Reduce the amount of kerbside devoted to parking and loading to support cycle/bus facilities on strategic and secondary streets Low density of short term parking and high density of long term parking.	C4-3
Consider providing bus boarders where minimum footway width of 1,5m can't be obtained (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop on strategic and secondary streets.	C3-1-b and C-3-d and C2-1
• **STANDARD**	
Install continuous footways at all uncontrolled side junctions.	C4-2-d and C4-2-b
Consider raised junctions incorporating full carriageway width of main road at key junctions.	C4-2 (all f/s)
Consider shared space at squares, key junctions/locations, public transport interchanges etc.	C1-3 (all f/s)
Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Provide if on ATAP Quiet Routes Network (GIS), and consider connection to this network	C2-1
Consider locating bus lanes with parking/loading restrictions on strategic and secondary streets.	C3-1-e
Consider retrofit SUDS e.g. bioretention, swales, etc.	C5-2-a
• **INNOVATIVE**	
Clear width of carriageway: – Strategic and secondary streets: minimum 6m, min 6.5m for bus routes – Local streets minimum 4.5m, absolute min 3.3m at narrowing for speed control	C4-1-a
Design speed for secondary and local streets is 20mph, including bus routes	
Consider full shared space as part of a comprehensive approach to wider traffic management, especially to avoid footway parking.	C1-3
Incorporate SUDS features (swales, ponds, basins, filter strips, bioretention, etc)	C5-2-a (Green Env/ Flood prevention / SUDs)
Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes.	C4-1-f
FABRIC/MATERIALS	
• **BASIC**	
Localised repairs to footway and carriage way (including surface treated cycle and bus lanes) must be in original material. Consider overlay or surface dressing to improve skid resistance (only where required), enhance appearance or extend life.	
Footways in paving slabs	C1-4-b
Contrasting grey tactile paving/ cycle warning paving	C1-4-c
Consistent use of materials (no breaks for driveways etc unless historic materials. In this situation use flat-topped setts)	C1-1-c and C4-5-b
If streets are settled then setts should be replaced with flat-topped at crossing points for wheelchairs, prams etc. use.	C1-4-b
Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc	C1-1-b and C1-1-a
Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used. Standard kerb height 100mm. Consider retention of natural materials.	C1-4-d
Carriageway HRA Asphalt or SMA. No antiskid at 20mph, 25m at 30mph. at 40mph use DMRB. Alternatively PSV stone HRA can be used.	C4-5-a
Cycle lanes and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations)	C3-3-a and C2-3-a
Bus stops- 100mm kerb upstand	C3-3-c
Minimise road markings. No centrelines on local streets with design speed of 20mph.	
Protect existing trees, and replace dead trees - discuss with Streetscape Working Group / Parks as early as possible	Trees in the City Action Plan Edinburgh Design Guidance
• **STANDARD**	
Consider natural materials for kerbs.	C1-4-d
Use high quality materials- unit paving (pcc or natural stone) at strategic locations, squares, shops, public buildings etc	C1-4-b
Consider recessed utility covers in consultation with the utility suppliers.	
Consider soft landscaping and street trees to conserve and enhance townscape character and for SUDS - discuss with Streetscape Working Group / Parks as early as possible.	
Consider retrofit SUDS materials e.g. permeable paving, etc.	C5-2-a
FURNITURE/FEATURES	
• **BASIC**	
Consolidate street poles and signs etc to declutter the street. Follow De-cluttering Assessment process	
Presumption against guardrail - Apply Guardrail Assessment Process for removal, retention and installation of new.	C1-9 -a
Clear walking zone (absolute min 1.5 m) from obstructions - relocate street furniture and features outside walking zone closer to the kerb or buildings.	C1-1
Locate domestic bins and recycling units off street or on carriageway (consider implications for cycling) and public bins on footways (outside the walking zone).	
Poles set back 300mm from kerb	C1-1
Provide seating and waste bins every 200m on strategic and secondary streets.	C1-5-a
Visitor cycle parking will be Sheffield stands or cycle hoops or toast racks. Communal residents' cycle parking will be lockable compound/container.	C2-4
Provide bus shelter with seating and Bus Tracker at all bus stops (check current furniture contract, shelter requirements, notice boards etc) - contact public transport team.	

Locate signage on walls/ boundaries and other street furniture. Utilise existing poles to avoid erecting new ones.	
Utility chambers to be replaced if worn and if redundant, to be removed. New ones are not placed in walking zone.	
• **STANDARD**	
Consider provision for city dressing/ events infrastructure on strategic streets.	
Provide street lighting, aluminium columns or preferably wall mounted, 10m columns for strategic, 8m for secondary, 6m on local streets (absolute minimum 5m where building mounted), 5m on pedestrian only paths	Street Lighting Strategy
Consider CCTV requirements	C1-11-d
Assess and provide community information; and wayfinding and directional signage.	Contact CEC Planning Department for Wayfinding Guidance
• **INNOVATIVE**	
Bus boarder kerbs to be consistent with existing footway material	C3-3-c
Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space	C5-1
Use street furniture and planting as part of speed control strategy and to encourage activity on street	C1-11

DESIGN PRINCIPLES – LOW DENSITY RESIDENTIAL STREETS (STRATEGIC, SECONDARY and LOCAL)

Design Emphasis

Low-density residential streets with their own private frontage/gardens and off-street car parking typically in suburban areas outside of the central areas of the city. These include 1-2 storey and less densely spaced family dwellings such as semi-detached houses or bungalows in Colinton. Design for strategic streets will permit movements by all street users on an equal basis while secondary and local streets will prioritise pedestrian movements and play on streets. They **will** be simple streets. Trees will help improve the sense of enclosure on these streets.	
STREET LAYOUT	Factsheet reference
• **BASIC**	
Minimum width of footway (N/A in shared space): – Strategic streets: absolute min. 2m, generally 2.5, desirably wider than 2.5m - Local and secondary streets: absolute min. 2m, desirably wider than 2m. Maximise clear "walking zone" (absolute minimum:1.5m - only allowed in short sections)	C1-1-b and C1-1-a
Minimise corner radii (maximum 6m for all street types, desirable max 3m for local and secondary streets)	C4-1-b
Provide pedestrian crossing points (controlled or uncontrolled crossings) at least every 200m . Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings.	C1-2 (all f/s)
Provide pedestrian phases on all signalised junction arms and consider X (all green) crossing.	C4-2-a
Review existing Traffic Regulation Orders (TRO's). Make all crossing points suitable for wheelchairs and protected from parking/loading.	C1-2-a
Introduce waiting restrictions to protect all corners and, if required, the opposite kerbside of T-junctions, from parking and loading.	C-4-1b
Remove obviously redundant footway crossovers. At new and existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide.	C1-1-c and C1-1-d
If the street forms part of the ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult cycle team.	C2-1 to C2-6
Provide Advanced Stop Lines at all signalised junctions.	C2-1
Provide cycle parking for residents and visitors at strategic locations such as shops, libraries, etc.	C2-4
Reduce the amount of kerbside devoted to parking and loading to support cycle/bus facilities on strategic and secondary streets. Low density of short term parking and high density of long term parking.	C4-3
Consider providing bus boarders where minimum footway width of 1.5m can't be obtained (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop on strategic and secondary streets.	C3-1-b and C-3-d and C2-1
• **STANDARD**	
Install continuous footways at all uncontrolled side junctions.	C4-2-d and C4-2-b
Consider raised junctions incorporating full carriageway width of main road at key junctions.	C4-2 (all f/s)
Consider shared space at squares, key junctions/locations, public transport interchanges etc. Consider full length shared space, if problems of footway parking.	C1-3 (all f/s)
Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Provide if on ATAP Quiet Routes Network (GIS), and consider connections to this network	C2-1
Consider bus lanes with parking/loading restrictions on strategic and secondary streets.	C3-1-e
Consider retrofit SUDS eg bioretention, swales etc.	C5-2-a
• **INNOVATIVE**	
Clear width of carriageway: – Strategic and secondary streets: minimum 6m, min 6.5m for bus routes – Local streets minimum 4.5m, absolute min 3.3m at narrowing for speed control	C4-1-a
Design speed for secondary and local streets is 20mph, including bus routes	
Consider full shared space as part of a comprehensive approach to wider traffic management, especially to avoid footway parking.	C1-3
Incorporate SUDS features (swales, ponds, basins, filter strips, bioretention, etc)	C5-2-a (Green Env/ Flood prevention / SUDs)
Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes.	C4-1-f
FABRIC/MATERIALS	
• **BASIC**	
Localised repairs to footway and carriage way (including surface treated cycle and bus lanes) must be in original material. Consider overlay or surface dressing to improve skid resistance (only where required), enhance appearance or extend life.	
Footways in HRA. PCC paving at strategic locations or higher use locations eg shops, public building etc.	C1-4-b
Contrasting grey tactile paving/ cycle warning paving	C1-4-c
Consistent use of materials (no breaks for driveways etc unless historic materials. In this situation use flat-topped setts)	C1-1-c and C4-5-b
If streets are settled then setts should be replaced with flat-topped at crossing points for wheelchairs, prams etc. use.	C1-4-b
Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc	C1-1-b and C1-1-a
Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used. Standard kerb height 100mm. Consider retention of natural materials.	C1-4-d
Carriageway HRA Asphalt or SMA. No antiskid at 20mph, 25m at 30mph. at 40mph use DMRB. Alternatively PSV stone HRA can be used.	C4-5-a
Cycle lanes and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations)	C3-3-a and C2-3-a
Bus stops- 100mm kerb upstand	C3-3-c
Minimise road markings. No centrelines on local streets with design speed of 20mph.	
Protect existing trees, and replace dead trees - discuss with Streetscape Working Group / Parks as early as possible	Trees in the City Action Plan Edinburgh Design Guidance
• **STANDARD**	
Consider natural materials for kerbs.	C1-4-d
Use high quality materials- unit paving (pcc or natural stone) at strategic locations, squares, shops, public buildings etc	C1-4-b
Consider recessed utility covers in consultation with the utility suppliers.	
Consider soft landscaping and street trees to conserve and enhance townscape character and for SUDS - discuss with Streetscape Working Group / Parks as early as possible.	
Consider retrofit SUDS materials i.e. Permeable paving	C5-2-a
FURNITURE/FEATURES	
• **BASIC**	
Consolidate street poles and signs etc to declutter the street. Follow De-cluttering Assessment process	
Presumption against guardrail - Apply Guardrail Assessment Process for removal, retention and installation of new.	C1-9 -a
Clear walking zone (absolute min 1.5 m) from obstructions - relocate street furniture and features outside walking zone closer to the kerb or buildings.	C1-1
Locate domestic bins and recycling units off street or on carriageway (consider implications for cycling) and public bins on footways (outside the walking zone).	
Poles set back 300mm from kerb	C1-1
Provide low density seating and waste bins every 200m on strategic and secondary streets.	C1-5-a
Visitor cycle parking will be Sheffield stands or cycle hoops or toast racks.	C2-4
Provide bus shelter with seating at all stops and Bus Tracker at strategic and secondary streets only (check current furniture contract, shelter requirements, notice boards etc) - contact public transport team.	
Locate signage on walls/ boundaries and other street furniture. Utilise existing poles to avoid erecting new ones.	

Utility chambers to be replaced if worn and if redundant, to be removed. New ones are not placed in walking zone.	
• **STANDARD**	
Provide street lighting, aluminium columns or preferably wall mounted, 10m columns for strategic, 8m for secondary, 6m on local streets (absolute minimum 5m where building mounted), 5m on pedestrian only paths	Street Lighting Strategy
Consider CCTV requirements	C1-11-d
Assess and provide community information; and wayfinding and directional signage.	Contact CEC Planning Department for Wayfinding Guidance
Street furniture to form a family of materials and styles	C1-11
• **INNOVATIVE**	
Bus boarder kerbs to be consistent with existing footway material	C3-3-c
Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space	C5-1
Use street furniture and planting as part of speed control strategy and to encourage activity on street	C1-11

DESIGN PRINCIPLES – INDUSTRIAL EMPLOYMENT STREETS (STRATEGIC, SECONDARY AND LOCAL)

Design Emphasis

Industrial employment streets will have very little frontage, and will typically be on the outskirts of towns, often in industrial estates or industry parks. Industrial streets will generally have a lower sense of place, will often have on-street parking, and will have a wider profile to accommodate service vehicles. Street design must meet the needs of service vehicles as well as people walking, cycling, and taking public transport, all in a constrained space.	
STREET LAYOUT	Factsheet reference
• **BASIC**	
Minimum width of footway - Strategic and secondary streets: absolute min. 2m, general minimum 2.5m, desirable min 3m - Local streets: absolute min. 2m, desirable min 2.5m - Maximise clear "walking zone" (absolute minimum:1.5m - only allowed in short sections)	C1-1-a
Corner radii- where possible, reduce to maximum 9m, consistent with the following: Vehicle tracking to ensure appropriate radii for required HGV manoeuvers Use of full width of minor roads to make turns is acceptable. Cars and light vans should be able to make turns at junctions with secondary roads without impinging onto opposing traffic. All vehicles should be able to make turns at junctions onto strategic roads without impinging onto opposing traffic	C4-1-b
Provide pedestrian crossing points (controlled or uncontrolled crossings) at least every 100 on strategic, 50 m on secondary and local streets. Locate them at or near junctions to respect pedestrian desire lines. Avoid staggered crossings.	C1-2 (all f/s)
Provide pedestrian phases on all signalised junction arms and consider X crossings at junctions with heavy pedestrian use	C4-2-a
Make all crossing points suitable for wheelchairs and protected from parking/loading	
Remove obviously redundant footway crossovers. At existing vehicle crossovers retain an evenly graded walking zone of at least 1.5m wide.	C1-1-c and C1-1-d
If the street forms part of the ATAP Quiet Routes Network (GIS) or the network crosses the street, provide or at least future proof specific cycle provision of a suitable standard - consult cycle team	C2-1 to C2-6
Provide Advanced Stop Lines at all signalised junctions	C2-1
Provide cycle parking for visitors and commuters	C2-4
• **STANDARD**	
Strategic streets with higher pedestrian volumes, consider providing bus boarders where minimum clear footway width of 0.9m can't be obtained at bus stops (consider implications for cyclists) otherwise provide bus stop clearway of min 25m at every stop	C3-1-b and C-3-d and C2-1
On Strategic and secondary streets with significant bus frequency, consider bus lanes where queuing occurs	C3-1-e
• **INNOVATIVE**	
Clear width of carriage way: (all subject to vehicle tracking) – Strategic streets: min 6m, desirably 7.3m or more. – Secondary streets: min 6m, desirably 6.5m or more. – Local streets min 4.5m, desirably 6m.	C4-1-a
Consider shared space at key locations, PT interchanges etc.	C1-3 (all f/s)
Incorporate SUDS features (swales, ponds, basins, filter strips, bioretention, etc)	C5-2-a
On strategic and secondary streets with significant bus frequency, consider bus lanes with parking/loading restrictions.	C3-1-e
Utility service zone generally within footways, where possible min 2.5m wide and 2m deep. Local widening of utility zone maybe required to accommodate junction boxes.	C4-1-f
FABRIC/MATERIALS	
• **BASIC**	
Footways HRA surfacing. PCC paving at special or higher use location e.g. frontages to shops, public buildings, etc.	C1-4-b
Contrasting grey tactile paving/ cycle warning paving	C1-4-c
Use Pre-Cast Concrete (PCC) kerbing and edging outside Conservation Areas, unless whinstone is currently used. Standard kerb height 100mm.	C1-4-d
Carriageway HRA Asphalt or SMA. No antiskid at 20mph, 25m at 30mph. 40mph use DMRB. Alternatively PSV stone HRA can be used.	C4-5-a
Cycle lanes or shared cycle/pedestrian areas and bus lanes - red chipped HRA surfacing (applied red surface on cycle lanes at safety-critical locations)	C3-3-a and C2-3-a
No centrelines on local 20mph streets	
Minimise road markings.	
Protect existing trees, and replace dead trees - discuss with Streetscape Working Group / Parks as early as possible	Trees in the City Action Plan
• **STANDARD**	
Consider natural materials for kerbs.	C1-4-d
Incorporate SUDS measures	
Bus stops- 125mm kerb upstand	C3-3-c
Consider retrofit SUDS materials i.e. Permeable paving	C5-2-a (Green Env / Flood Prevention / SUDS)
FURNITURE/FEATURES	
• **BASIC**	
Follow De-cluttering Assessment process	
Presumption against guardrail - Apply Guardrail Assessment Process	C1-9 -a
• **STANDARD**	
Provide completely smooth walking zone surface (min 1.5m wide) suitable for wheelchairs, prams etc	C1-1-b and C1-1-a
Protect existing trees, and replace dead trees - discuss with Streetscape Working Group / Parks as early as possible	Trees in the City Action Plan Edinburgh Design Guidance
Provide wayfinding and directional signage. Locate them on walls/ boundaries and other street furniture	Contact CEC Planning Department for Wayfinding Guidance
Utility requirements (chambers replaced and removed if redundant)	
Poles set back generally 300mm from kerb	C1-1
Visitor/commuter cycle parking will be Sheffield stands or cycle hoops (or bespoke toast racks).	C2-4
• **INNOVATIVE**	
Provide bus shelter with seating at all stops and Bus Tracker at interchange points (check current furniture contract, shelter requirements, notice boards etc) - Contact PT officers	C3-4-a
Minimise street furniture, signage and road markings, to minimise visual impact and obstruction of pedestrian space	C5-1
Use street furniture and planting as part of speed control strategy and to encourage activity on street	C1-11

DESIGN PRINCIPLES- World Heritage Site, Conservation Areas, Listed Buildings, Natural heritage and biodiversity designations

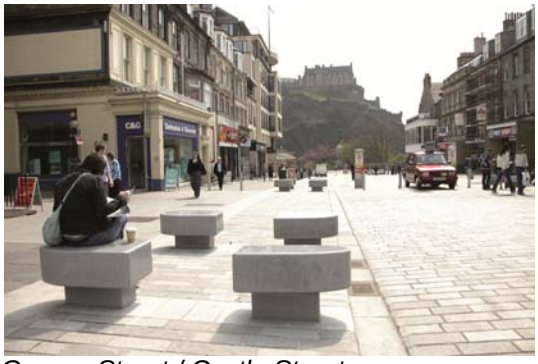
Key Principles

- Reinforce the character of the Place
- Seek to use traditional materials

These principles will be achieved by applying the following supplementary objectives:

- Innovative and creative solutions (artistic interventions)
- Create flexible spaces that allow a range of activities (future proof)
- Maintain the design philosophy of original scheme (especially with materials and details)
- Include facilities for events and city dressing etc

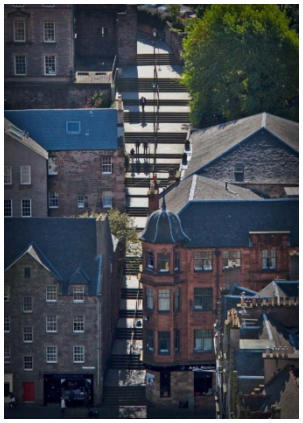
Edinburgh has a considerable number of areas that are specially protected. Edinburgh's network of streets pass through many of these protected areas which means that the choice of layout, the materials used and street furniture / features; such as street lighting; have to take into account the character and potential impact of any changes being made.



George Street / Castle Street

World Heritage Site (WHS) status is protected through the combination of its conservation area designation, the considerable number of listed buildings and natural environment designations.

Conservation areas have special architectural or historic interest. There are 49 in Edinburgh and details can be found in each report (link to CACA's).
The Council must protect these areas, and there are extra rules to control building work. Conservation area management plans include more information to help protect conservation areas. The two management plans are for the Leith and Inverleith conservation areas (include links).



Vennel Steps

Listed Buildings protect both the internal as well as the external features of the building. This will include features that interface with streets, such as outbuildings, boundary walls and features such as lighting, gateways and materials such as paving and settled surfaces. Listed buildings are afforded statutory protection which means that changes that take place that could affect its character as a building of architectural or historic interest are controlled.

Designed Landscapes, Tree Preservation Orders (TPO's) SSSI's LNR's etc protect special landscapes and areas of biodiversity. Changes to the landscape as well as the timing of work can be harmful to some habitats and species.

All of these specially protected places are mapped on the Council's GIS system and many are shown on the maps in the Local Development Plan for Edinburgh (include link)
The following Principles will apply :

Grassmarket

- **Identify** constraints or requirements that may apply if you are within or adjacent to a designated place or feature (protect, retain, preserve and enhance etc)
- **retain and protect** historic/ natural features, with reference to:
    - natural stone paving or setts, kerbs and channels, mounting stones or lighting plinths, coal chutes, lighting columns, boundary walls, entrance stones, railings and original light fittings etc (link to paving the way and settled streets report at EWH)
    - areas of natural habitat, landscape and trees
    - vulnerable features/ species

- **Preserve and enhance** the character of the place, with reference to:
    - the setting to buildings, landscape , topography
    - use natural materials in the WHS and key streets in Conservation Areas
    - consider reproduction lighting (in the WHS or key locations) or conservation lighting
    - repair original lighting
    - repair settled streets or add new settled streets and features
    - replace railings/ gates and improve boundary treatments
    - historic information and interpretation / wayfinding

- **Respect and contribute to** local character - layout and overall design arrangement and detailing with reference to:
    - proportion
    - materials
    - recognisable street pattern, building, footway, road
- Careful consideration will need to be given to introducing new trees in the World Heritage Site and Conservation Areas, including the use of temporary planting measures.

DESIGN PRINCIPLES - Squares and significant streets, key nodes / intersections and spaces around public buildings and attractions

These special locations tend to have 24 hour activity. Designs should take account of requirements for flexibility of use and night time lighting etc. These areas will have an overriding place function. They will provide a non-transport function, such as sitting or relaxing, although will sometimes feature priority routes for through movements by foot or bike.

Edinburgh has few urban squares and its public spaces are either gardens or significant streets.

St Andrew Square

Squares and **significant streets** have an important role in the city for events and activities and have pedestrian priority. It is important that squares are well connected with routes and have ground floor activity to maintain surveillance at all times of the day.

Key nodes / intersections often feature key buildings and are where people naturally meet and gather together. They can have a greater amount of space than in the adjoining street network. They will provide interesting spaces including seating, vegetation, art and / or enhanced footway fabric treatments or detail.

Public Buildings and attractions will have high numbers of pedestrians. Often distinctive buildings, they will benefit from additional space around their entrances and facilities such as cycle parking and high quality/hard wearing footway fabric.

DESIGN PRINCIPLES - Streets fronting water (coastal or river) and important greenspaces (parks and gardens)

These places will also require special consideration, with careful choice of night time lighting, particularly for waterfront areas. Many of these areas will have a bespoke character and may also be protected, which will require appropriate use of street furniture to maintain the unique character of these areas.

Edinburgh has an extensive green network (parks, gardens and green corridors) and blue network, (rivers, canals and the waterfront).

Streets and Paths adjacent to these spaces should:

- respond to the character of the area with details and boundary treatments;
- ensure streets provide for pedestrian connectivity and access to these places at suitable locations

Fountainquay

DESIGN PRINCIPLES - FOOTPATHS

Footpaths between places, such as neighbourhood facilities and local transport services, should be safe and easy. Links should be direct, follow desire lines and avoid deviation to minimise distances travelled. This involves looking at safe and attractive access points into and through street blocks and to and from everyday activity destinations. Design should give special consideration to the young, old and those with disabilities. Common issues include people having to walk around 'three sides of a square' to get around road junctions or having to wait excessive lengths of time to cross roads using multi-staged, button-controlled, crossings.

Accessibility considerations:

- SURFACING: Cohesive/stable, level/ well-maintained (designed to accommodate wheeled users)
- GRADIENT: Free of abrupt changes (e.g. slopes, steps, kerbs)
- ACCESS: Free from barriers such as footway obstructions (parked cars, street furniture (signs, bins), overgrown foliage/vegetation)
- CONTINUITY: Continuous without gaps
- DIRECTNESS: Shortcuts and gates to respect desire lines (filtered permeability) minimising detours
- CROSSINGS: Well-designed, efficient/well-timed and direct pedestrian crossing opportunities at junctions, roundabouts and across roads - to respect desire lines

Safety and security considerations:

- AFTER DARK SECURITY: Lighting
- DAYTIME SECURITY: CCTV
- VISIBILITY: Overlooked, no blind corners/alleys
- QUALITY OF SPACE: Friendly and interesting surroundings (quality of built environment, greenery, presence of people)

Comfort considerations:

- DRAINAGE: Well drained and free of puddles in the wet
- CLEANLINESS: Free of litter, grime and criminal damage
- NUISANCE: Low perceived levels of noise and air pollution
- SEATING: Provision of regular seating opportunities

Information provision considerations:

- CONSPICUITY: Walking routes easy to find and follow
- WAY-FINDING: Presence of accurate, continuous, legible directional information/signage (including destinations, distances in time, and symbols and pictures where appropriate)
- VISUAL CLUES: Use of landmarks, focal points or distinctive foliage

DESIGN PRINCIPLES - CYCLE PATHS

Cycle paths between places such as neighbourhood facilities and local transport services should be safe and easy. Supporting facilities such as cycle parking will need to be well-designed, easy and attractive to use, and fit-for-purpose to encourage their use by cyclists.

Accessibility considerations:

- PROVISION: Dedicated paths or shared paths with pedestrians
- GRADIENT: Free of abrupt changes (e.g. slopes, steps, kerbs) and as shallow as possible
- WIDTH: Adequate (e.g. 3m minimum for a shared-use path, at least 3.5m when adjacent to carriageway)
- DIRECTNESS: Cycle shortcuts and routes to respect desire lines (filtered permeability) minimising detours. Routes unimpeded by "no cycling" regulations
- CONTINUITY: Continuous without gaps
- PASSAGE: Routes unimpeded by permanent barriers or abrupt/sudden changes in direction
- CROSSINGS: Well-designed, efficient/well-timed and direct cycle crossing opportunities Toucan crossings allowing cyclists to cross roads mounted
- SPEEDS: Appropriate design speeds on dedicated/off-road cycle routes for a mix of riders (e.g. 8-20+mph)
- SURFACING: Cohesive/stable, level/well-maintained (including road margins)
- PARKING: Nearby off-site cycle parking and at local destinations (e.g. post office/ convenience store)
- CONSPICUITY: Cycling routes easy to find and follow
- WAY-FINDING: Presence of accurate, continuous, legible directional information/signage/milestones (including destinations, distances in time, and symbols and pictures where appropriate)

DESIGN PRINCIPLES - ATAP's Quiet Routes

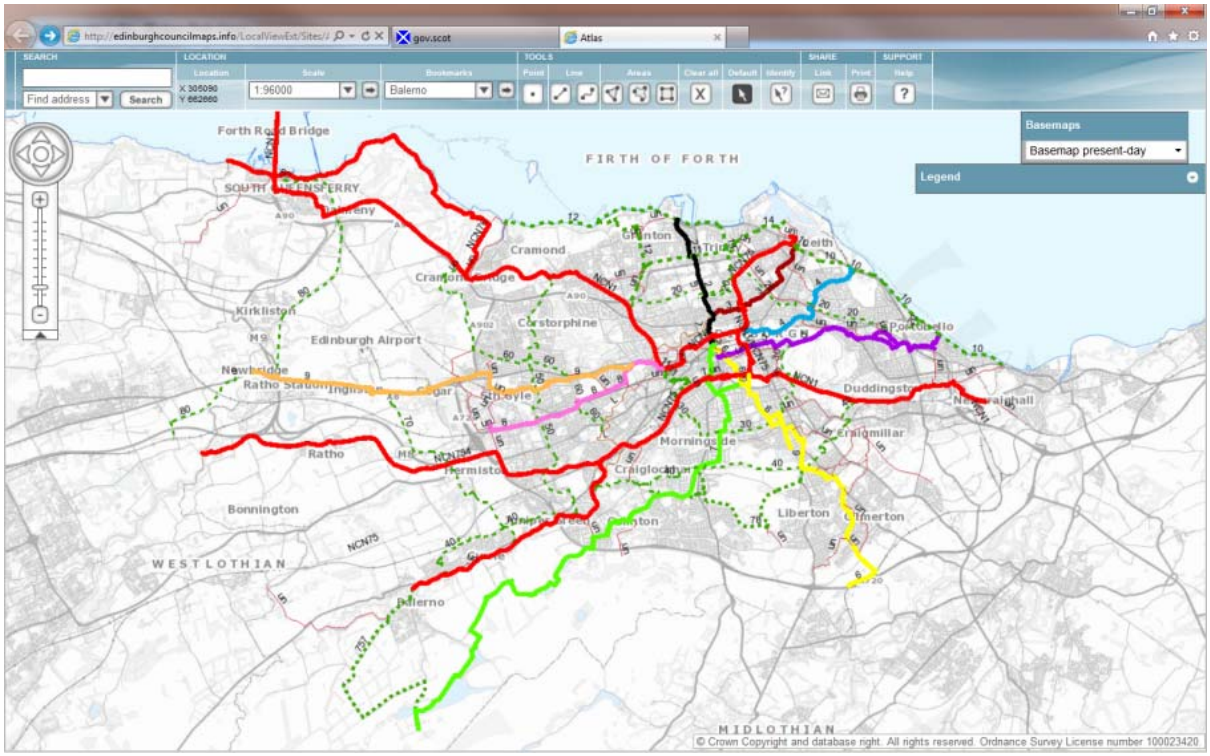
Edinburgh is developing a network of Quiet Routes specifically aimed at broadening the appeal of cycling around the city. The routes seek to cater for the many people who do not feel comfortable cycling amongst any significant volume of motorised traffic. The routes do not conform to the general movement categorisation but require specific interventions, notably high quality facilities for cyclist on busier streets or any crossings of busier streets.

Streets and paths that are part of this network should be designed in consultation with the Council's Cycle Team. As a general guide, the following principles / standards will apply:

Local Streets
The emphasis will be on providing a high standard of safe crossings where these streets join or cross secondary or strategic streets.

Secondary Streets
Physically segregated cycle facilities (using kerb or similar) will generally be necessary.

Strategic Streets
Physically segregated cycle facilities (using kerb or similar) will always be necessary.



Map of ATAP Quiet Routes on CEC's map website
(http://edinburghcouncilmaps.info/LocalViewExt/Sites/Atlas/)

Frequently Asked Questions

How does this guidance relate to Designing Streets (DS)?

This Edinburgh Street Design Guidance aligns with Designing Streets which will be the next point of reference for issues that are not covered within this Guidance.

Is the approach in this guidance likely to increase more risk than conventional designs?

The guidance itself should help justify the use of the design approach it advocates, in addition to the use of the quality audit approach. This involves balancing new risks against benefits, for example reduced risk to vulnerable users can be balanced against increased risk to less vulnerable users.

The Council aims to create successful places with fewer and less serious road casualties. To do this, the Council sets a default design speed in residential areas as 20mph; recommends the use of tighter radii at junctions for cyclist safety and pedestrian crossing convenience; supports the use of innovative concepts to create psychological traffic calming; and aims to optimise the use of pedestrian guardrail and minimum the use of signs and markings. Further justification for the design principles within this guidance can be found in Designing Streets policy.

The guidance does not deal with a particular design issue – should I revert to DBRB instead?

For any layout issues on urban streets, no. The appropriate guidance suitable for urban streets layout should be available within this guidance, and Designing Streets makes it clear that DMRB should not be used in urban areas. There are however certain specific areas, for example in relation to bridges or roads which provide some form of structural support, where DMRB remains appropriate.

What about Safety and Safety Audits?

Safety audits, if appropriate, should not be carried out in isolation but as an integrated part of a quality audit that also checks the scheme's compliance with its objectives, and equalities legislation. The audit should identify safety risks and the scale of these risks in relation to the impact of reducing or eliminating the risk on safety and other scheme objectives. For example, whilst installation of guard railing may seem to eliminate the risk of someone unwittingly stepping off the footway into traffic, this benefit is likely to be outweighed in many locations by its negative impacts on pedestrian accessibility, safety of cyclists and streetscape/visual impact.

Do the Construction (Design and Management) Regulations 2015 (CDM) still apply?

Yes. CDM 2015 came into force on 6 April 2015, and encompasses the applicable law which applies to the whole construction process on all construction projects, from concept, through to completion, maintenance and eventual demolition. Designers must ensure that their designs comply with this legislation and that their respective duties are carried out.

What about Road Construction Consent (RCC) and Adoption?

Provision of roads for new developments is controlled and consented by the CEC authority through the Roads Construction Consent (RCC) process, governed by Section 21 of the Roads (Scotland) Act 1984. For the purposes of adoption, all streets are deemed to be roads under this Act. If the road is adopted, it will in the future be maintainable by CEC. In general terms, a full adoption plan is expected to be submitted by developers at the planning stage.

Will CEC adopt landscape features?

Maintenance arrangements for all planted areas should be established at an early stage, as they affect the design, including the choice of species and their locations. The approval and maintenance of proposed planting within the road boundary will be required to comply with Sections 50 and 51 of the Roads (Scotland) Act 1984. Landscape features must be included on the roads adoptions plan.

What about SUDS features?

CEC will generally adopt SUDS features which are included, or intended to be included within adopted roads, or adopted landscape features. It is important for SUDS designers to engage with CEC drainage and RCC engineers at an early stage. 'SUDS for Roads' guidance contains expert advice for designers on this matter. Further information and guidance should be sought from the SUDS factsheet (C5-2).

What about private streets?

Where a developer wishes streets to remain privately maintained, conditions will be incorporated into the planning approval to require the developer to design, construct and to make arrangements for the future maintenance of the new streets to a standard acceptable to the authority and residents of the development. This agreement may still require the submission and approval of an RCC under the terms of Section 21 of the Act, and all roads serving more than 2 properties must be open for public access (i.e. not gated).

Will design and approval processes take longer?

More often that not, identifying and resolving conflicting interests/issues earlier in the design process based on the principles set out in this guidance could actually reduce the time for the approval and implementation stages of a scheme, as the guidance follows Scottish Government policies and principles, and the Council supports their use through this Guidance.

Where can I get further help/advice?

Further advice can be sought by sending an e-mail to the following:
street.design@edinburgh.gov.uk

EDINBVRGH
THE CITY OF EDINBURGH COUNCIL

APPENDIX 3: EDINBURGH STREET DESIGN GUIDANCE STREET TYPES