P1 – Street as a Place

Amendments:

Street as a Place: Desired Characteristics

Streets are the main way people experience our city. Though the application of this Guidance, we are aiming to promote a better quality of life and sense of a place for Edinburgh's residents, businesses and visitors.

✓ welcoming
✓ Inclusive
✓ accessible to all

✓ easy to navigate

✓ attractive
✓ distinctive

✓ prioritises sustainable travel (walking, cycling and public transport)

✓ safe
✓ secure

✓ responds to environmental factors such as sun, shade, wind, noise and air quality

✓ resilient
✓ cost-effective
✓ impacts positively on the environment

✓ respects key views, buildings and spaces
✓ reflects the needs of local communities

Urban Connectivity

Key principles

- In Edinburgh, new developments and alterations to existing street networks should be designed with multiple access points that connect with and complement, existing street patterns/types and sustainable travel network (Use ESDG Street Types Map to assess these).

- New cul-de-sacs are generally not advised. Alterations to existing cul-de-sacs are highly desirable to improve connectivity, especially on foot and by bike.

- The movement framework must support sustainable travel within and outwith the development and link between new and existing routes and places.
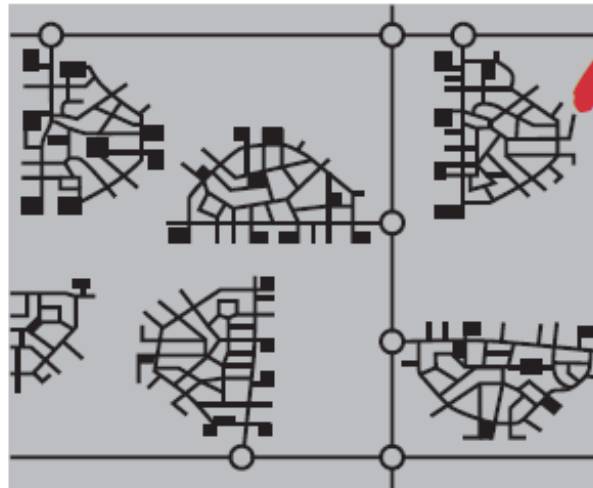
Internally permeable neighbourhoods lacking direct connections with one another – to be avoided.

Streets and Patterns, Marshall

Street geometry, layouts and provision for walking, cycling and public transport should, where practicable, comply with the Edinburgh Street Design Guidance and its technical manuals.
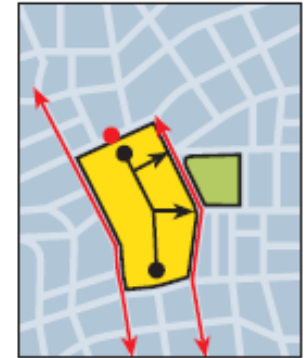
Further points of reference:

- Edinburgh Design Guidance
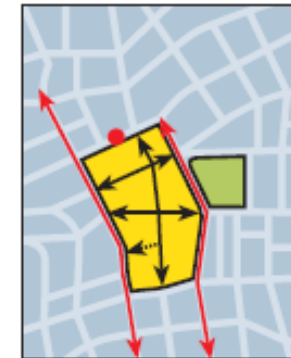
- Designing Streets

● Bus stop ⟷ Principal routes ⟷ Internal streets
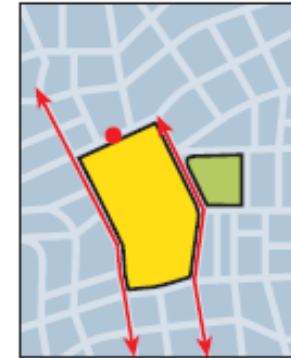
Consider how best the site can be connected with nearby main routes and public transport facilities.

The typical cul-de-sac response creates an introverted layout which fails to integrate with its surroundings

A more pedestrian friendly approach that integrates with the surrounding community – it links existing and proposed streets and provides direct routes to bus stops.

The street pattern then forms the basis for perimeter blocks which ensure that buildings contribute positively to the public realm

The Urban Design Compendium

All images: Designing Streets

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Demonstrating connectivity

As Part of their joint Planning and Road Construction Consent (RCC) Application, developers are expected to use the Scottish Government's Street Technique process to demonstrate the existing street network and the role/impact of new connecting streets in their Quality Audit statements (Stage 1 and 2).

Relevant links:
Creating Place: Aligning Consents

Street Technique Guidance and case studies are available at www.creatingplacesscotland.org

Source: http://www.gov.scot/Resource/0043/00430581.pdf

Relevant Factsheets:
Road Construction Consent (G11)

Designing for Permeability in New Residential Streets

	Key Design Criteria
Vehicle speed reduction	❑ Short block structures can assist with reducing vehicle speeds by creating regular, close spacing of junctions. ❑ Irregular carriageway alignments including horizontal deflections can help reduce traffic speeds. Care should be taken to ensure that irregular layouts are intuitively navigable with good visibility of routes. ❑ Motor vehicle cul-de-sacs may only be used in permeable designs, if situations arise where restricted permeability is desired. However pedestrian and cycle access should continue beyond the cul-de-sac and care should be taken to ensure that this link is open and well overlooked. ❑ See factsheets G1 and G6 for further details.
Designing for walking and cycling	❑ Shorter distances between trip attractors and public transport increase the attractiveness of walking and cycling as the preferred mode of transport for certain journeys. ❑ Encourage direct barrier free routes to avoid cyclists needing to dismount. ❑ Junctions should give priority to pedestrians and cyclists by maintaining footway continuity or providing a side road build-out or raised table crossing (on lightly trafficked roads only). ❑ Avoid dead-end streets for pedestrians and cyclists. ❑ Narrow links enclosed by high boundary fences are not appropriate, as they are unattractive and reduce security with a lack of natural surveillance. ❑ See factsheets C1, P2 and P7 for further details
Designing for place	❑ Create a clear edge treatment to reinforce a change in urban character. ❑ Outward facing frontages help to improve active frontage and natural surveillance. ❑ Continuity of street scale and form should integrate effectively with the wider place. ❑ Short block structures and curvilinear streets can contribute to a varied street scene and contrasting sense of place within the development.
Designing for Public Transport	❑ Public transport routes should be designed into the proposed street structure to support public transport oriented neighbourhoods ❑ Streets on public transport routes (strategic and/or secondary streets) must be designed to accommodate reasonable anticipation of future level of services (for bus or sometimes tram use)

Relevant Factsheets:

|		
Bus Routes (PT1)	Traffic Management and Speed Reduction (G6)	Street Furniture Layout (F1)
Crossings (G4)	Crossings at or near junctions (G5)	Pedestrian Desire Lines (P2)
Priority Junctions (G7)		

Creating Active Travel Networks

The Council requires new/future walking and cycling Quiet Route routes to be part of an integrated network, even if this is delivered across multiple master plans.

New walking and cycling provision must be internally and externally coherent and connected by minimising the distance between trip attractors and accommodating desire lines safely. There are many ways this can be designed within a development including:

• filtered permeability for pedestrians and cyclists with selective road closures for motor vehicles.

• dedicated off-street cycleways and footpaths that connect with wider walking and cycling networks.

• allocation of appropriate space or re-allocation of existing road space to footways and cycleways.

• allowing two-way cycling on one-way streets.

• Pedestrian and cycle priority at uncontrolled crossings

• traffic light phasing in line with anticipated cycle speeds.

Conceptual walking and cycling network linking existing and new development plots.
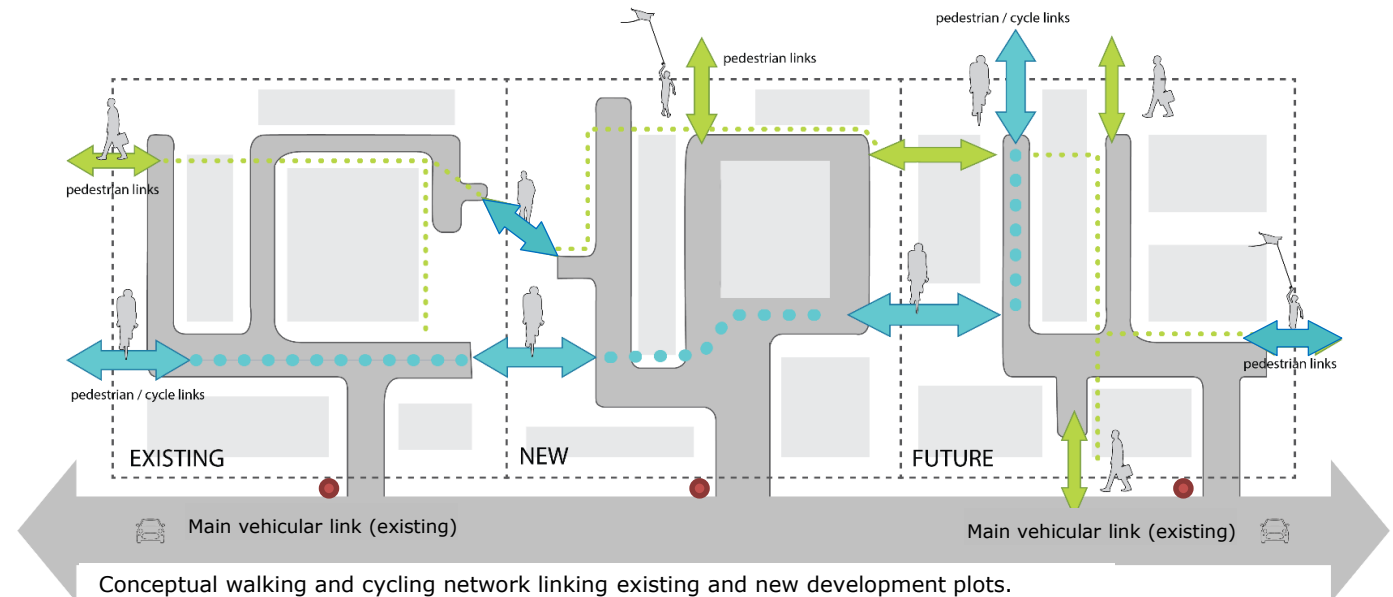
Indicative walking network
Indicative QuietRoutes cycle network
Bus stops

New walking and cycling routes must be designed to encourage good natural surveillance, by being:
• overlooked by surrounding buildings
• wide and open
• well lit
• accessible for maintenance vehicles.
Secured by Design principles should apply to the design of linking (non-trafficked) footpaths and cycleways.

Relevant Factsheets:

Designing for Cycling (C1)	Cycle Friendly City (C1)	Promoting Pedestrian Movement & Activity (P2)
Designing Inclusive Streets (P2)	QuietRoutes (C1)	Uncontrolled Drop Kerb Crossings (G4)

Creating Public Transport Oriented Neighbourhoods

New streets

Developers are required by The City of Edinburgh Council to demonstrate that the following has been considered:

- how new developments are designed to be public transport oriented so that they can be served by existing/altered, new or future bus/tram/train services

- Which streets should carry bus services

- how bus routes and stops form the structure and layout of these streets (by taking into account the relevant factsheets stated below)

- that proposed street structure and layouts support walkable neighbourhoods and access to public transport

- that footway and carriageway widths are suitable for the expected level of bus services, location and type of bus stops.

Google Earth, 2016

Google Earth, 2016

Existing streets

Designers are required by The City of Edinburgh Council to demonstrate that the following has been considered:

- That the layout of streets with bus services support bus operations (see relevant factsheets stated below)

- how footways and crossings on pedestrian routes to/with bus stops are designed to improve the use of and the access to public transport

- bus shelter locations and types are suitable for footway widths and do not create pinch points or reduce the pedestrian level of service.

The City of Edinburgh Council

The City of Edinburgh Council

Consultation with the Council's Public Transport team and Public Transport Operators is required on all of the items listed.

Relevant Factsheets:

Bus Routes (PT1)

Bus Stops (PT2)

Bus Priority (PT3)

Carriageway Widths (G2)

Footways (P3)

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