

P1 – Street as a Place

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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

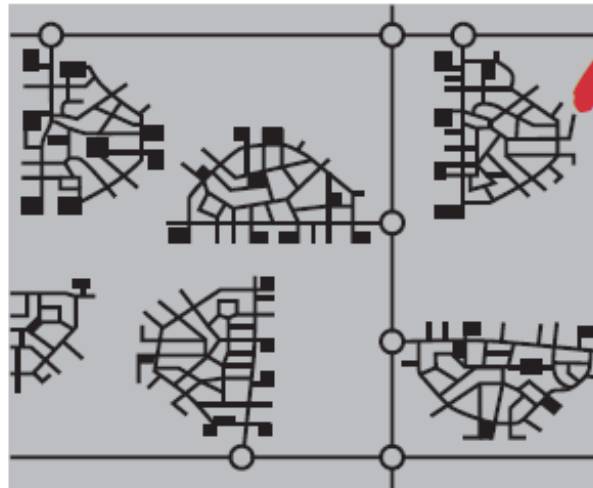


- ✓ respects key views, buildings and spaces
- ✓ reflects the needs of local communities

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.



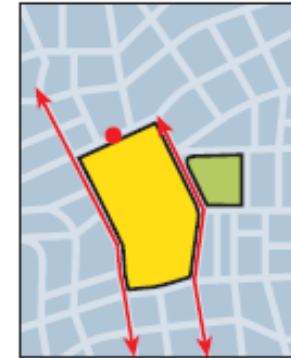
Internally permeable neighbourhoods lacking direct connections with one another – to be avoided.

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.

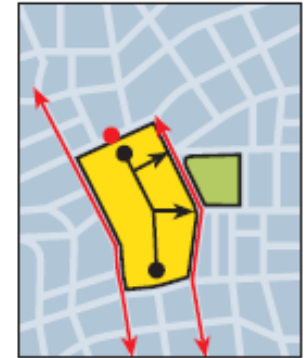
Further points of reference:

- [Edinburgh Design Guidance](#)
- [Designing Streets](#)

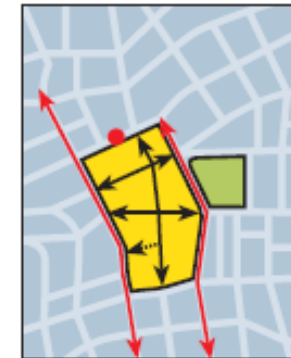
● Bus stop ↔ Principal routes ↔ Internal streets



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

All images: [Designing Streets](#)

P1 - Street as a Place: Desired Characteristics – Urban Connectivity

Factsheet

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.creatingplacescotland.org

designing streets case study

Location: Wauchope Square, Edinburgh
Developer: Parc Craigmillar
Site: 289 Homes
Type: New Residential
Phased construction currently completed

This development complies with four of the five Designing Streets Policies:

- ✓ Street Design should consider place before movement.
- ✓ Street Design Guidance as set out in Designing Streets can be a material consideration in determining planning applications and appeals.
- ✓ Street Design should meet the six qualities of successful places, as set out in Designing Places.
- ✓ Street Design should be based on balanced decision making and must adopt a multidisciplinary collaborative approach.
- ✗ Street Design should run planning permission and roads construction consent (RCC) processes in parallel.

Background

The master plan for Wauchope Square forms part of the wider regeneration of the Craigmillar area. Development has been completed in a number of phases by different designers. PARC's development team ensured the masterplan principles were safeguarded throughout the development phases and with their own design review panel, they continued overseeing work on individual plots and ensuring that designers work together, using a similar palette of materials and construction details.

The master plan provides a strong street facing characterful street providing the main vehicular access. These streets are identified as 'collector

Site: Wauchope Square, Edinburgh

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The illustration is illustrative of the design showing the street layout, ground floor details.

Step 1: B-Plan the Masterplan

Produce a B-Plan to the same scale as the Masterplan. This area colour coding to make mobility easier (illustrated on page 21 of Designing Streets), it highlights the relationship between the plan's elements of movement, buildings and green space.

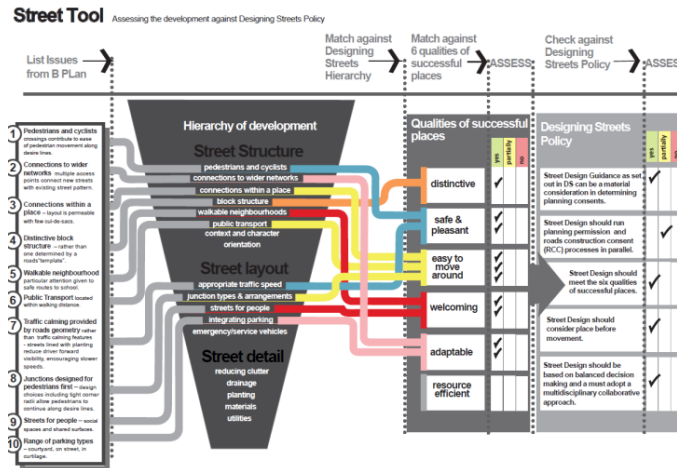
Legend: Movement (Yellow), Green Space (Green), Buildings (Red)

Step 2: Movement Analysis

Extract the movement (yellow) layer from the B-Plan. This will consist of routes as well as paths, squares, ponds, squares etc. Annotate to specific points or places on the plan where the street design can be assessed against the key considerations within Designing Streets.

1. Routes for pedestrians first – design choices including light colour allow pedestrians to continue along route lines.
2. Traffic calming provided by roads geometry rather than traffic along footways – streets lined with appropriate planting reduce street frontage visibility, encouraging slower speeds.
3. Pedestrians and cyclists – connect routes to contribute to ease of pedestrian movement along route lines.
4. Multiple neighbourhood particular attention given to walk routes to school.
5. Streets for people – social spaces and street surfaces.
6. Range of parking types to include block structures – rather than one determined by a neighbourhood.
7. Public Transport – support where space walking distance.
8. Connections to wider networks – multiple access points connect new streets with existing street pattern.

Details of street design



Images	1	2	3

1. Massing and scale integrates development into existing fabric
2. Hedges and trees line pedestrian spaces
3. Connectivity between existing and new development
4. Streets are safe for children to play
5. Pedestrian Street
6. Views through pedestrian ponds provides a means of navigation



Image Credits: Page and Park, Hyostyle

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	<ul style="list-style-type: none"> <input type="checkbox"/> Short block structures can assist with reducing vehicle speeds by creating regular, close spacing of junctions. <input type="checkbox"/> 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. <input type="checkbox"/> 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. <input type="checkbox"/> See factsheets G1 and G6 for further details.
Designing for walking and cycling	<ul style="list-style-type: none"> <input type="checkbox"/> Shorter distances between trip attractors and public transport increase the attractiveness of walking and cycling as the preferred mode of transport for certain journeys. <input type="checkbox"/> Encourage direct barrier free routes to avoid cyclists needing to dismount. <input type="checkbox"/> 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). <input type="checkbox"/> Avoid dead-end streets for pedestrians and cyclists. <input type="checkbox"/> Narrow links enclosed by high boundary fences are not appropriate, as they are unattractive and reduce security with a lack of natural surveillance. <input type="checkbox"/> See factsheets C1, P2 and P7 for further details
Designing for place	<ul style="list-style-type: none"> <input type="checkbox"/> Create a clear edge treatment to reinforce a change in urban character. <input type="checkbox"/> Outward facing frontages help to improve active frontage and natural surveillance. <input type="checkbox"/> Continuity of street scale and form should integrate effectively with the wider place. <input type="checkbox"/> 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	<ul style="list-style-type: none"> <input type="checkbox"/> Public transport routes should be designed into the proposed street structure to support public transport oriented neighbourhoods <input type="checkbox"/> 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)

Crossings (G4)

Priority Junctions (G7)

Traffic Management and Speed Reduction (G6)

Crossings at or near junctions (G5)

Street Furniture Layout (F1)

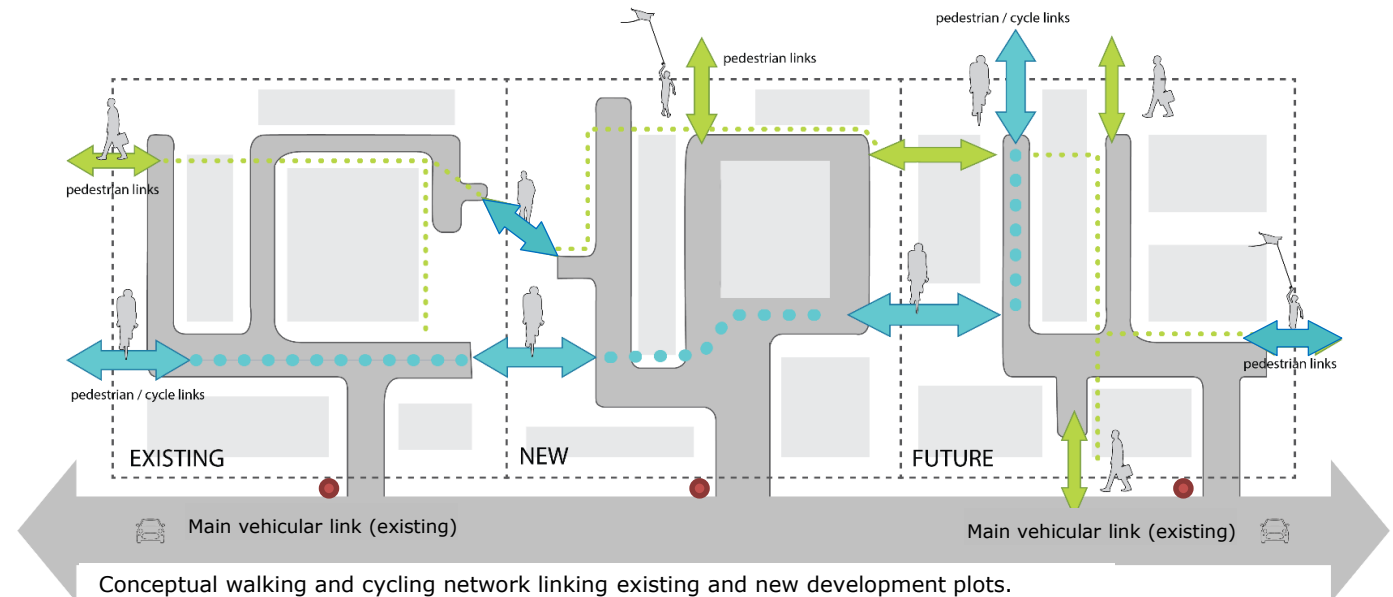
Pedestrian Desire Lines (P2)

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.



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/alterred, 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)

Image References

Street as a place: Desired Characteristics

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Demonstrating Connectivity

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Creating Public Transport Orientated Neighbourhoods

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