

DRYLAW SHOPPING CENTRE

CONCEPT DESIGN

MARCH 2024



NOTICE

NOTE:

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Client Signoff

Client	City of Edinburgh Council
Project	Drylaw Shopping Centre
Job Number	5227144
Client Signature & Date	

Executive Summary

The following report sets out a series of improvement measures for the adopted area surrounding the Drylaw Shopping Centre in Edinburgh. These seek to

- address issues around accessibility to and through the shopping centre,
- consider alternative arrangements to the movement and circulation of vehicles movement and parking allocation
- highlight opportunities to enhance some of areas of public realm around the shopping centre through placemaking and landscape provision.

The improvement measures align with a number of design principles/aims, set out in section 3. These focus measures around improvements to the three key entry points to the shopping centre from Ferry Road, the internal circulation of vehicles, pedestrians and cyclists, entry points to the shopping centre from Easter Drylaw Place and the overall visual identity and appearance of the shopping centre and adopted area.

The illustrative masterplan and action plan in section 4 sets out a range of improvement measures for the shopping centre, these breakdown measures in terms of indicative costing, next steps, example suppliers and typology of measure. The measures suggested fall into one or several of the following typologies:

- Buildouts
- Safe crossing provision
- Lighting
- Seating & Street Furniture
- Branding and Wayfinding
- Repair and Maintenance
- Soft Landscaping
- Wayfinding



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1. Introduction

This document sets out a series of potential enhancements to the accessibility, comfort and appearance of Drylaw Shopping Centre. These are illustrated and detailed in an illustrative masterplan and action plan included in **section 4**.

The document shows how the content of the illustrative masterplan and action plan have been informed by the current conditions of the site, and a high-level review of different approaches to vehicular circulation / movement, an issue that determines the ability to achieve some of the other placemaking measures (both set out in **section 2**).

This broad understanding of the site is reflected in eight key design principles / aspirations, set out in **section 3**, these ensure the measures in the action plan/illustrative masterplan build to a coherent, positive and holistic design response to the current conditions of the Shopping Centre.

Site Description

The site focuses on / is defined by the adopted area that surrounds the Drylaw Shopping Centre (Drylaw, Edinburgh), rather than the shop units that make up the existing building. This adopted area extends from Ferry Road to the north and Easter Drylaw Place, or the back garden boundaries to properties fronting onto the street to the south, bound to the east and west by garden property boundaries.

The building is surrounded to the north and south east by areas of public parking with loading areas to the east and south west and private residential parking to the west. There are also a number of areas of public realm, principally at the north eastern corner and a central, partially covered route through the centre of the building, linking footways along Ferry Road and Easter Drylaw Place. Lastly there is a footpath that cuts through housing to the south west of the site, linking a loading area to the footway along Easter Drylaw Place.



KEY
Drylaw Shopping Centre

Figure 1: Plan showing extent of study area



Planning Context

The shopping centre sits within and adjacent to a few relevant projects and policy proposals, including:

- NEAT Connections - *The North Edinburgh Active Travel Connections (NEAT) project is focussing on improving active travel, green spaces and areas for socialising* (<https://www.edinburgh.gov.uk/neatconnections>).
- Active Travel Proposals in Edinburgh Plan 2030 relating to Development sites, extending from Crewe Road South from Orchard Brae Roundabout to Crewe Toll.

Refer to figure 2 for the full range of current projects and policies in the area.

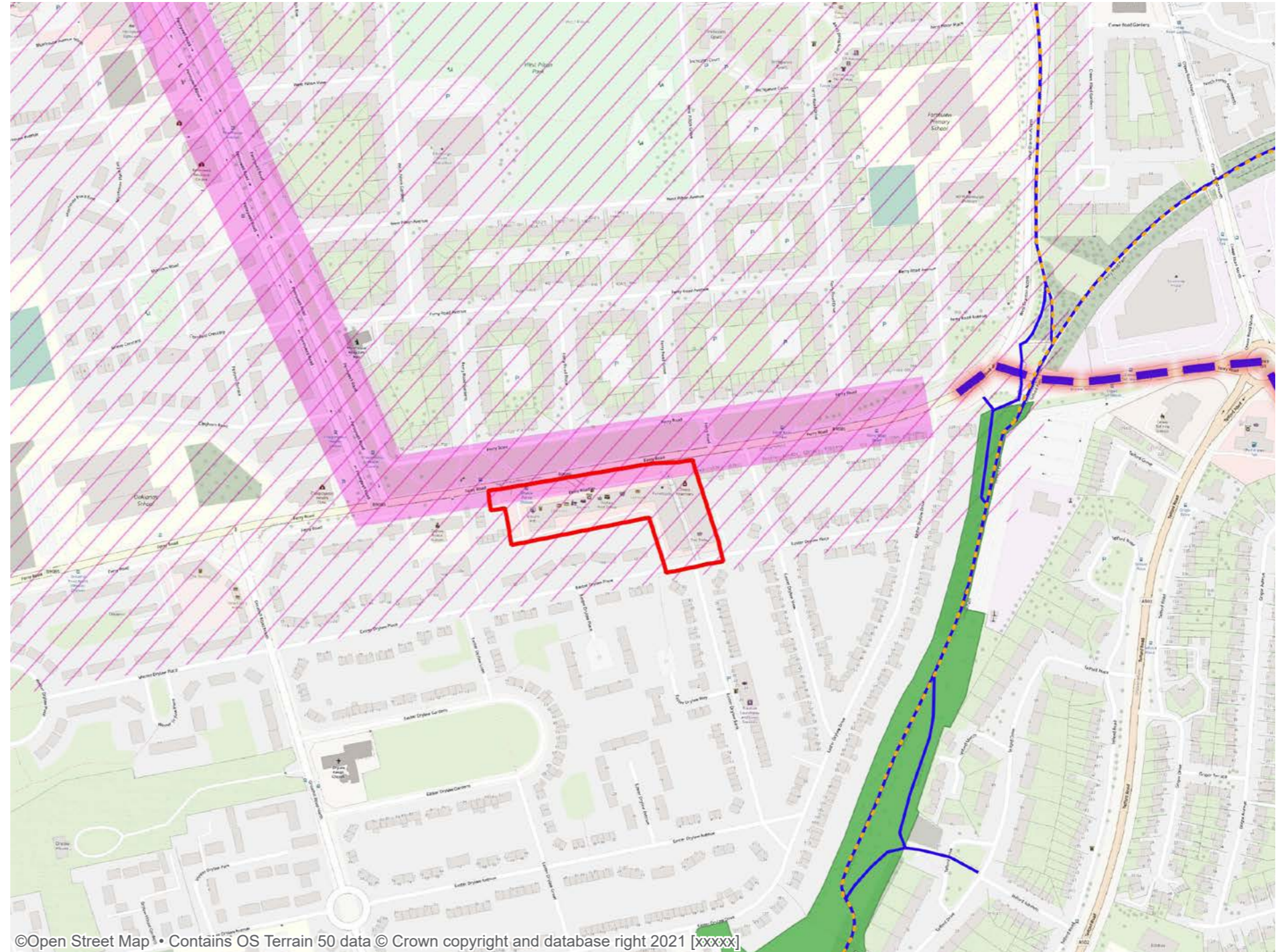


Figure 2: Plan showing key projects and policy in and around the Shopping Centre

KEY

Drylaw Shopping Centre

NEAT Connections

NEAT Core Route

NEAT Project Area

Edinburgh Plan 2030

Active Travel Proposals relating to Development sites

Pedestrian & Cycle Routes

Local Cycle Route

Core Path

Live park project



2. Site Review

Overview

This section includes both a photographic study, with annotated photos identifying some of the key features and constraints in and around the Shopping Centre and a high-level review of different approaches to vehicular circulation / movement. It concludes with a summary plan geographically mapping many of these.

Photographic Study

The photographic study was undertaken during two weekday site visits (late morning / lunchtime) in January and February 2024. During the site visits a key observation (illustrated in some of the images) was of the high turnover of vehicles, generated by people popping in to use services for a short period of time. This contributing to a perceived conflict between vehicles entering the shopping centre and cars parked perpendicular to the footway, creating a hostile and busy environment for pedestrians.

Ferry Road Pedestrian Access



1

Unwelcome entry point hemmed in by guardrailing on approach to ramped access



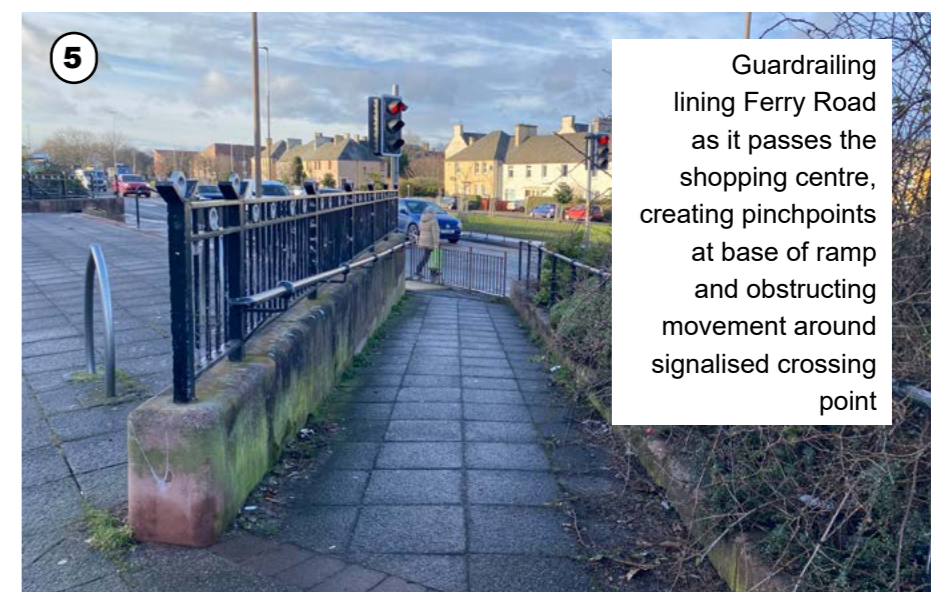
4

Wide central entry point with stepped and ramped access (X2).



2

Poor sight and desire lines to shops blocked by low wall and recycling facilities.



5

Guardrailing lining Ferry Road as it passes the shopping centre, creating pinchpoints at base of ramp and obstructing movement around signalised crossing point



3

Desire line to shops hampered by recycling bins, parking and lack of dropped kerbs/tactiles



6

Poorly maintained stone work on steps is beginning to crumble causing a potential future trip hazard.

Ferry Road / Easter Drylaw Place Pedestrian Access



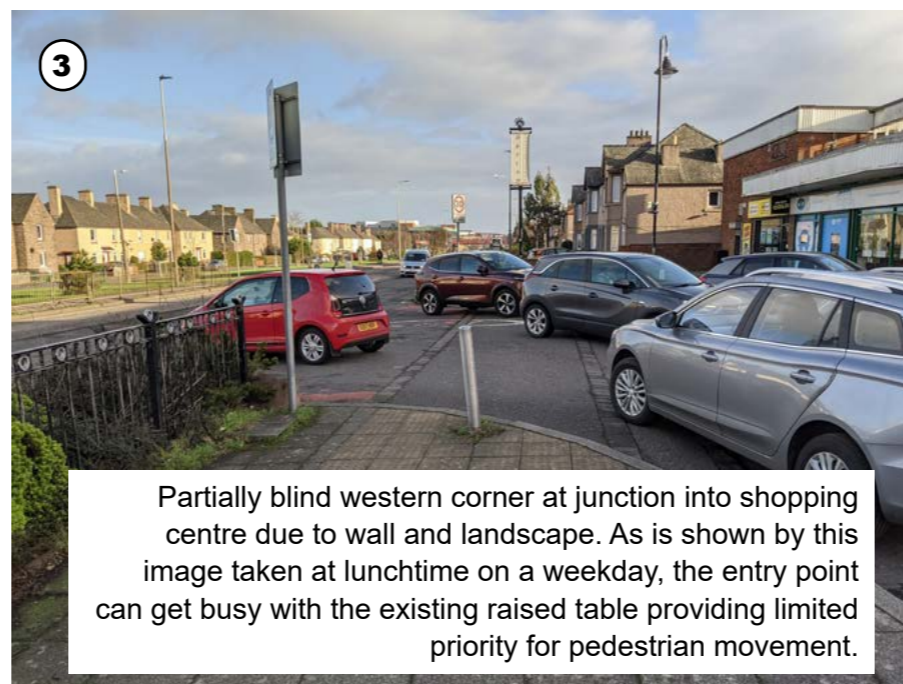
1

Large under-utilised space, key entry point from east



2

Sweeping junction facilitates high vehicular speed on entry into shopping centre



3

Partially blind western corner at junction into shopping centre due to wall and landscape. As is shown by this image taken at lunchtime on a weekday, the entry point can get busy with the existing raised table providing limited priority for pedestrian movement.



4

Lack of accessible crossing facilities where existing footpath link from Easter Drylaw Place connects to carriageway space at south western corner of site.



5

Unadopted footway limits ability to improve crossing point arrangement



6

Footway / street to back of commercial units poorly overlooked with potential conflict between pedestrians and loading vehicles

Easter Drylaw Place Access / Frontage and Central Footway



1

Wide service access and generally a hostile environment for pedestrians



4

Overhanging roofs showing evidence of disrepair



2

Lack of tactile paving on crossing points either side of shopping centre along Easter Drylaw Place



5

Wide footpath with blank inactive frontages



3

Most direct crossing point extended by end on parking provision



6

Offers direct route south along Easter Drylaw Bank and through Drylaw Park

Building Condition, Key features and Parking



Areas appear unmaintained and in need of refresh/repair



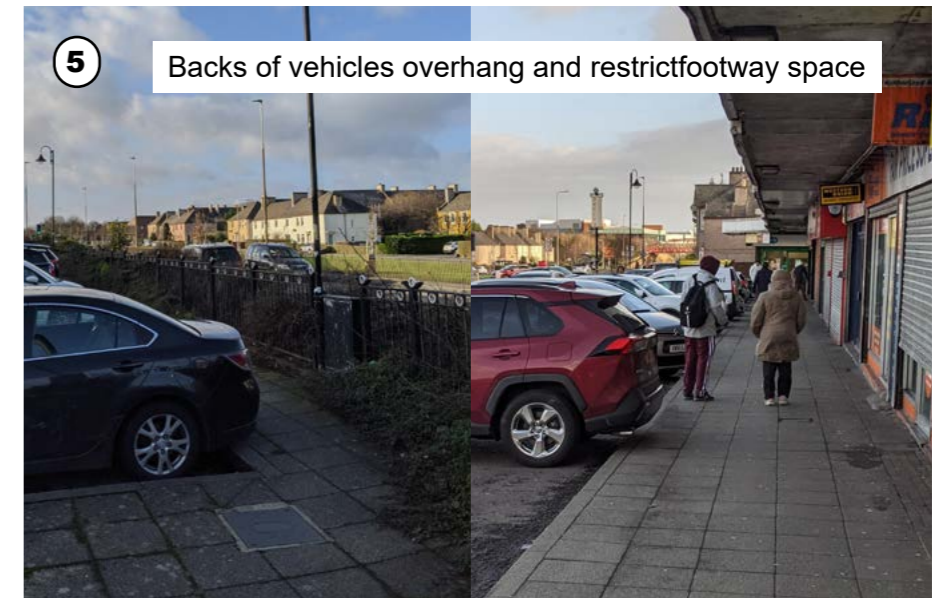
Some attractive streetscape features including banner and street light columns



Limited colour to shopping centre frontage with brickwork and white panelling reflecting its 1950's character, some white panelling in state of decay or removed (see end of building)



There are limited road markings for parking adjacent to the shop fronts leading to cars parking end-on as opposed to parallel to the kerbline. This photo, taken near the shopping centre entry point shows the conflict between vehicles entering / exiting the shopping centre and cars parking perpendicular to the kerbline.



Backs of vehicles overhang and restrict footway space



Raised crossing point is not clear or distinguishable from the carriageway space, resulting in illegal parking. There can be a high turnaround of parked vehicles, particularly during lunchtime (the time this photo was taken) as the shopping centre includes a number of cafe and takeaway units.

Vehicular Movements

To understand the potential opportunities and constraints of changing the existing carriageway layout and operation at Drylaw Shopping Centre, a review of vehicle movements, dimensions and high-level vehicle tracking was undertaken using Ordnance Survey maps. This focused on four areas:

1. Ferry Road junction;
2. Easter Drylaw Place junction;
3. Frontage of the shops; and,
4. Three-point turn movement on the turning head to the west of the The Ferry Boat pub.

Each of the above scenarios was tested using a range of standard vehicles available within the Autodesk Vehicle Library to give a broader understanding (diagrams of the turning movements are shown in **Appendix B**), including:

- Standard refuse vehicle;
- Standard fire engine;
- 10m long rigid vehicle; and,
- 16.48m long articulated vehicle.

A summary of findings is outlined over the following pages along with the potential opportunities, constraints and considerations.

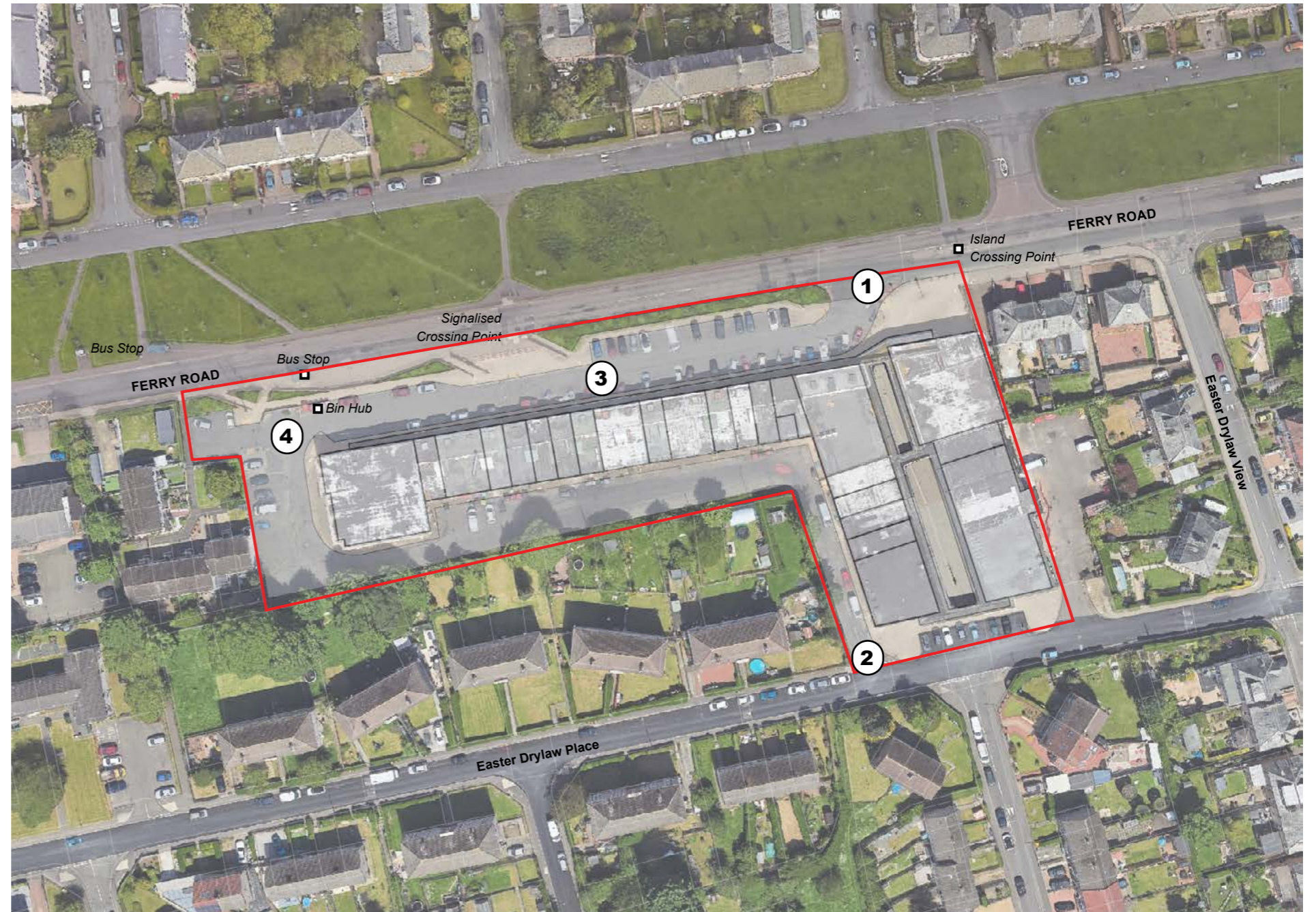


Figure 3: Plan showing location of the four areas tested and summarised over the following pages

KEY
Drylaw Shopping Centre



1. Ferry Road Junction

The current width of the junction is notably wide, approximately 11m at the current crossing point, with a tight radius of around 4m on the western side, and a larger radius on the eastern side of 11m. Additionally, there is a step in the kerb alignment of approximately 3m, resulting in a skewed give way marking.

The vehicle tracking showed that the right out of the junction and left in were generally okay for all four vehicles. However, due to the left out of the junction and right in being essentially a 180-degree turn, a wide turning arc is required. With the left out it was not possible to get the movement to work within the carriageway for any of the vehicles with the exception of the fire engine. It is also important to note that two larger vehicles making the right out and left in at the same time, require the majority of the existing carriageway.

2. Easter Drylaw Place Junction

The existing junction with Easter Drylaw Place is narrow at approximately 5.5m at the building line. There is a tight radius on the western side of 2.5m and a larger radius on the eastern side of 10m. Parking is common on Easter Drylaw Place just to the west of the junction which likely impacts visibility for vehicles exiting and narrows the carriageway.

Vehicle tracking shows that the turning movements are tight generally where frequent overrun of opposing lanes is required. Movements in and out to the west of the junction would likely not be possible if a vehicle is parked where witnessed. Existing bollards on the eastern radius were noted to be damaged, this may be from turning vehicles reinforcing the constrained nature of the junction.

Location	Intervention	Description (Benefits / Considerations)	Further Information Required
1	Build Outs	<p>Introducing build outs would help reduce vehicle speeds on entry for the left in movement, improve visibility to the left for vehicles exiting by straightening the give way lines, and help reduce the crossing distance for pedestrians.</p> <p>However, as suggested by the vehicle tracking, this may make some in-out movements for two larger vehicles not possible and worsen the left turn out movement. This will ultimately dictate the potential build out width that can be achieved and on what side of the junction.</p>	<ul style="list-style-type: none"> Discuss loading requirements for with local businesses to understand vehicles typically used for more accurate tracking. Establish likelihood of two larger vehicles requiring to enter and exit at the same time as it may result in designing for a situation that rarely occurs. Explore prohibiting entry of vehicles over a certain size at Ferry Road to allow narrowing of the junction bell mouth. Larger vehicles for loading would require to access the rear from Easter Drylaw Place. Explore the use of one-way entry and potential impacts on loading area and Easter Drylaw Place.
	Raised Table	If build outs are not possible, or do not achieve meaningful benefit, a more prominent raised table crossing with a steepened gradient on the Ferry Road side could be an alternative. This should still help slow vehicle speeds on the left in and while making the crossing more obvious; however, would not help reduce the overall length.	<ul style="list-style-type: none"> Potential impact a raised table crossing may have on road drainage
2	Drop Kerbs	Currently, there is a drop kerb with tactile paving on the western side of the junction; however, no drop kerb present on the eastern side. Drop kerbs could be installed to make the crossing point more accessible for pedestrians. It may be possible to combine this with a build out to allow the drop kerb to be positioned on a straight length of kerb rather than the radius, although with the challenges for turning movements this may make this more challenging.	<ul style="list-style-type: none"> Check for low spots to avoid water ponding at crossing point.
	Raised table	A raised table crossing could be considered as an alternative to improve pedestrian experience without changing the existing junction radius; however, given the tight turns, this may encourage vehicles to overrun the footways requiring additional bollards.	<ul style="list-style-type: none"> Potential impact a raised table crossing may have on road drainage.

3. Frontage of shops

Currently, the link road from Ferry Road to Easter Drylaw Place operates two way with parking either side. At its narrowest where the raised table is located, a width of 7.5m is provided kerb line to kerb line; however, due to the uncontrolled parking on the southern side, where vehicles park in a range of orientations from parallel through to perpendicular, the effective width is significantly reduced. Taking an average length of a UK private car of around 4.4m, and a minimum width of 2m for a parallel bay, this could result in a resulting width of between 3.1m to 5.5m depending on the orientation.

None of the vehicles had any difficulty in navigating the internal access road between Ferry Road and Easter Drylaw Place remaining within the width of the carriageway.

4. Three point turn movement on the turning head to the west of The Ferry Boat pub

A check was undertaken on completing a three-point turn manoeuvre to understand whether it would be possible to separate loading vehicles and general traffic by having the former enter and exit from Easter Drylaw Place and the latter from Ferry Road. It was not possible for either of the larger loading vehicles to complete this manoeuvre without over running the existing footway.

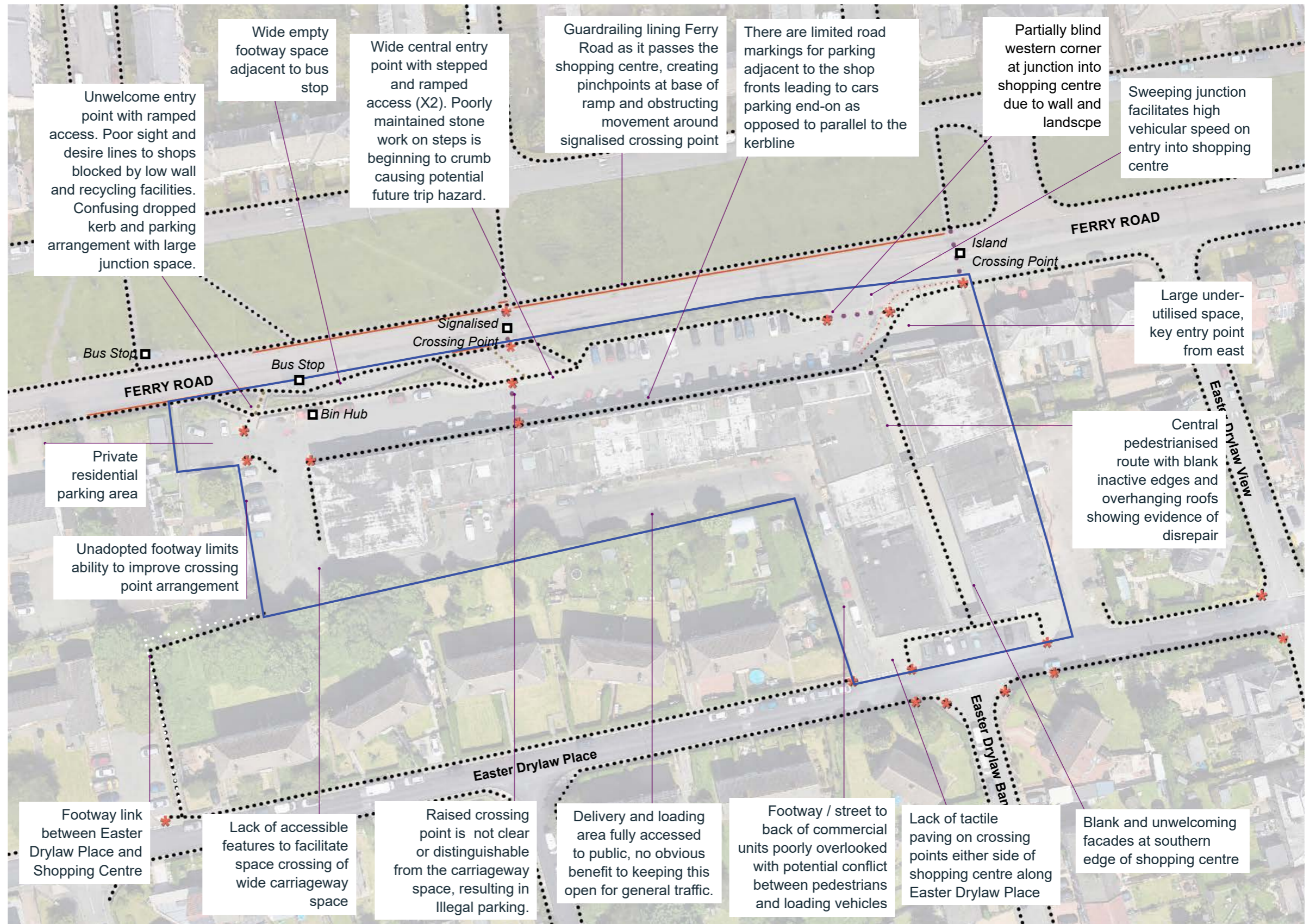
While the carriageway could likely be sized to accommodate the movement following discussions with the various business owners to understand loading vehicle sizes, this would take space away from pedestrians and would potentially make the area more dangerous for those accessing the shopping area via the lane from Easter Drylaw Place.

Location	Intervention	Description (Benefits / Considerations)	Further Information Required
3	Parallel Parking Bays	Using parallel parking bays would create better order and management in the frontage area, while allowing a remaining usable road width of 5m – 5.5m. Although narrow, this would still comfortably permit two vehicles while giving better forward visibility due to parked vehicles encroaching into the running lanes. This may result in reduced parking capacity compared to current demand.	<ul style="list-style-type: none"> Investigate current parking demand.
	Perpendicular or echelon parking bays	Using perpendicular or echelon parking bays would also create better order and management in the frontage area; however, it would reduce the remaining usable road width to around 3.1m which would only be suitable for a one-way route. Alternatively, this could be used with a passing place system although vehicle flows may exceed what would be acceptable or result in poor compliance leading to other issues.	<ul style="list-style-type: none"> Explore the use of one-way entry and potential impacts on loading area and Easter Drylaw Place. Investigate current parking demand.
	Widening footway	Given the footfall at the shops and street furniture such as post boxes, bins and advertisement boards, widening the footway would offer more comfort for pedestrians and shoppers and potentially space for additional amenities such as benches. The footway could be widened up to 2m without impacting on two way carriageway movements, similar to the parallel parking bays intervention, or could be combined with parallel parking bays if a one-way system is implemented.	<ul style="list-style-type: none"> Explore the use of one-way entry and potential impacts on loading area and Easter Drylaw Place. Investigate current parking demand.

Site Assessment Summary Plan

Figure 4: Site assessment plan annotating key conditions in and around Drylaw shopping centre

- KEY**
- Drylaw Shopping Centre
 - Footways and Footpaths
 - Guard Railing
 - Bollards
 - * Dropped Kerbs

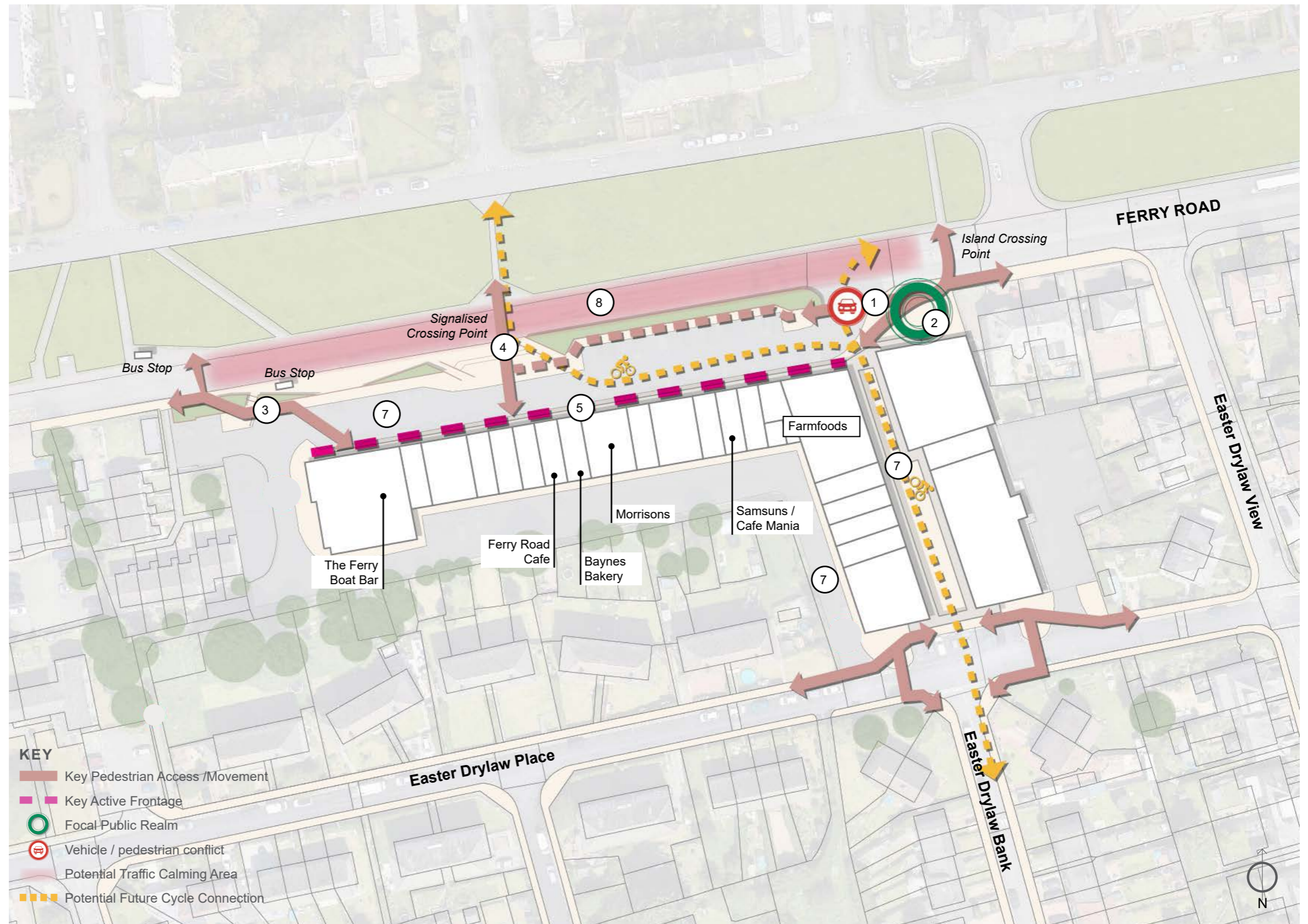


3. Design Principles

The following eight principles have been informed by an understanding of the existing conditions of the site (set out in section 2) and discussions undertaken with City of Edinburgh Council in February 2024. They form the basis for the illustrative masterplan and provide the key structure to the action plan, both set out in section 4.

1. Safer pedestrian environment around the vehicular entry point into shopping Centre.
2. More welcoming eastern gateway space into Shopping Centre.
3. Safer and more accessible western entry into Shopping Centre with improved access to shops.
4. Enhanced green, comfortable and welcoming central gateway entry space and access to parade of shops.
5. More comfortable, safe and coherent footway/public realm along the parade of shops.
6. Vibrant and unified branding / visual identity and sense of safety in and around the shopping centre.
7. Clear, safe and coherent internal movement network.
8. Safer and more accessible stretch of Ferry Road adjacent to the Shopping Centre.
9. More coherent and safe entry for pedestrians and cycles at the south-eastern corner of the shopping centre.

Figure 5: Plan annotating a series of design principles for Drylaw Shopping Centre



4. Illustrative Masterplan & Action Plan














Overview

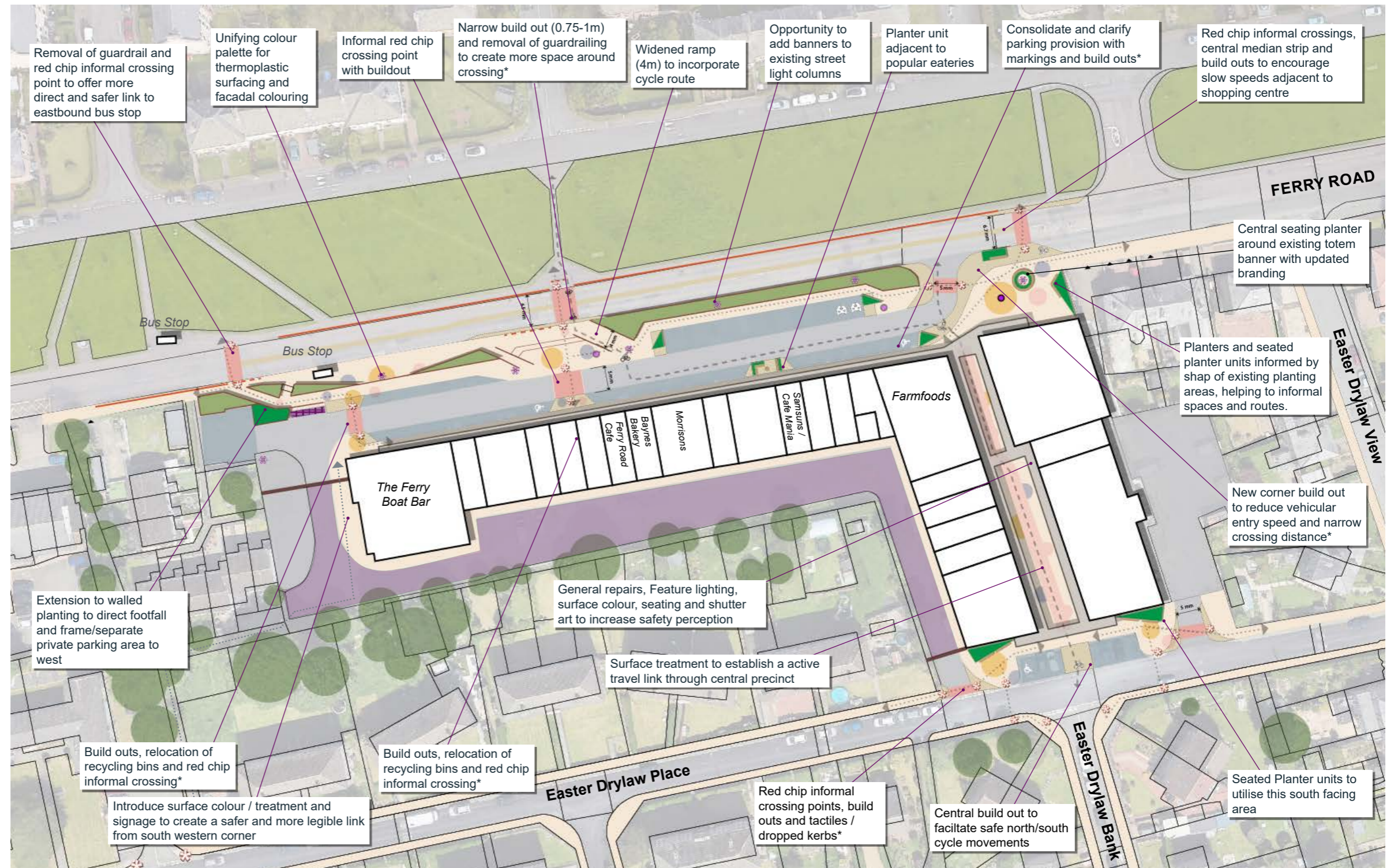
The following masterplan sets out a series of potential design measures that could help achieve the design principles, along with the montage images at the end of this section help articulate how these might enhance the accessibility, comfort and appearance of Drylaw Shopping Centre. An Action Plan is also included in this section, it provides a structured resource to help progress these measures.

Illustrative Masterplan

Figure 6: Plan illustrating the arrangement of a range of measures for the Shopping Centre

Key

-  Thermoplastic Surface Colour
-  Planter / Seated Planter
-  Parklet
-  Parking
-  Footway Build-out / Central Median
-  Red-chip Informal Crossing
-  Relocated Bin Hub
-  New Gated Entry
-  Columns for potential banners
-  Cycle Parking
-  Tactiles/dropped kerbs
-  Driveways
-  Area where movement / access options to be further explored



* Design of this measure is largely dependent on future arrangement to the internal circulation of the shopping centre, refer to section 3.

Montage A: Ferry Road Vehicular Access

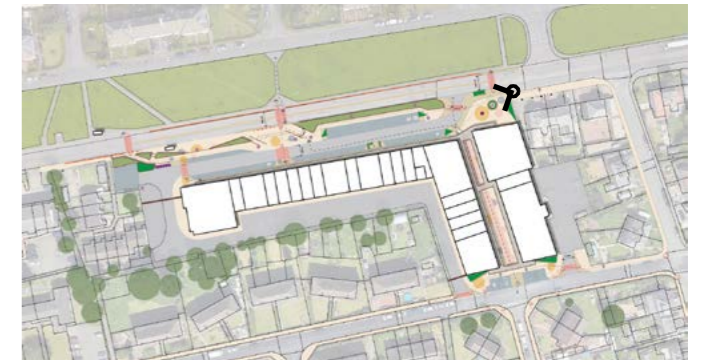
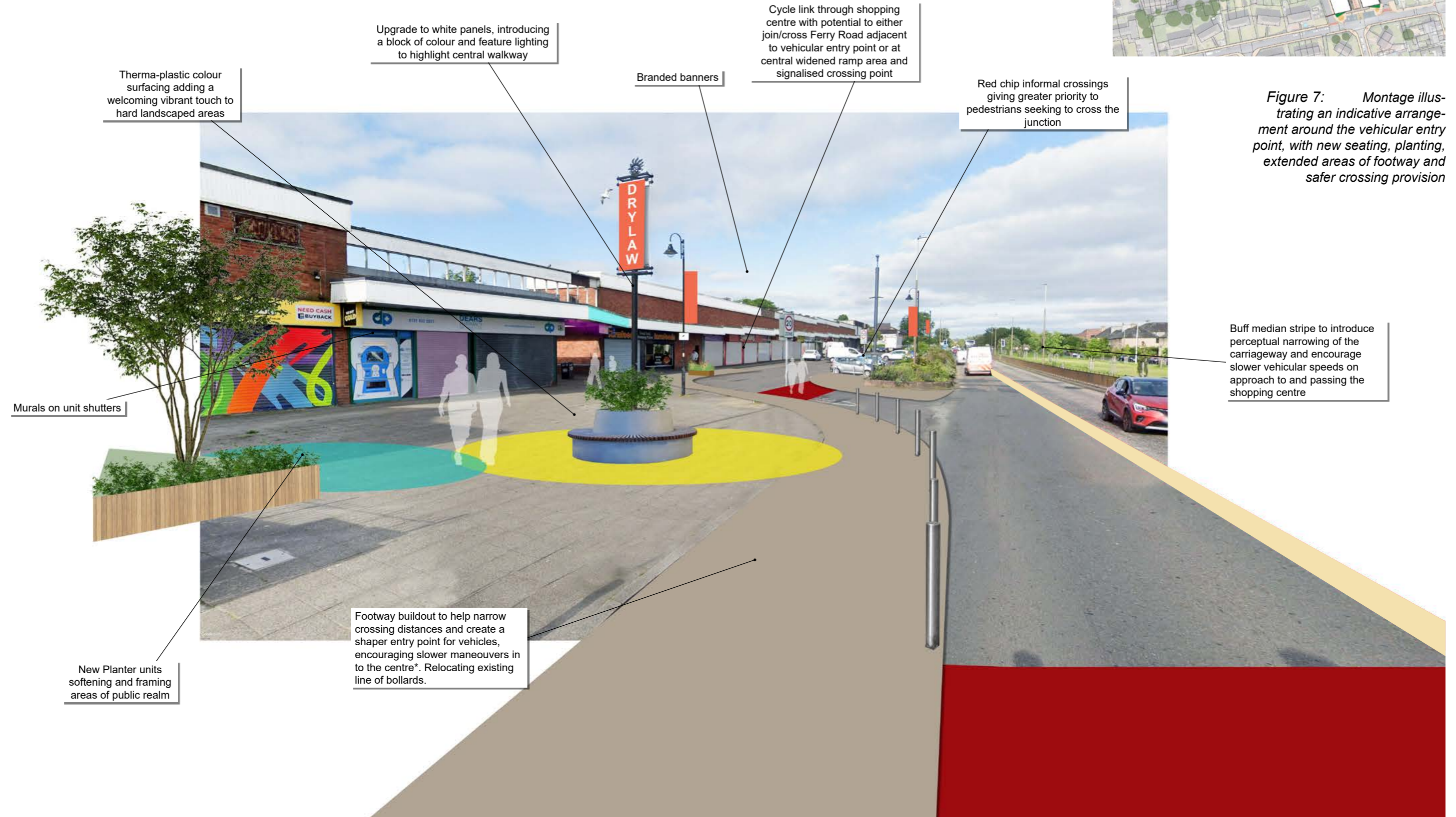


Figure 7: Montage illustrating an indicative arrangement around the vehicular entry point, with new seating, planting, extended areas of footway and safer crossing provision

* Design of this measure is largely dependent on future arrangement to the internal circulation of the shopping centre, refer to **section 3**.

Montage B: Pedestrian Thoroughfare

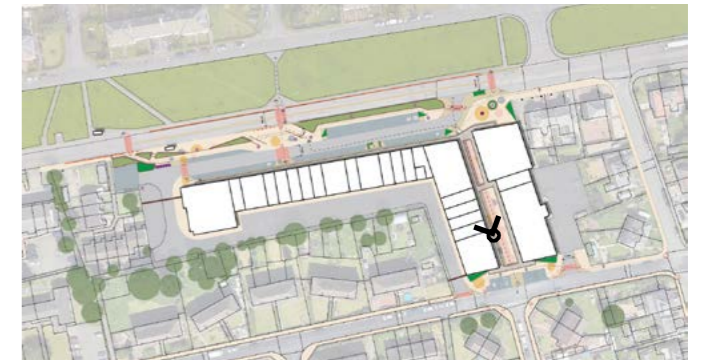
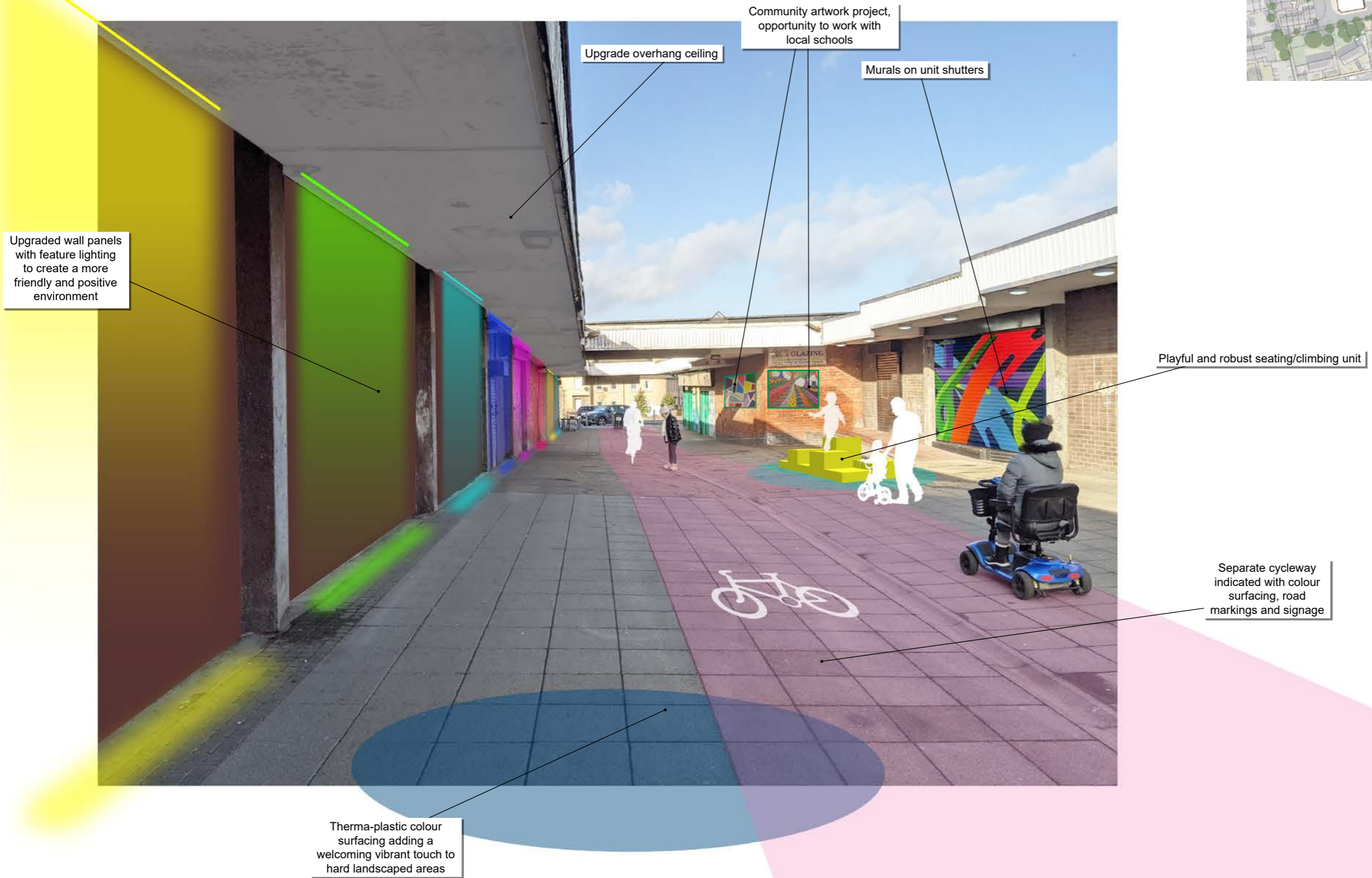


Figure 8: Montage illustrating an indicative arrangement for the central walkway through the shopping centre, with a route for cyclists, new lighting, colour, artwork and play/seating to brighten and enliven the space



Upgraded wall panels with feature lighting to create a more friendly and positive environment

Upgrade overhang ceiling

Community artwork project, opportunity to work with local schools

Murals on unit shutters

Playful and robust seating/climbing unit

Separate cycleway indicated with colour surfacing, road markings and signage

Therma-plastic colour surfacing adding a welcoming vibrant touch to hard landscaped areas

Montage C: Western Pedestrian Access from Ferry Road

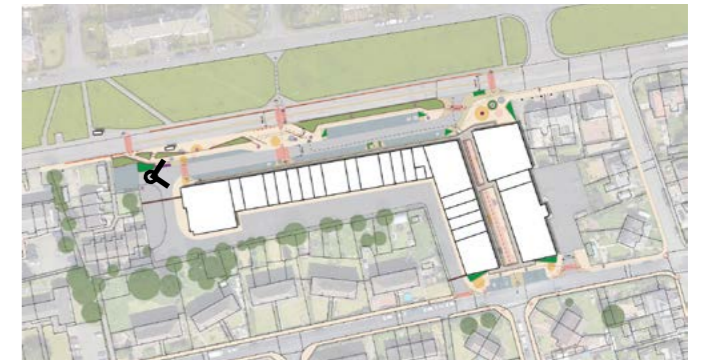


Figure 9: Montage illustrating an indicative arrangement for an improved western pedestrian access from Ferry Road, with a build-out, crossing point and relocated bin area

* Design of this measure is largely dependent on future arrangement to the internal circulation of the shopping centre, refer to section 3.

Action Plan

The action plan provides a useful resource for progressing improvement measures for the Shopping Centre, setting out information under several categories, including:

- Type of Measures - these types relate to the original brief for the project (refer to examples in **Appendix A**).
- Next Steps - recommended ways to progress the measures listed.
- Indicative Costing (refer to **appendix C**)
- Suggested Suppliers

* Low = 0-15,000, Medium = 15,000 - 30,000, High = 30,000+

Ref	Key Design Aspiration	Type of Measures	Description of Measures	Next Steps	Indicative Costing*	Example Suppliers
1	Safer pedestrian environment around the vehicular entry point into shopping Centre	Buildouts / Safe crossing provision	<ul style="list-style-type: none"> • Tighten junction into shopping centre to narrow entry helping slow vehicular speeds on entry and exit. • Provide build outs on the western side of junction space to remove current pedestrian blind spot for drivers turning right into shopping centre and improve general visibility for vehicles. • Introduce red-chip anti-skid surfacing or potentially a steeper raised junction crossing point to give greater priority for pedestrians walking along Ferry Road's southern footway. 	Undertake vehicle tracking to finalise build-outs on corners.	High	
2	More welcoming eastern gateway space into Shopping Centre	Lighting / Seating & Street Furniture / Branding and Wayfinding	<ul style="list-style-type: none"> • Add thermo-plastic colouring to hard landscape areas (including paving and low walls) to create a more vibrant and welcoming entry to the shopping centre. • Circular planter and seating unit around existing banner pole, forming a focal point to space. • New planting unit to screen property wall along eastern edge of space and soften the space. 	Consult local schools or seek local artists to generate colour palette / artwork style.	Low	<ul style="list-style-type: none"> • Planters and seated planters - (WoodBlocX: The World's Best Modular Garden System WoodBlocX) • Seating / Benches - https://www.streetlife.nl/us/Products • Thermo-plastics - https://www.geveko-markings.co.uk/products/preformed-products/decorative-preformed-thermoplastic-1
3	Safer and more accessible western entry into Shopping Centre with improved access to shops	Build outs / Safe Crossing Provision / Repair and Maintain / Branding and Wayfinding / Soft Landscaping	<ul style="list-style-type: none"> • Repair the existing wall feature and relocate Bin Hub behind it. • Add build outs, introduce an informal crossing surface, relocate the Bin Hub and consolidate parking to create a more direct, inclusive and safe link for pedestrians to the shops. • Consider extending the raised planting areas to direct footfall towards shops and provide a separate between the public parking/footway and private parking area to west. • Add thermos-plastic colouring to hard landscape areas (including paving and low walls) to create a more vibrant and welcoming entry to the shopping centre. 	<ul style="list-style-type: none"> • Contact maintenance team to repair wall. • Contact waste management to discuss relocating commercial bin hub. • Consult local schools or seek local artists to generate colour palette / artwork style. 	Medium	<ul style="list-style-type: none"> • Thermo-plastics - https://www.geveko-markings.co.uk/products/preformed-products/decorative-preformed-thermoplastic-1
4	Enhanced green, comfortable and welcoming central gateway entry space and access to parade of shops	Seating & Street furniture / Soft landscaping / repair & maintenance	<ul style="list-style-type: none"> • New planters and planter seating units to provide opportunities to rest and create a more comfortable arrival point to the shops. • Maintenance and repair of stone steps. • Explore opportunity to widen eastern ramp to 4 metres so that it can accommodate a safe cycle link. • Add new thermo-plastic onto raised crossing point, to highlight its roles as the principal pedestrian access point to the parade of shops. 	<ul style="list-style-type: none"> • Contact maintenance team to repair wall. • Consult NEAT team in the Council to determine most appropriate cycle route through the Shopping Centre. 	Medium	<ul style="list-style-type: none"> • Seating / Benches - https://www.streetlife.nl/us/Products • Planters and seated planters - WoodBlocX: The World's Best Modular Garden System WoodBlocX

* Low = 0-15,000, Medium = 15,000 - 30,000, High = 30,000+

Ref	Key Design Aspiration	Type of Measures	Description of Measures	Next Steps	Indicative Costing*	Example Suppliers
5	More comfortable, safe and coherent footway/ public realm along the parade of shops	Street furniture / Soft landscaping	<ul style="list-style-type: none"> Opportunity to introduce parklets with seating, planting and space for dwell in place of parking in front of the shops. Combine buildouts and new road markings to indicate a row of parallel parking adjacent to the parade of shops. Widen footway to provide more space for pedestrian movement. 	Undertake a parking survey and consult businesses.	High	<ul style="list-style-type: none"> Planters - https://www.marshalls.co.uk/commercial/landscape-protection/temporary-street-planters Urban Greening / parklets - https://www.meristemdesign.co.uk/
6	Vibrant and unified branding / visual identity and sense of safety in and around the shopping centre	Cosmetic and Branding / Wayfinding / Lighting	<ul style="list-style-type: none"> Establish a colour palette / artwork style for the shopping centre that could be used for both hard landscape surfacing and on certain building surfaces (including shop shutters). Locate community artworks on blank facades across the shopping centre. Introduce new wayfinding and signage features, such as signage and banners attached to street lighting. Consider feature colour lighting to animate and improve safety along the shop fronts and central pedestrianised arcade space. 	Consult local schools or seek local artists to generate colour palette / artwork style and undertake a community artwork project.	Variable Cost Range (refer to appendix C)	<ul style="list-style-type: none"> Thermo-plastics - https://www.geveko-markings.co.uk/products/preformed-products/decorative-preformed-thermoplastic-1 Local Art Group - https://northedinburgharts.co.uk/pennywell-public-art-trail/
7.	Clear, safe and coherent internal movement network	Buildouts / Safe crossing provision / Branding and Wayfinding	<ul style="list-style-type: none"> Rearrange access provision for general traffic to the delivery and loading area at the back of the Shopping centre, exploring several access and movement options. Introduce signage and roadmarkings to indicate a safe and coherent cycle route via the central pedestrian precinct and onto adjacent roadscape. Help free up space to formalise parking area outside shopping centre Provide surface treatment and signage to provide a clear pedestrian route from the existing footpath at the south western corner of the site. 	<ul style="list-style-type: none"> Explore access / circulation arrangements, looking at both one-way and restricted access to general traffic. Consult local businesses to better understand delivery/loading requirements. 	Low	<ul style="list-style-type: none"> Surface mounted rubber highways and traffic calming - https://rosehillhighways.com/
8.	Safer and more accessible stretch of Ferry Road adjacent to the Shopping Centre	Buildouts / Safe crossing provision	<ul style="list-style-type: none"> Introduce informal red-chip anti-skid gateway crossings points at eastern and western ends of carriageway. Consolidate the guardrailing along Ferry Road, removing sections that create pinchpoints. Provide buildouts at eastern end of carriageway to narrow approach to shopping centre both calming traffic speed and offering more direct crossing opportunities. Provide a central median strip to perceptually narrow the carriageway space and, if need be introduce speed cushions. 	<ul style="list-style-type: none"> Consult Lothian buses on measures and undertake thorough vehicular tracking analysis. Review any relevant work undertaken by NEAT team. Undertake a traffic survey. 	Medium	<ul style="list-style-type: none"> Surface mounted rubber highways and traffic calming - https://rosehillhighways.com/
9.	More coherent, comfortable and safe entry for pedestrians and cycles at the south-eastern corner of the shopping centre.	Buildouts / Safe crossing provision	<ul style="list-style-type: none"> Central build out between perpendicular parking bays to facilitate safe north/south cycle movements. Red chip informal crossing points, build outs and tactiles / dropped kerbs at delivery/loading entrances either side of the shopping centre. Seated Planter units to utilise this south facing area. 	<ul style="list-style-type: none"> Undertake a parking survey. Consult local businesses to better understand delivery/loading requirements. 	Low	<ul style="list-style-type: none"> Surface mounted rubber highways and traffic calming - https://rosehillhighways.com/ Planters and seated planters - WoodBlocX: The World's Best Modular Garden System WoodBlocX

Appendix A: Range of Measures



Build outs / Carriageway reallocation



Photo : Widening footway space, Corstorphine High Street



Photo : Creating buildouts using colourful modular units - Bankside Boardwalk, Bankside, London <https://betterbankside.co.uk/bankside/urban-forest/bankside-boardwalk/>



Photo : Using surface colour to articulate active travel provision - Bike Skyway, Xiamen <https://thecityfix.com/blog/china-elevates-bike-lanes-to-a-new-level-mark->



Safe crossing provision / traffic calming



Photo : Highlighting and celebrating informal crossing points with distinctive thermoplastic colour and pattern - Better Bankside Crossing, Bankside, London <https://betterbankside.co.uk/bankside/urban-forest/colourful-crossings/>



Photo : Central median strip along Poynton High Street



Photo : High friction red chip informal crossing



Photo : <https://www.broxap.com/seated-planter.html>



Photo : <https://www.woodblox.co.uk/blog/commercial-projects/>



Photo :



Photo :



Photo : Parklet in Hackney, London - <https://www.meristemdesign.co.uk/hackney-parklet-london>



Photo : Coherent street furniture, Stobswell, Dundee - <https://www.showcase-sustrans.org.uk/news/dundee-community-at-heart-of-neighbourhood-transformation/>

 Lighting – feature lighting (colour/vibrancy)



Photo : Mirfield Station Underpass www.studiotech.co.uk



Photo : Langley's Glowing Forest



Photo : Interactive Neon Mural #10 by Spidertag in Lyon, France


 Branding and Wayfinding



Photo : Walthamstow High Street, London
<https://www.matterarchitecture.uk/projects/walthamstow-high-street/>

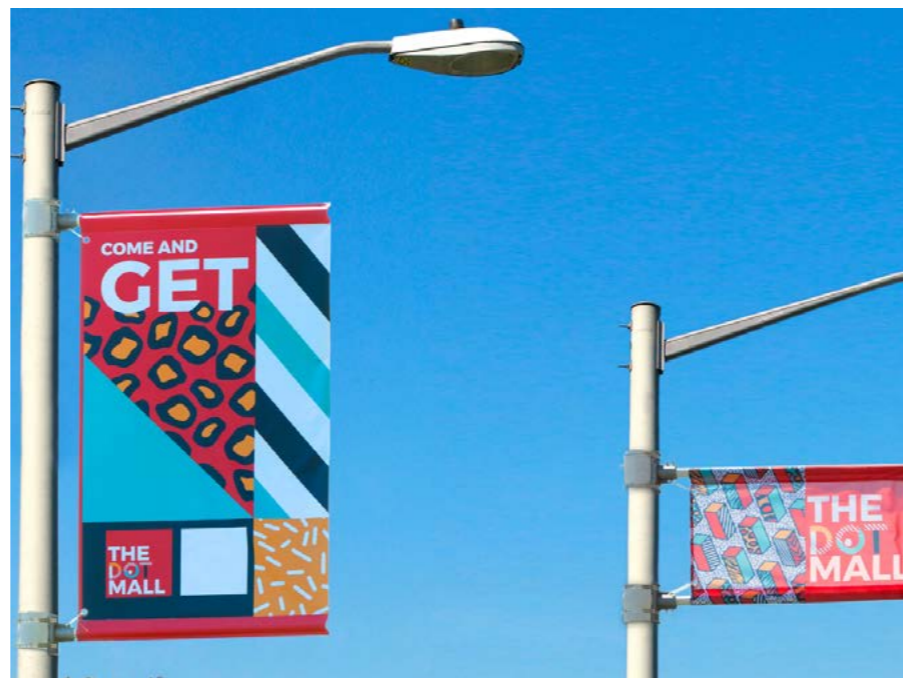




Photo : <https://www.woodblocx.co.uk/blog/commercial-projects/>



Photo : Round Planter with seating | Street Life



Photo : Colourful planting



Photo : semi mature trees in planters.

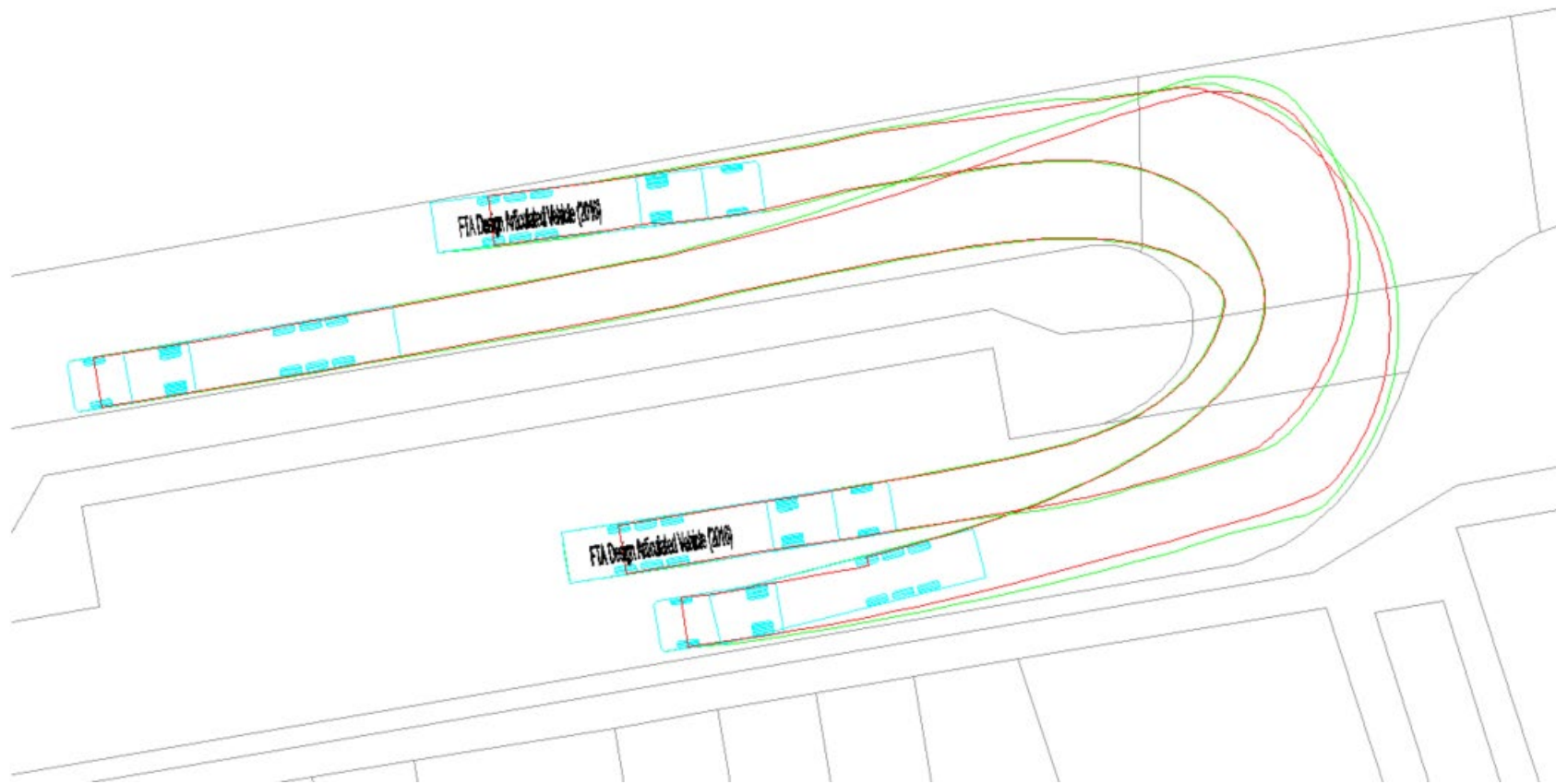


Photo : Modular wooden planters

Repair and Maintain



Appendix B: Turning Movement Diagrams



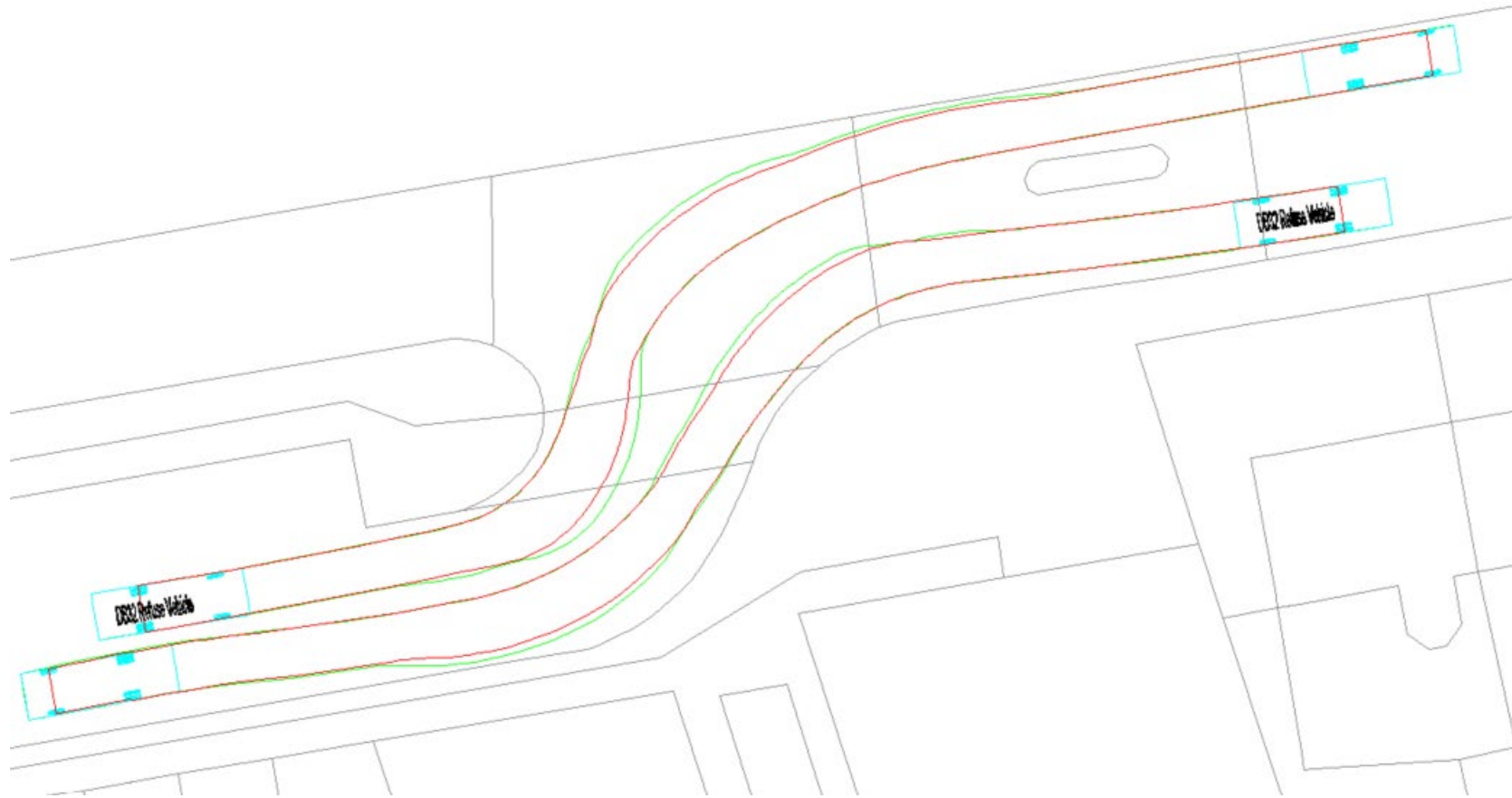
B.1 – Articulated Lorry at Ferry Road Junction: Left out / Right in



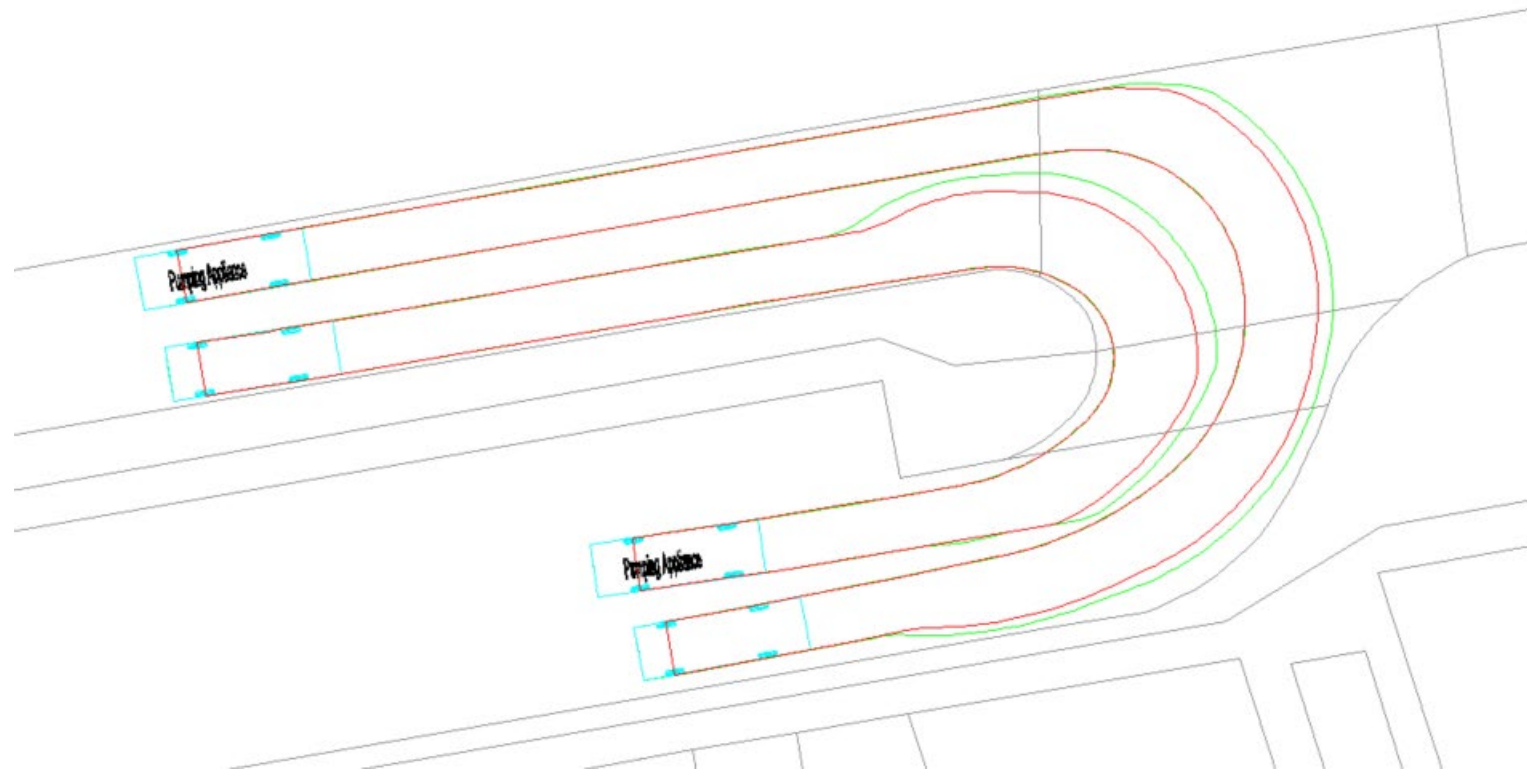
B.2 – Articulated Lorry at Ferry Road Junction: Right out / Left in



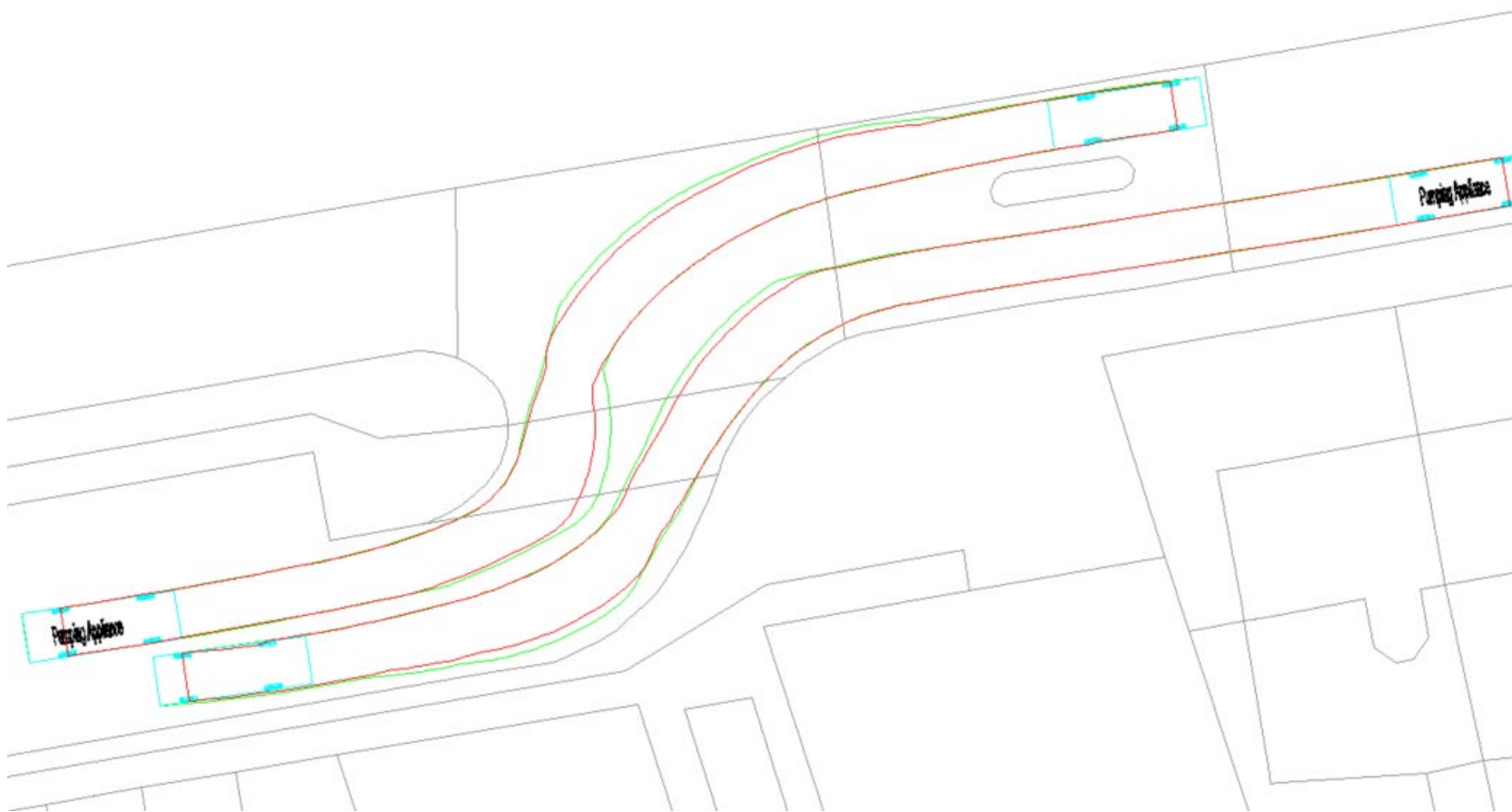
B.3 – Refuse Vehicle at Ferry Road Junction: Left out / Right in



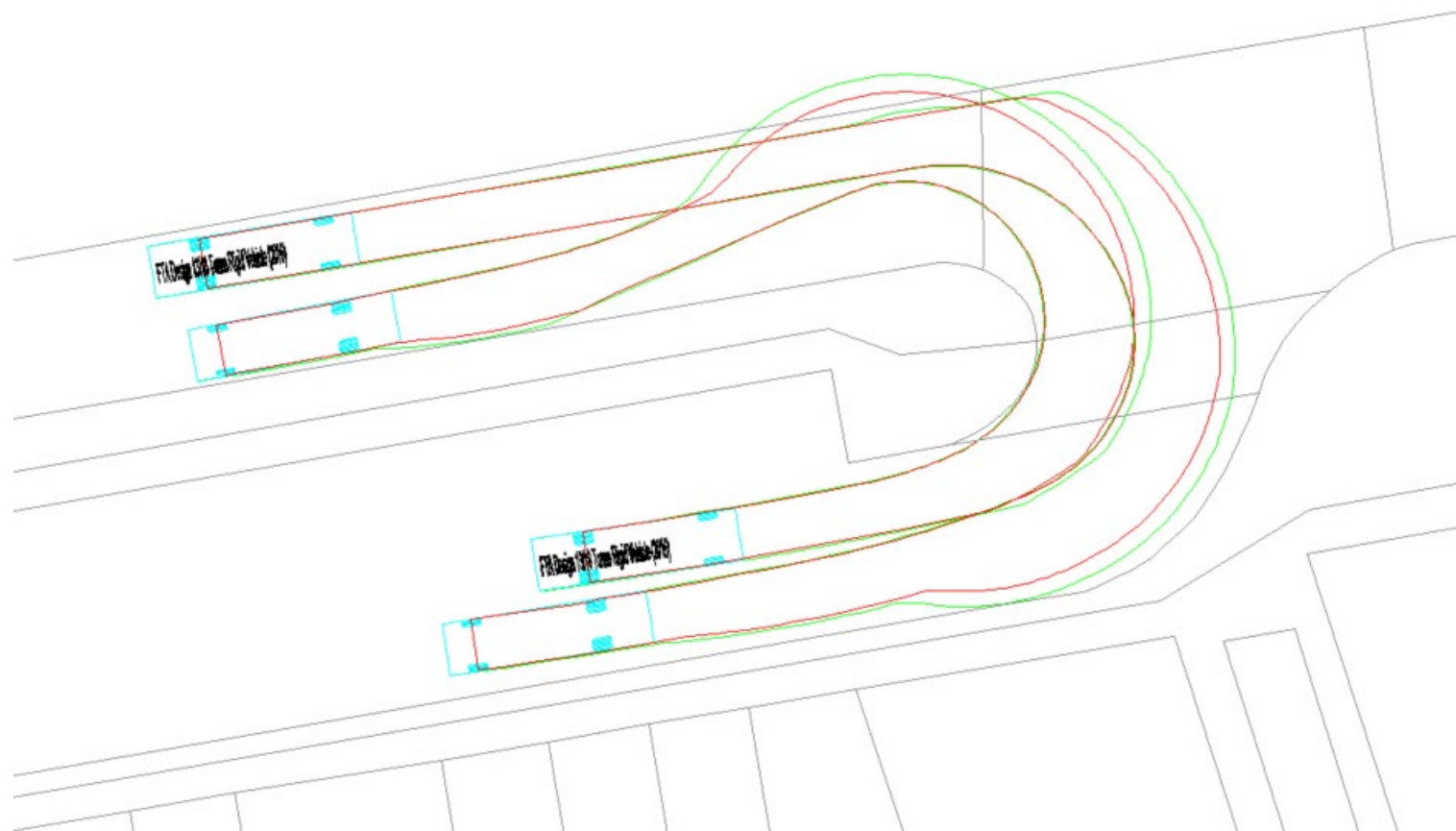
B.4 – Refuse Vehicle at Ferry Road Junction: Right out / Left in



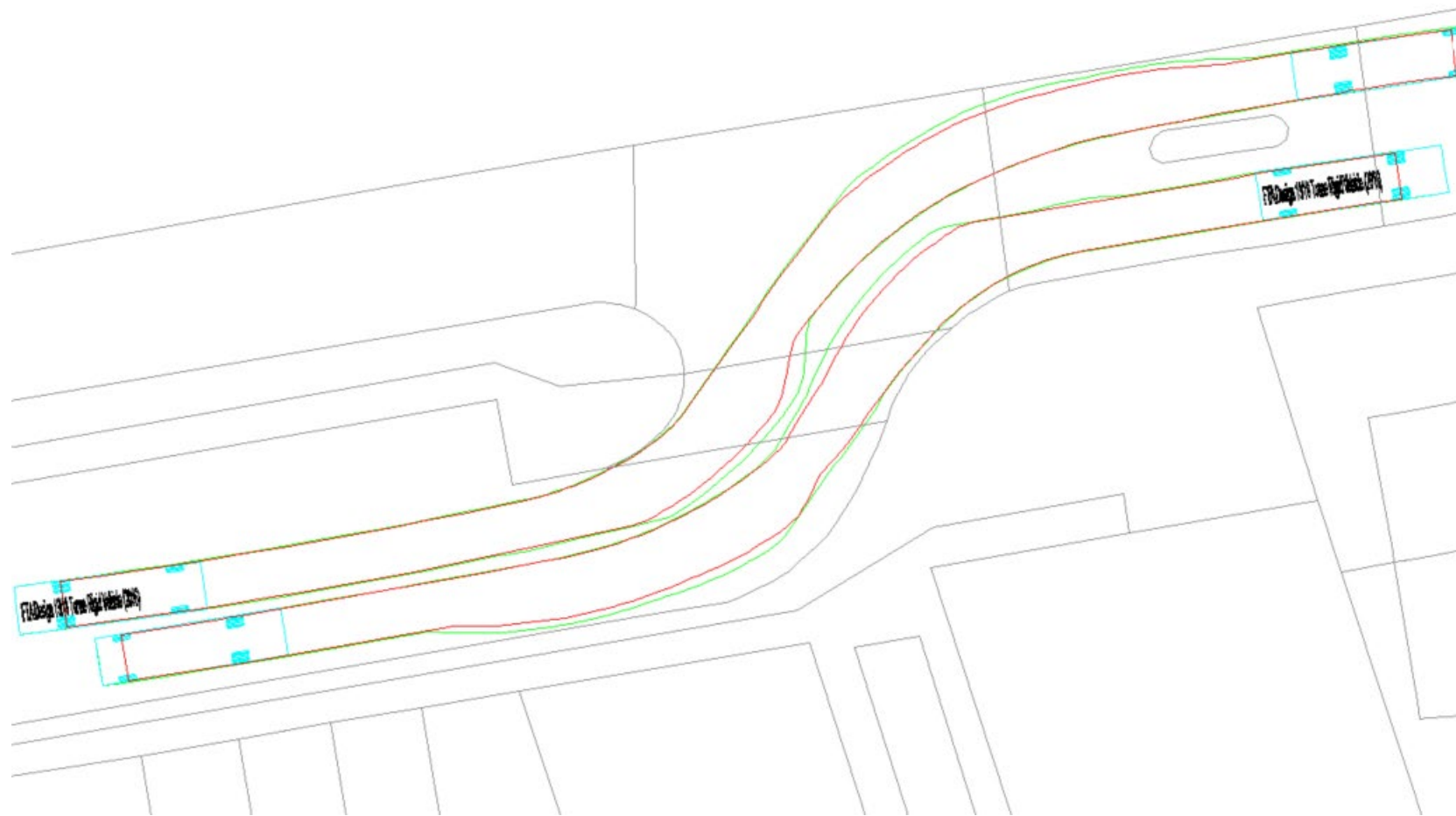
B.5 – Fire Engine at Ferry Road Junction: Left out / Right in



B.6 – Fire Engine at Ferry Road Junction: Right out / Left in



B.7 – 10m Rigid Lorry at Ferry Road Junction: Right out / Left in



B.8 – 10m Rigid Lorry at Ferry Road Junction: Left out / Right in



B.9 – Articulated Lorry at Easter Drylaw Place Junction: Right out / Left in



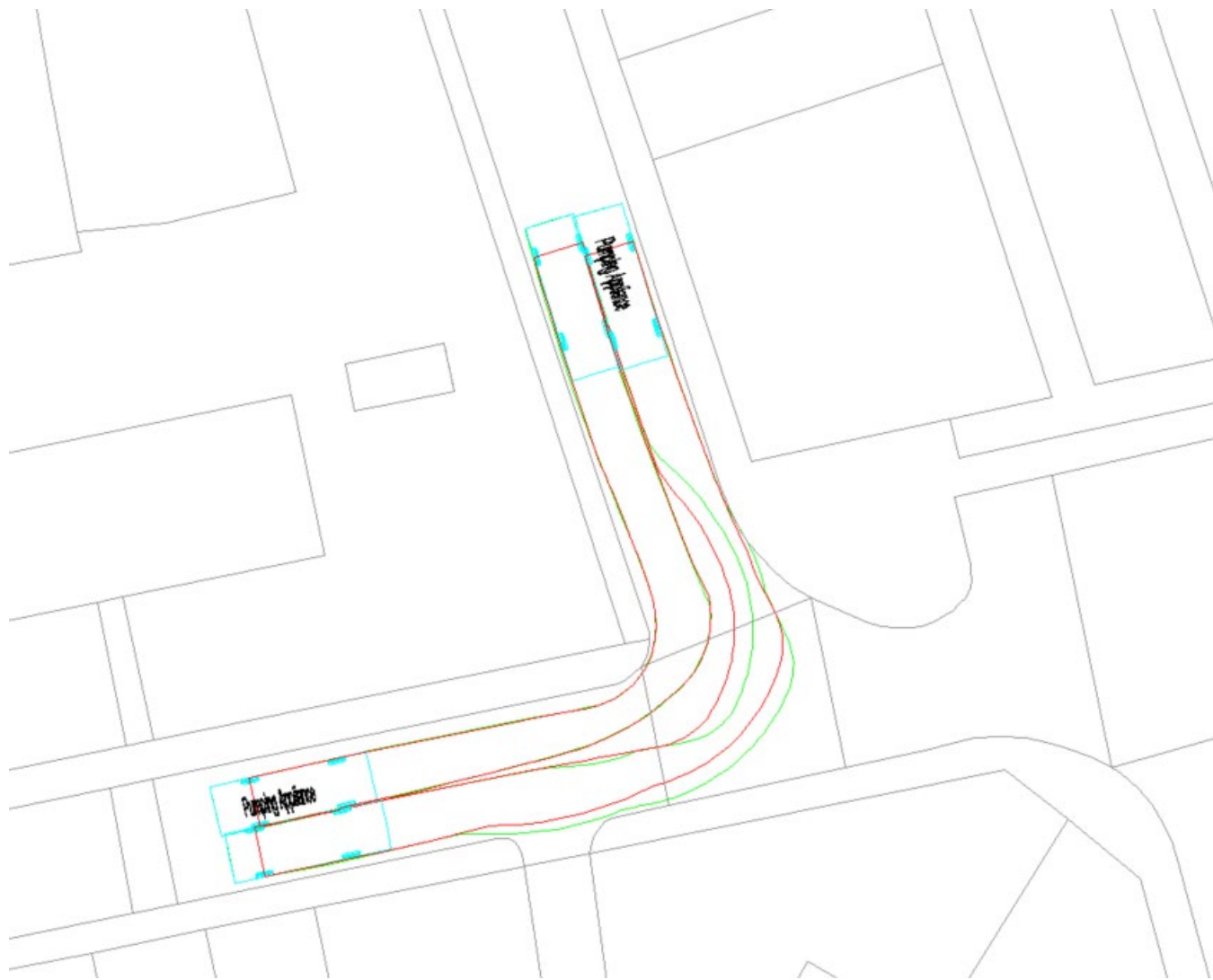
B.10 – Articulated Lorry at Easter Drylaw Place Junction: Left out / Right in



B.11 – Refuse Vehicle at Easter Drylaw Place Junction: Right out / Left in



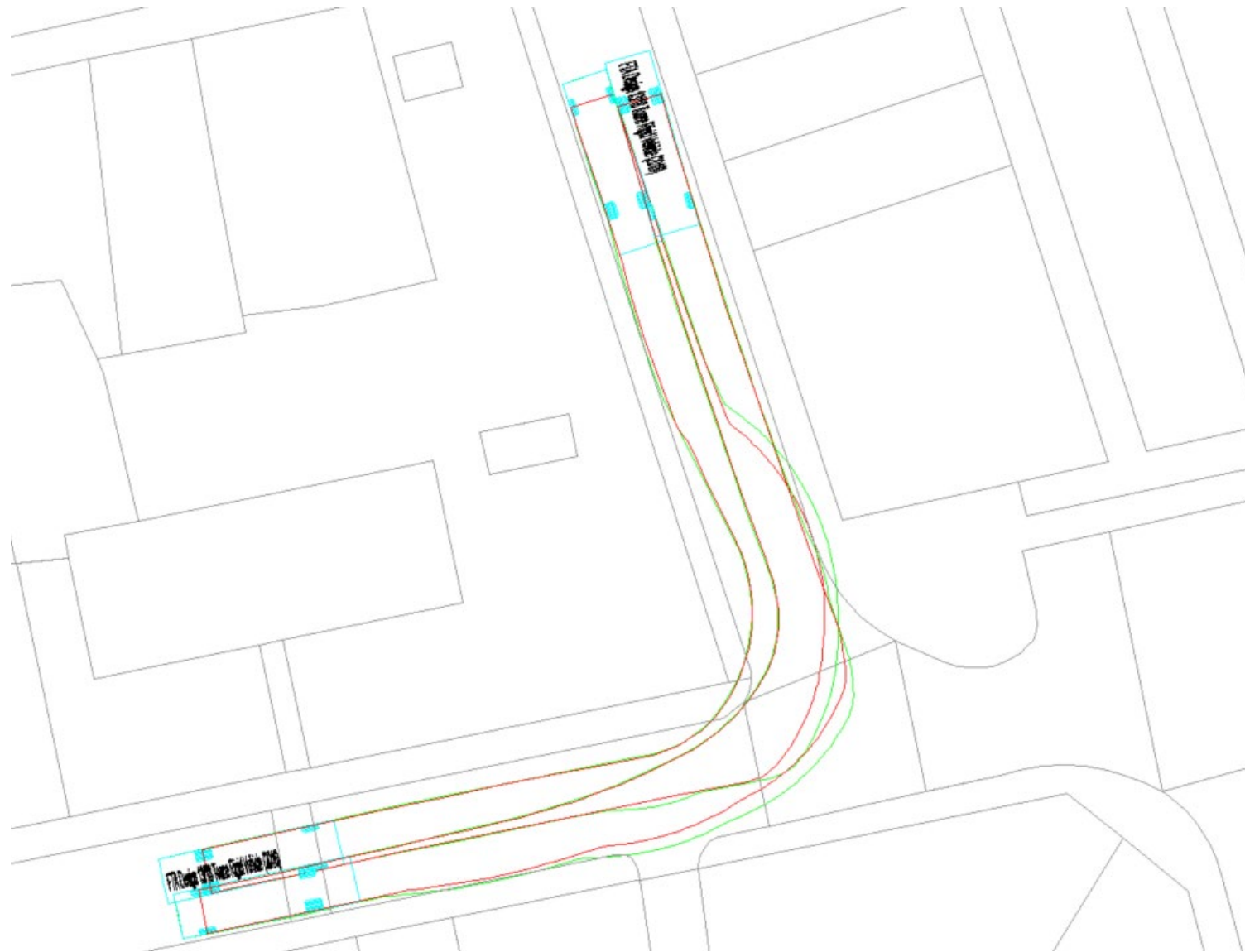
B.12 – Refuse Vehicle at Easter Drylaw Place Junction: Left out / Right in



B.13 – Fire Engine at Easter Drylaw Place Junction: Right out / Left in



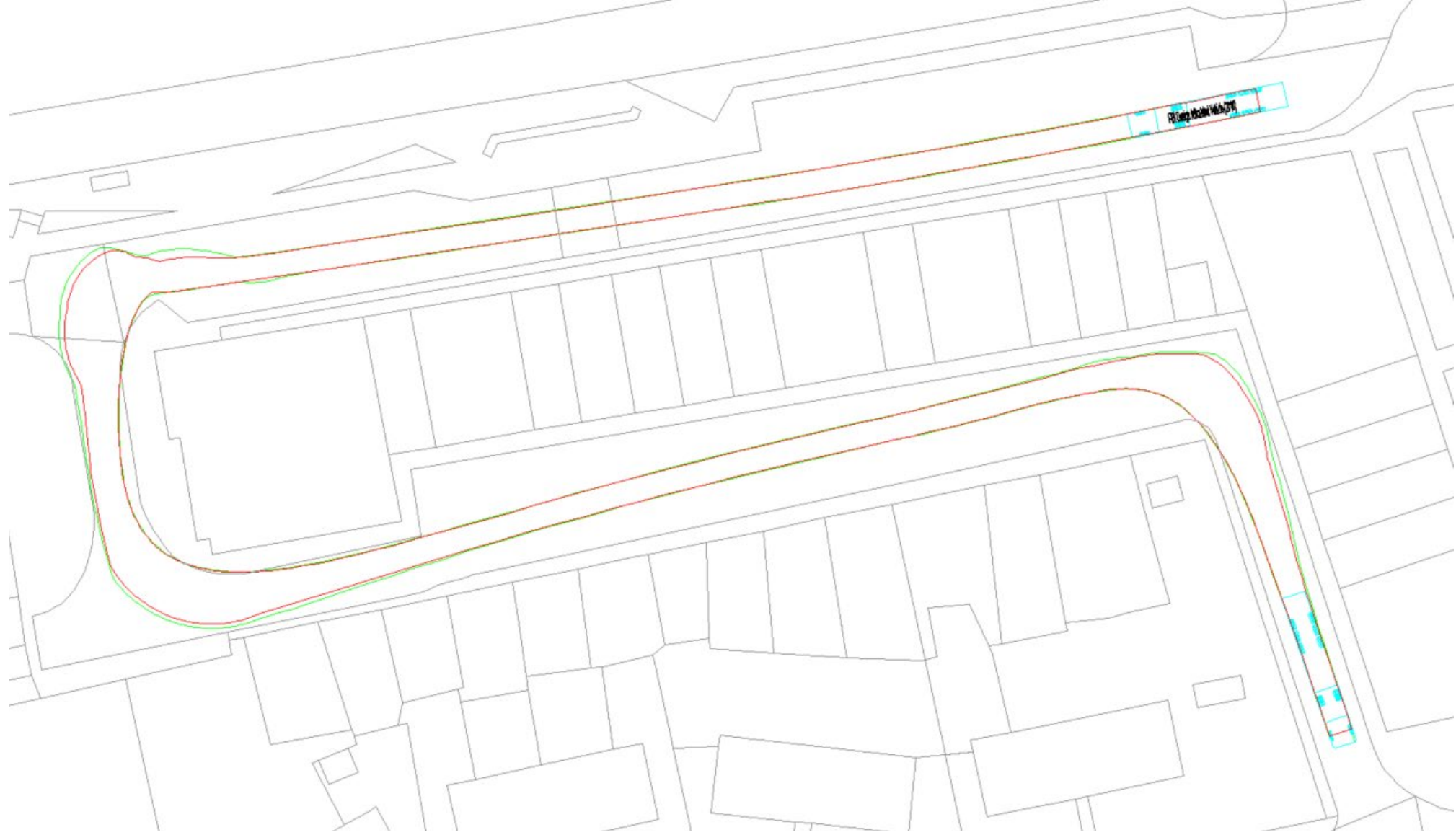
B.14 – Fire Engine at Easter Drylaw Place Junction: Left out / Right in



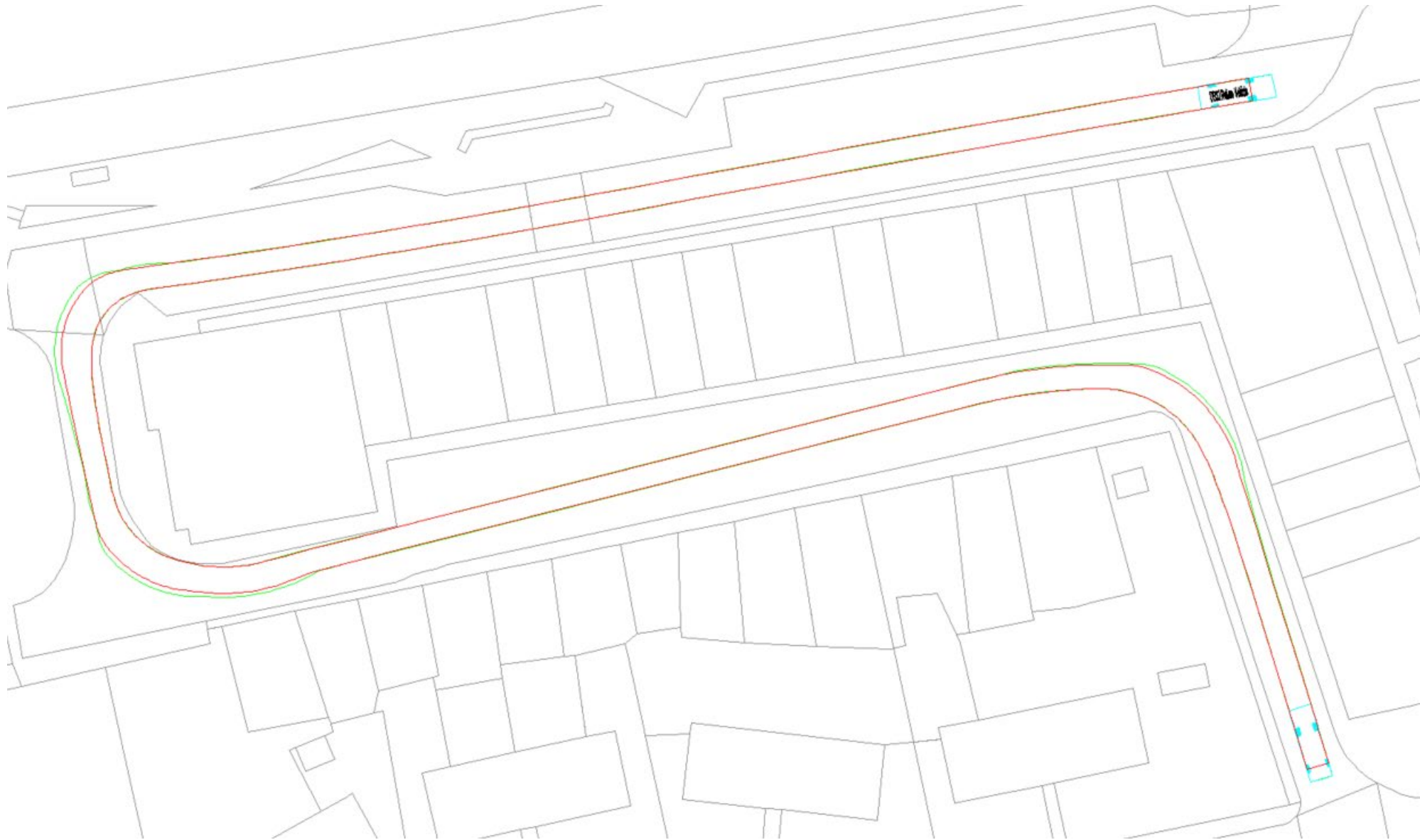
B.15 –10m Rigid Lorry at Easter Drylaw Place Junction: Right out / Left in



B.16 – 10m Rigid Lorry at Easter Drylaw Place Junction: Left out / Right in



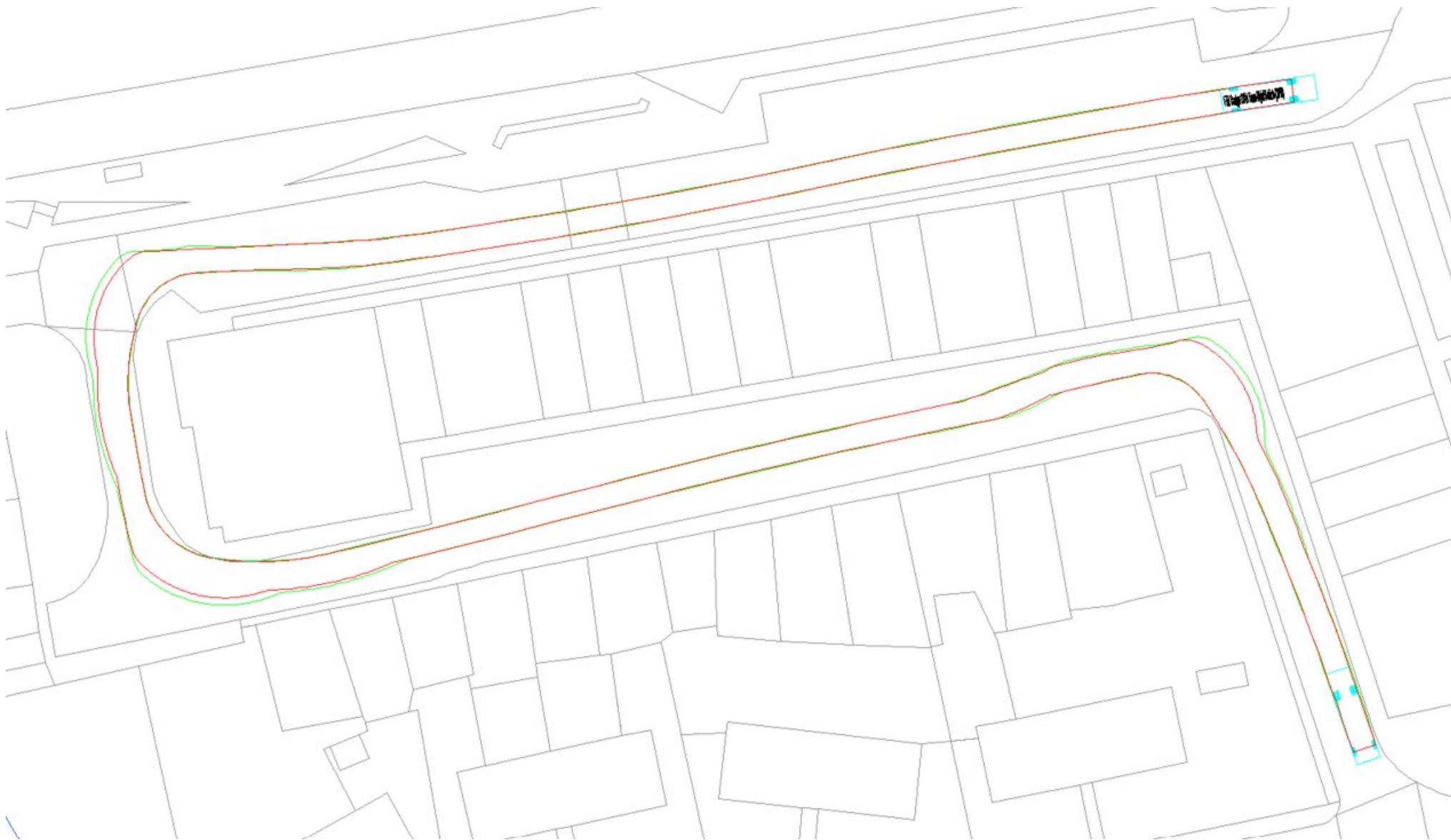
B.17 – Articulated Lorry through route



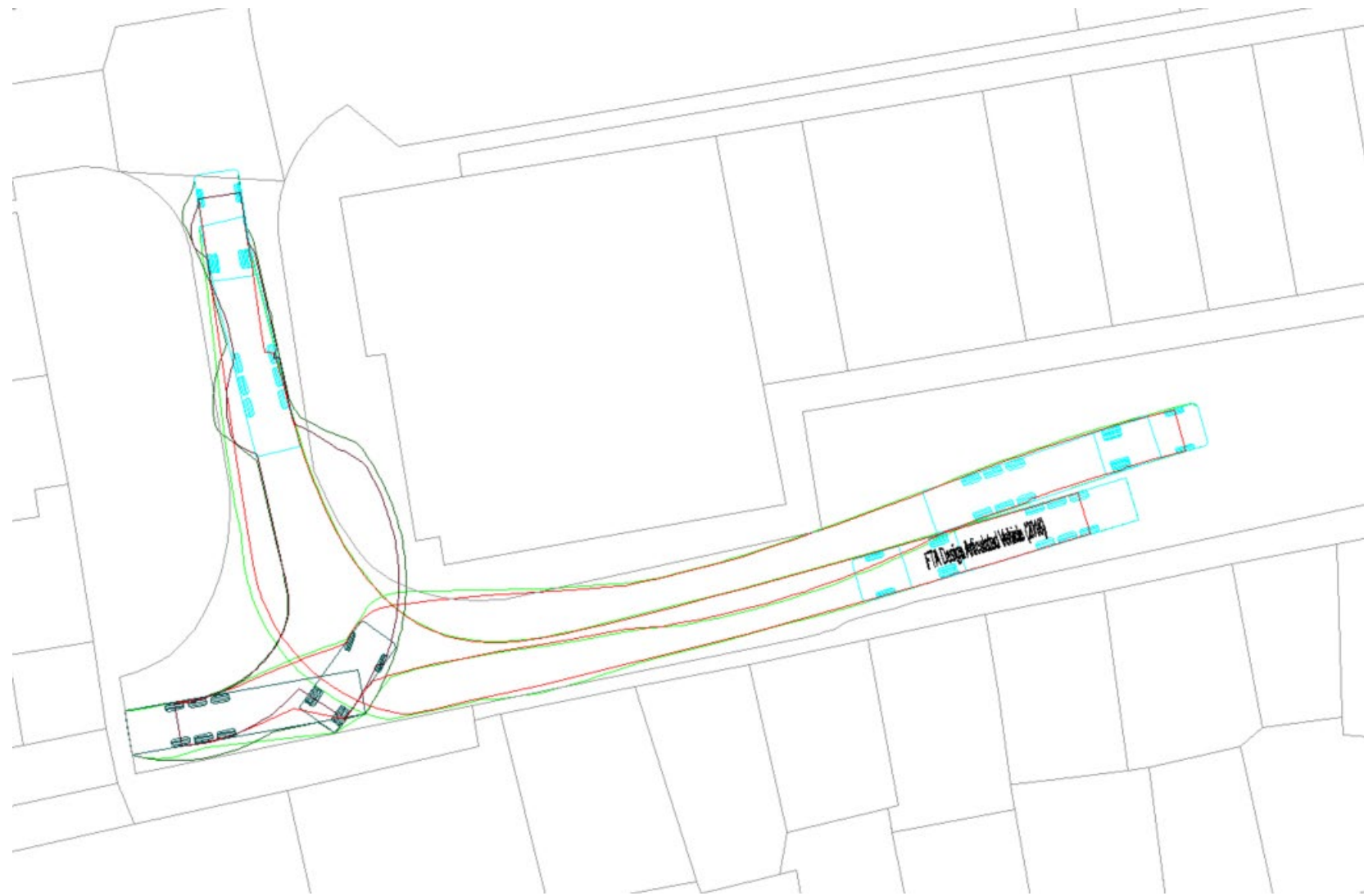
B.18 – Refuse Vehicle through route



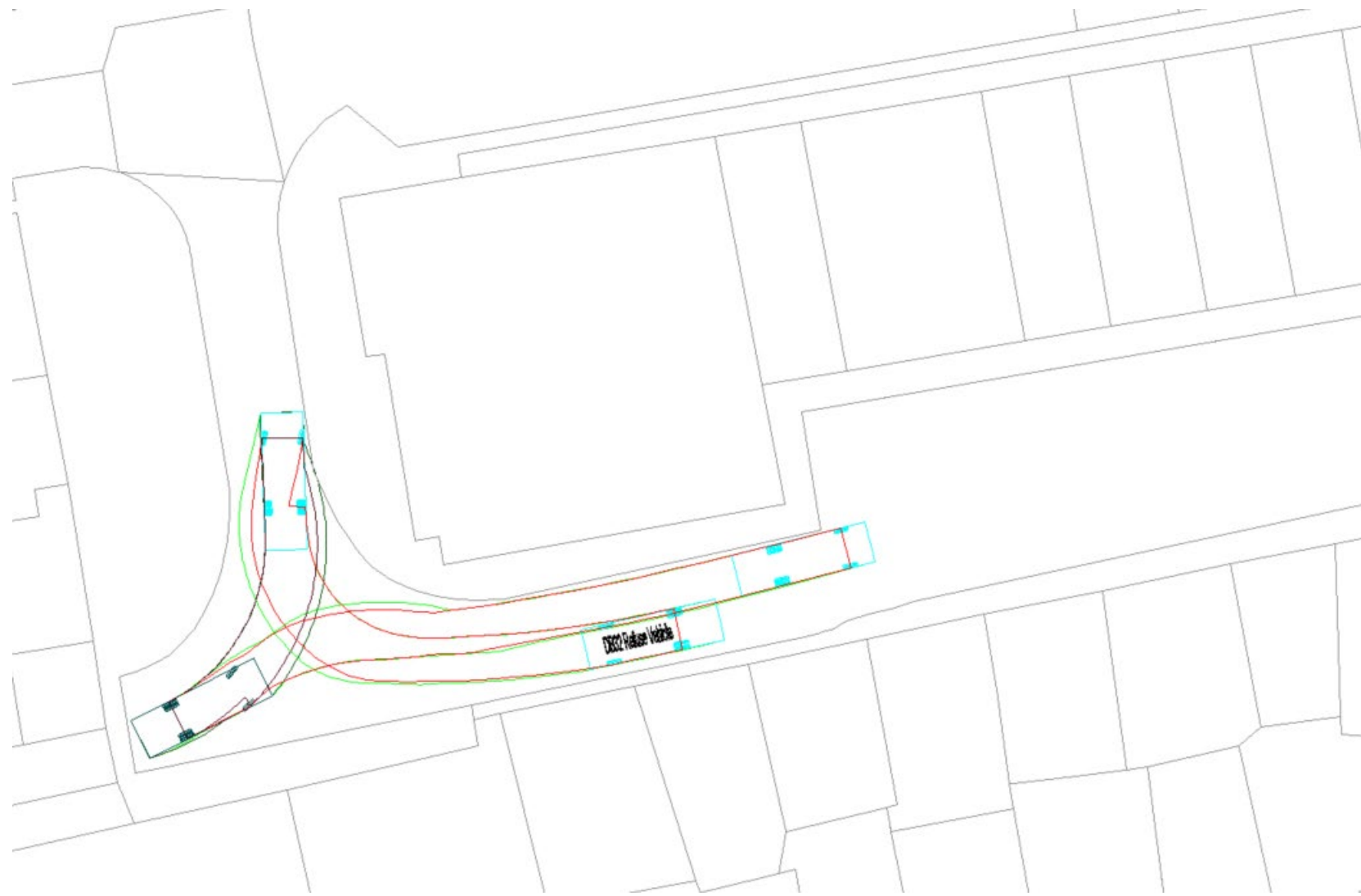
B.19 – Fire Engine through route



B.20 – 10m Rigid Lorry through route



B.21 – Articulated Lorry three point turn



B.22 – Refuse Lorry three point turn



B.23 – Fire Engine three point turn



B.23 – 10m Rigid Lorry three point turn

Appendix C: Cost Plans

Notes

1. Construction Cost estimates are indicative and based on approximate take offs from Ordnance Survey and rates typically from SPONS 2024 or other projects
2. Each cost has been uplifted by 44% Optimism Bias as per Transport Scotland guidelines for projects under the 'Roads' category given the early stage of the work and uncertainty in the design
3. Notes have been added against costs to give some further context/considerations
4. Costs do not include consultancy fees, land purchases (if required) or Statutory Undertakers works

Ref	Key Design Aspiration	Potential Measures	Cost	Notes
1	Safer pedestrian environment around the vehicular entry point into shopping Centre	Build out on eastern side of junction	£21,000.00	Build out size/shape will vary depending on final tracking and decisions of vehicle movements. Cost based on a 2.7m build out and includes build out on Ferry Road.
		Build out on western side of junction	£6,440.00	Build out size/shape will vary depending on final tracking and decisions. Cost based on a 1.5m build out
		Red surfacing at crossing point	£900.00	Based on current width of carriageway
		Raised table crossing	£5,600.00	Based on current width of carriageway
2	More welcoming eastern gateway space into Shopping Centre	Add thermo-plastic colouring to hard landscape areas (including paving and low walls) to create a more vibrant and welcoming entry to the shopping centre	£2,500.00	Cost will vary depending on final designs and quantity. The value stated is a suggestion of what may be appropriate to consider.
		Circular planter and seating unit around existing banner pole, forming a focal point to space	£6,480.00	Cost will vary depending on final designs, materials and planting type
		New planting unit to screen property wall along eastern edge of space and soften the space	£500.00	Cost will vary depending on final planting type considered.
3	Safer and more accessible western entry into Shopping Centre with improved access to shops	Repair the existing wall feature and relocate Bin Hub behind it	£500.00	
		Add build outs, introduce an informal crossing surface, relocate the Bin Hub and consolidate parking to create a more direct, inclusive and safe link for pedestrians to the shops	£5,000.00	Build out size/shape will vary depending on final tracking and decisions of vehicle movements. Cost based on a 2.5m build out to tie into existing kerb line
		Consider extending the raised planting areas to direct footfall towards shops and provide a separate between the public parking/footway and private parking area to west	£13,900.00	Raised planting areas will vary depending on desired size of reallocation. Cost based on taking full size of area, but not moving existing CCTV mast.
		Add thermo-plastic colouring to hard landscape areas (including paving and low walls) to create a more vibrant and welcoming entry to the shopping centre	£2,500.00	Cost will vary depending on final designs and quantity. The value stated is a suggestion of what may be appropriate to consider.
4	Enhanced green, comfortable and welcoming central gateway entry space and access to parade of shops	New planters and planter seating units to provide opportunities to rest and create a more comfortable arrival point to the shops.	£9,700.00	Cost will vary depending on final layout. Cost based on a 2m build out with planting and two benches
		Maintenance and repair of stone steps	£1,000.00	
		Explore opportunity to widen eastern ramp to 4 metres so that it can accommodate a safe cycle link	£16,200.00	
		Add new thermo-plastic onto raised crossing point, to highlight its roles as the principal pedestrian access point to the parade of shops.	£1,000.00	
5	More comfortable, safe and coherent footway/public realm along the parade of shops	Opportunity to introduce parklets with seating, planting and space for dwell in place of parking in front of the shops	£14,000.00	Parklets will vary depending on final layout. Assumed that each will have areas of planting, one bench and comfort space outwith the footway.
		Combine buildouts and new road markings to indicate a row of parallel parking adjacent to the parade of shops.	£500.00	Cost based on road markings only, build outs covered above
		Widen footway to afford more space for pedestrians	£22,100.00	Cost based on a 2m widening over the full length of the frontage
6	Vibrant and unified branding / visual identity and sense of safety in and around the shopping centre	Establish a colour palette / artwork style for the shopping centre that could be used for both hard landscape surfacing and on certain building surfaces (including shop shutters).	Cost range significant due to variables in size, material, style, frequency and application. Further discussions with CEC, local artists and suppliers recommended to establish potential costs	
		Locate community artworks on blank facades across the shopping centre		
		Introduce new wayfinding and signage features, such as signage and banners attached to street lighting		
		Consider feature colour lighting to animate and improve safety along the shop fronts and central pedestrianised arcade space		
7	Clear, safe and coherent internal movement network	Rearrange access provision for general traffic to the delivery and loading area at the back of the Shopping centre, exploring several access and movement options.	£2,900.00	Cost based on the inclusion of traffic signs and road markings, but no physical measures to separate the two areas.
		Introduce signage and roadmarkings to indicate a safe and coherent cycle route via the central pedestrian precinct and onto adjacent roadspace.	£3,400.00	
8	Safer and more accessible stretch of Ferry Road adjacent to the Shopping Centre	Introduce informal red-chip anti-skid gateway crossings points at eastern and western ends of carriageway.	£3,700.00	Cost based on two uncontrolled crossing points with anti-skid.
		Consolidate the guardrailling along Ferry Road, removing sections that create pinchpoints.	£700.00	Cost based on areas where pinchpoints are created. Does not look to remove all guardrail.
		Provide buildouts at eastern end of carriageway to narrow approach to shopping centre both calming traffic speed and offering more direct crossing opportunities.	-	Included in cost for <i>Build out on eastern side of junction</i>
		Provide a central median strip to perceptually narrow the carriageway space and, if need be introduce speed cushions.	£11,100.00	Median assumed to be created by road markings rather than physical strip. Cost includes for four speed cushions (two sets of two)
9	Additional Items	Cycle Stands	£1,200.00	Assumed 10 are spread throughout the site
Total			£152,820.00	

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