

# ◆ EDINBURGH ◆

THE CITY OF EDINBURGH COUNCIL



## Edinburgh Street Design Guidance

Copyright © City of Edinburgh Council

Version	Date
V1.01	January 2015
<b>Notes</b>  Minor text and image editing on page 2, 8, 16 and 27 since v1.0. The Guidance 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 <a href="mailto:street.design@edinburgh.gov.uk">email us (street.design@edinburgh.gov.uk)</a>	
For news and updates, please visit <a href="#">Edinburgh Street Design Guidance</a> website	

# Contents

---

## Foreword

### **Part A - Introduction & Guiding Principles**

Introduction	5
Guiding Principles	9
Street Patterns	12
Edinburgh Street Framework	15

### **Part B - Design**

Design Approach	22
Design Principles	26
Frequently Asked Questions	48

# 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?**

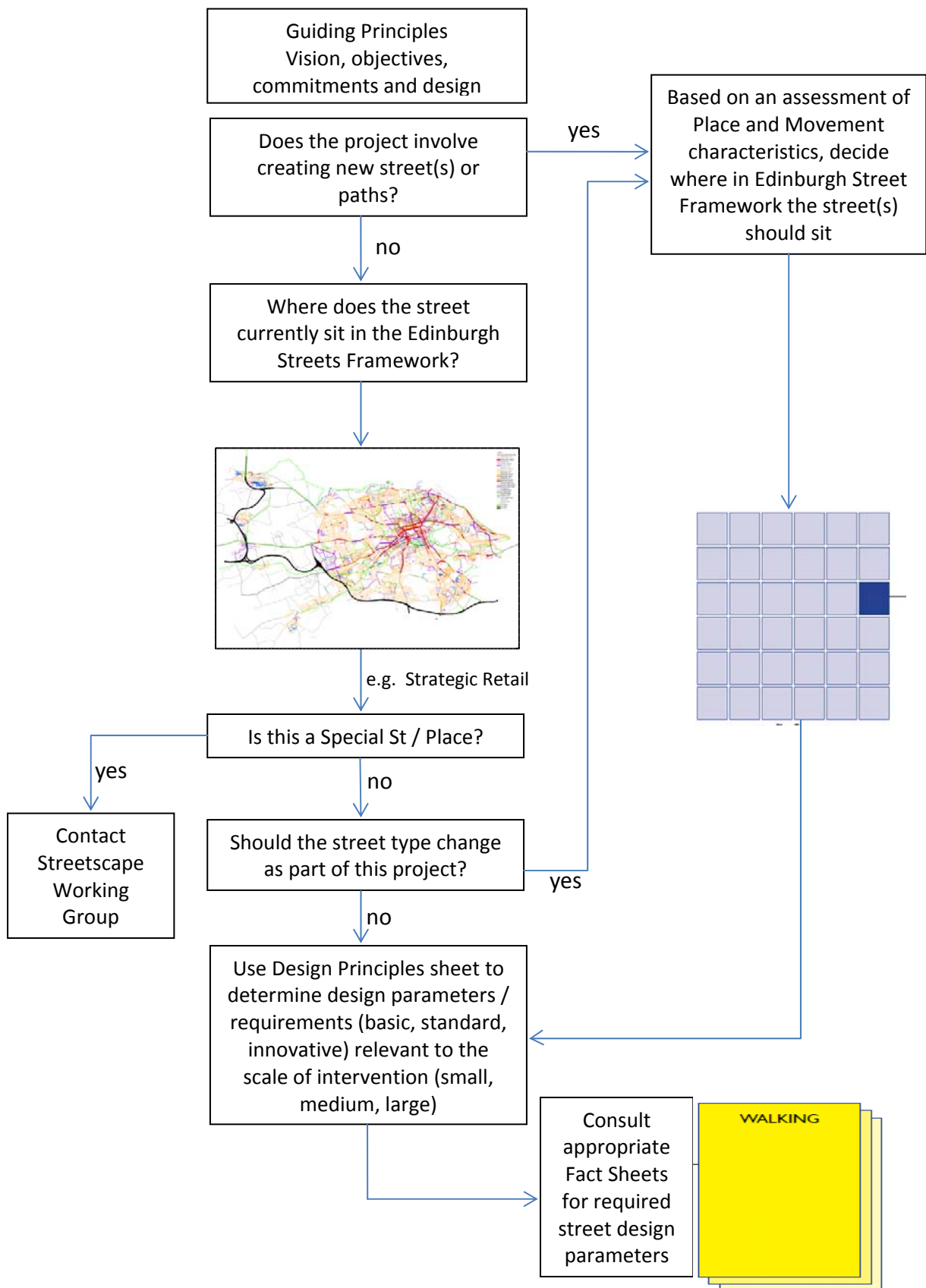
**Part A** provides the Introduction and the guiding principles of street design and street type, setting out the policy and geographical context to street design in Edinburgh. It also sets the Council's expectations for street design and the objectives that the Council would expect street design to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

---

## 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.



## 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, honored 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 20<sup>th</sup> 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

designing streets

case study

**Location:** Gracemount

**Developer:** Cruden Homes; City of Edinburgh Council 21st Century Homes

**Size:** 1.2 hectares; 99 new affordable homes

**Type:** New Residential

**Stage:** Planning Permission in Principle for overall masterplan. First phase completed



Background

This development is the first phase of affordable housing within a larger master planned area of houses for sale. As part of the 21st Century Homes initiative, City of Edinburgh Council developed an initial master plan for the wider Gracemount area. It outlined the approach to all basic aspects of the design, such as maximum storey heights, housing typologies, public space, private space and boundary treatments, waste management and lighting.

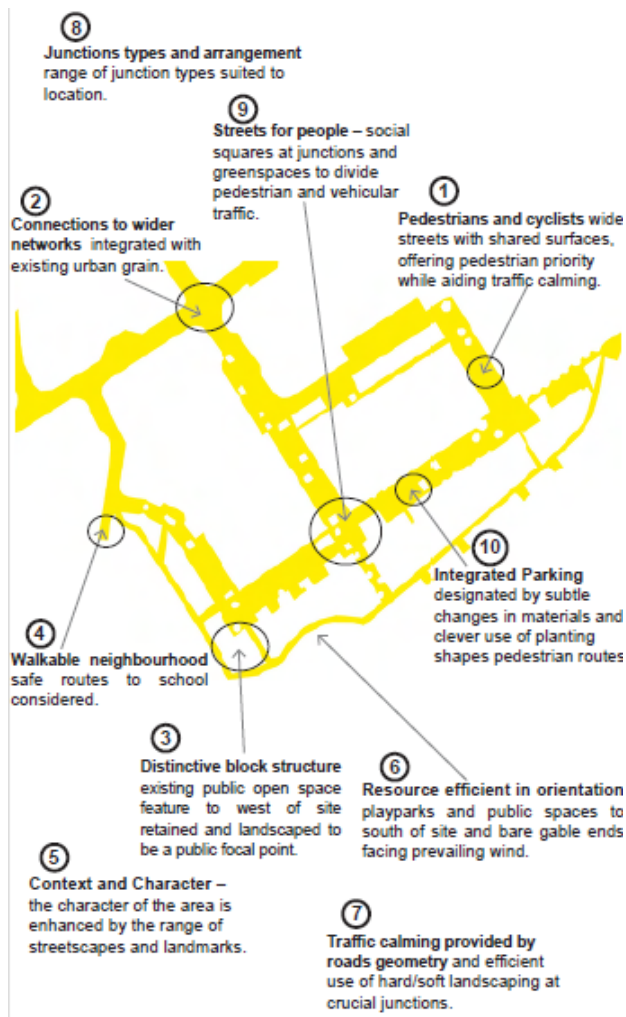
For this first phase of development, the master plan was developed in more detail. The Design Team had pre-application discussions with CEC Planning, Transport and Refuse, and a Planning Officer is on the client project team in an advisory role, ensuring a degree of continuity throughout this and following phases. The site layout is based around two new roads, the main street is on the axis of the listed Gracemount House, providing views through trees along this route for character and orientation. The new crossroads form an important junction, with the majority of three and four storey flats located around this area. Elsewhere, housing comprises houses and a 'colonies' type arrangement (upper and lower villas with front doors at opposite sides). 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.

This approach allows 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.

**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.

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.



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*

**Movement analysis**

Source: Creating Places website, Scottish Government

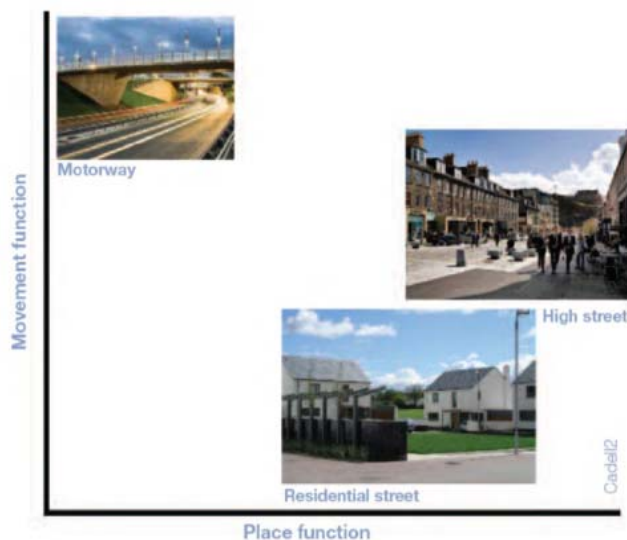
# Edinburgh Street Framework

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.

*Designing Streets, page 9*



Source:

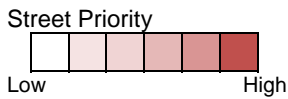
Many streets with similar **movement** functions can have very different **place** functions. Perhaps the best examples in Edinburgh are the main roads into the city centre from its edges. These are very significant for movement throughout their lengths, whilst their place functions vary dramatically,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

## Street Categories / Types

The Edinburgh Street Framework categorises our streets based 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

<input type="checkbox"/> <a href="#">Click to link to summary principles sheets</a>		Type of Place →						
		Rural roads / No frontage	Industrial Employment	Low Density Residential	Med Density Residential	High Density Residential	Service Sector Employment	Retail / High Streets
↑ <b>Significance of Movement</b>	Strategic							
	Secondary							
	Local							
<b>Other streets and paths</b>	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						



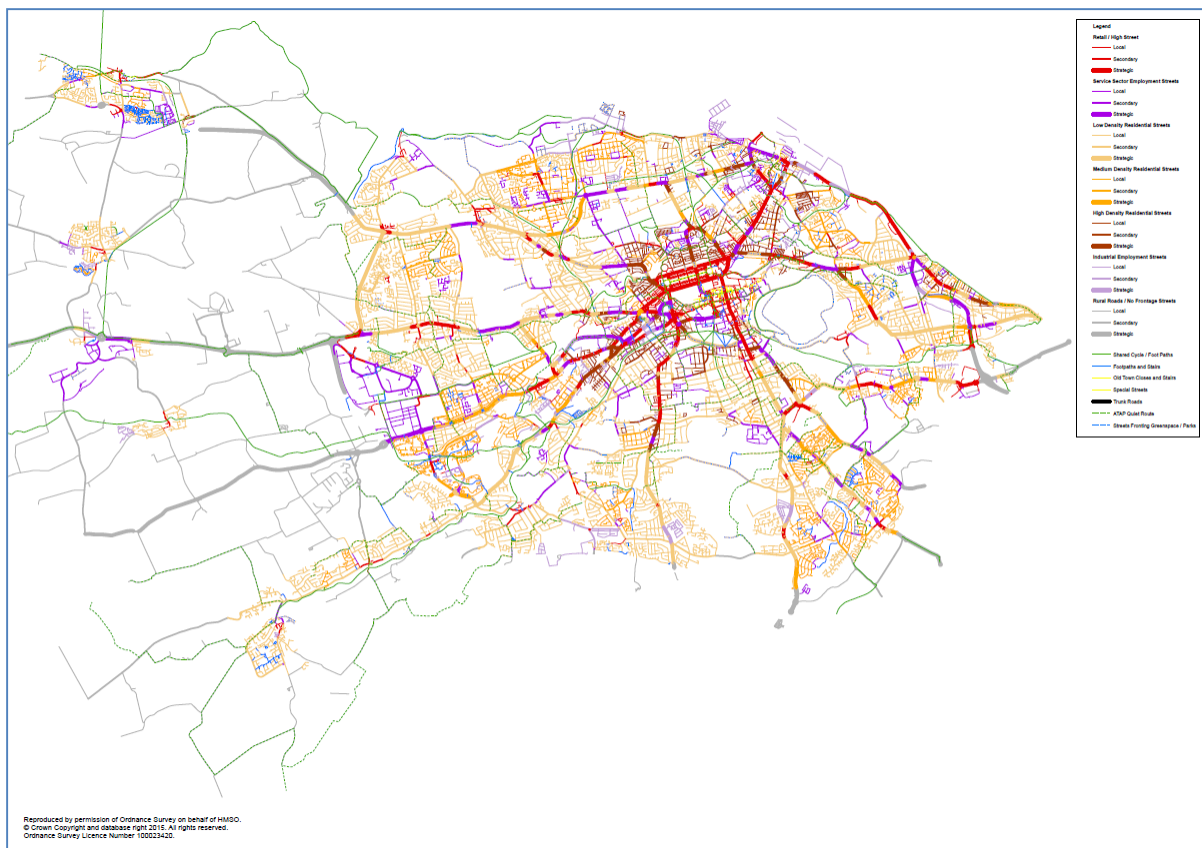


## Mapping out Edinburgh Street Types

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

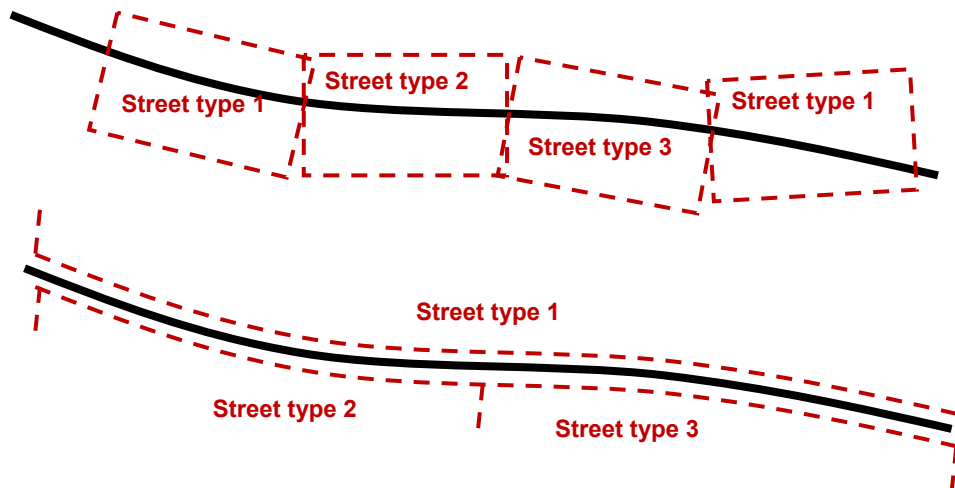
Edinburgh is the first 20 mph city in Scotland with 30mph and 40mph speed limits only maintained for a limited arterial network. Therefore the default design speed for new streets is 20 mph. Exceptions will be considered for new rural streets with no-frontage, for those serving and fronting low-medium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

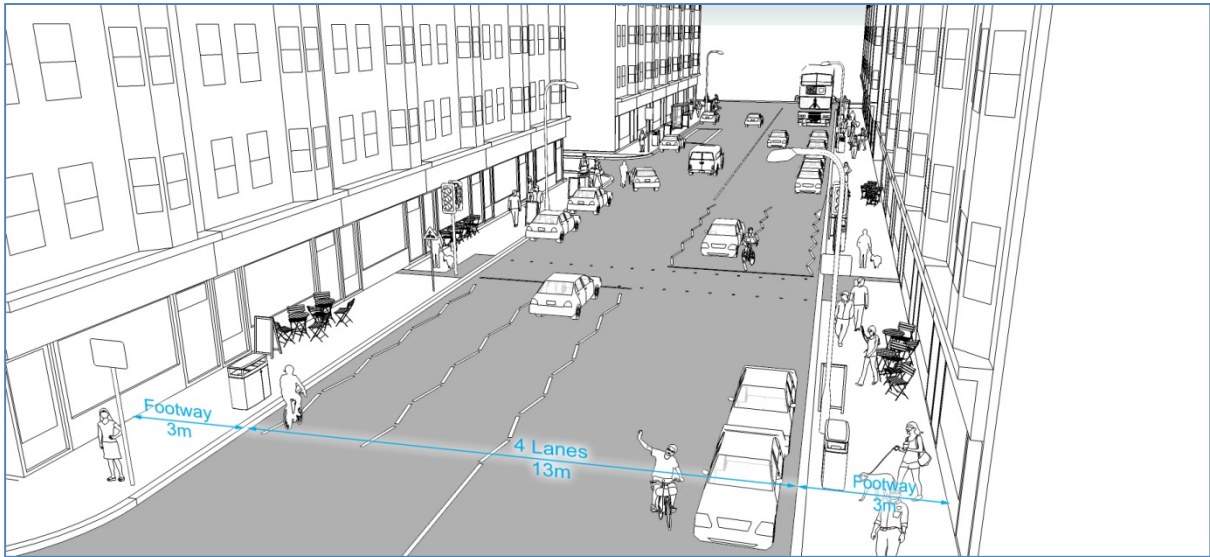
## Levels of Design Intervention

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.

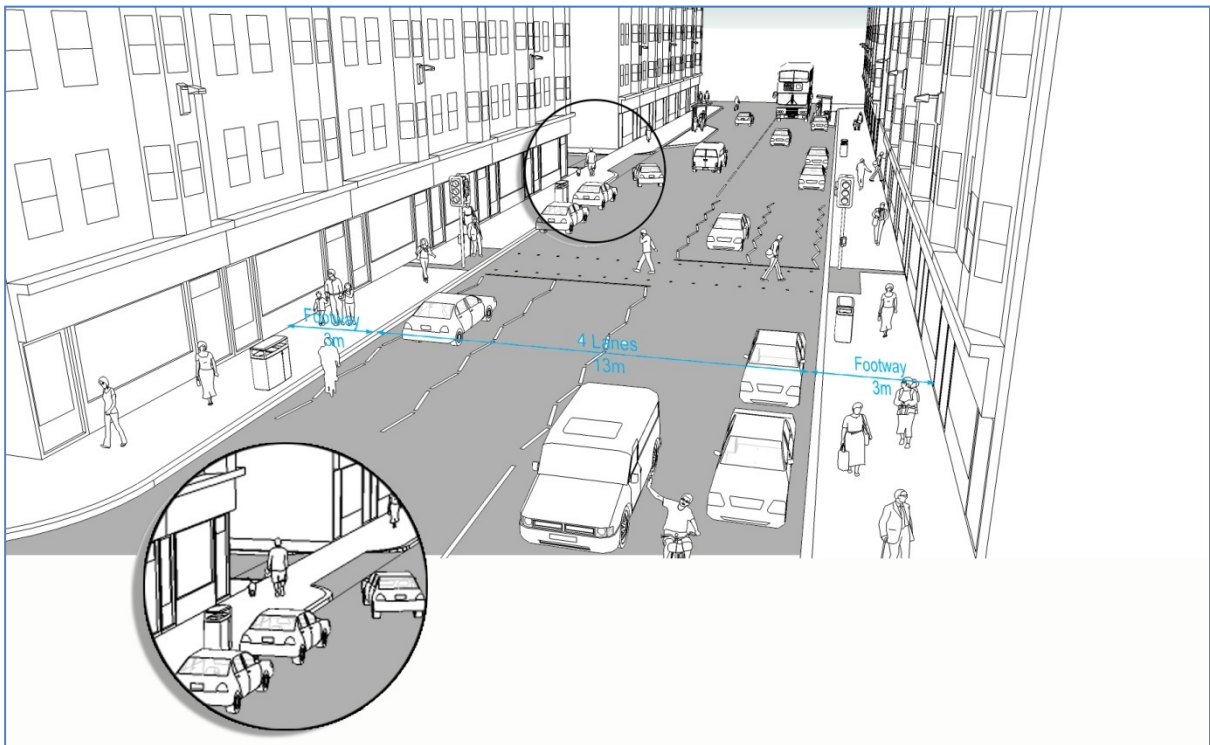
Requirement	Action required	Level of intervention
<b>Basic</b>	<p><b>Tidy up</b> Get rid of unnecessary street furniture that is easy to remove, combine or relocate (bins, signs, seats)</p> <p><b>Declutter</b> Do not retain street furniture and road sign/markings unless there is a clear case for retention</p>	<p>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 &lt;25m in length, single (pairs) of tactile or drop kerb installations, new single signs, new crossovers for single buildings etc.</p> <p>Also applies to other services that use, maintain and manage streets including utility providers.</p>
	<p><b>Improve</b> Improve standards of streets with smaller budget and limited specs so that they are accessible for all and support street uses/activities</p>	<p>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.</p>
<b>Standard</b>	<p><b>Rethink and redesign</b> Apply basic design principles but also aim for significant street re-design and roadspace reallocation.</p>	<p>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.</p>
<b>Innovative</b>	<p><b>Consider innovative approaches to create new streets or reconstruct existing streets</b> Apply basic and standard design principles but also aim for innovative construction/ full reconstruction of the street from building to building.</p>	<p>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.</p> <p>Also should be considered when creating new streets associated with developments.</p>

**“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.



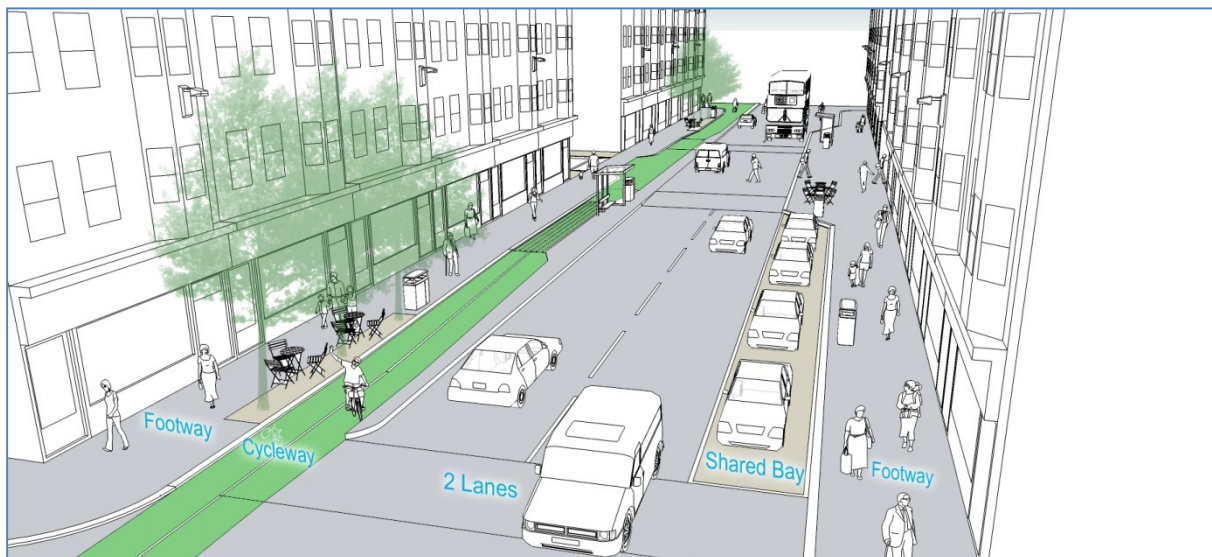
*Illustrative example of a typical existing retail/ high street layout*



*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.

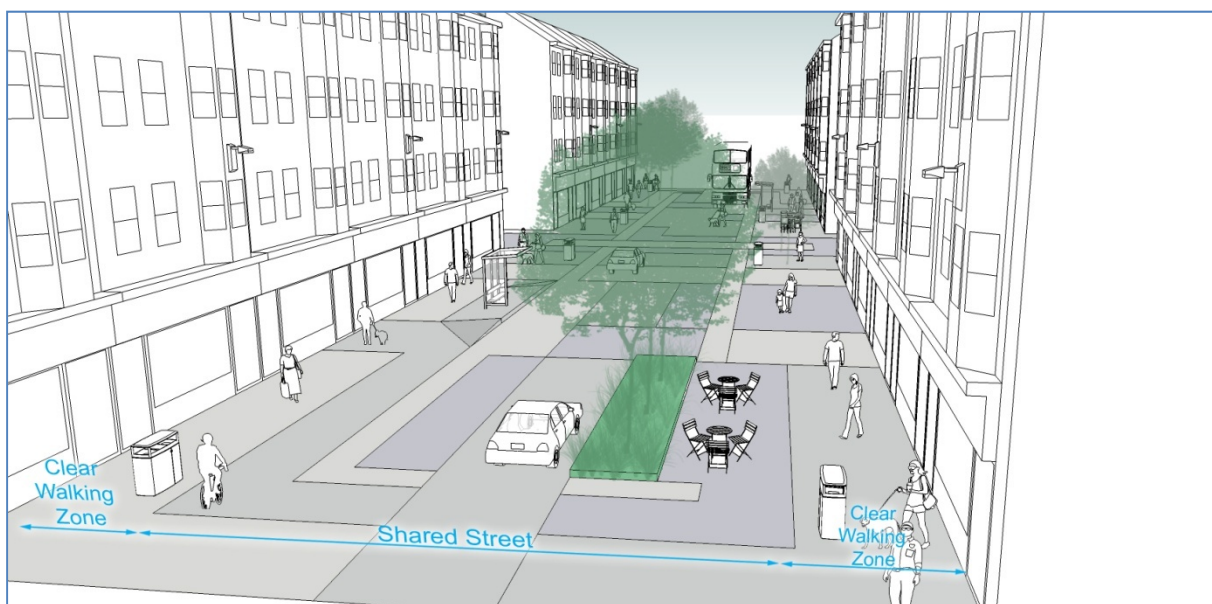
Any Medium to large scale works /projects on streets by the Council or third parties will fulfil the basic and standard design principles / requirements that are specified in the design principles sheet for each street type.



*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 an 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:

**Street type**

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

Design Emphasis

The relative emphasis to be given to catering for different street users

**Summary statement covering this type of street**

**Design principles**

**Reference to relevant factsheet section**

<p><b>Retail / High Streets</b> 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.</p> <p>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.</p>		
<b>STREET LAYOUT</b>		Factsheet reference
<ul style="list-style-type: none"> <li><b>BASIC</b></li> <li>Minimum width of footway:               <ul style="list-style-type: none"> <li>- Strategic streets: absolute min. 3m (only allowed in short sections), desirable min 5m or wider.</li> <li>- Secondary streets: absolute min. 2.5m (only allowed in short sections), desirable min 4m or wider.</li> <li>- Local streets: absolute min. 2m (only allowed in short sections), desirable min 3m or wider.</li> <li>- Maximise clear "walking zone" (absolute minimum: 1.5m - only allowed in short sections)</li> </ul> </li> <li>Minimise corner radii (maximum 3m for all street types, desirable max 1m only for local streets)</li> <li>Provide pedestrian crossing points (controlled or uncontrolled crossings) every 50-100m, ideally associated with entrances to major buildings.</li> <li>Consider raised crossings and signalised/zebra crossings at strategic points. Locate them at or near junctions to respect pedestrian desire lines.</li> </ul>		C1-1-b and C1-1-a C4-1-b C1-2 (all f/s)

## 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.

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*

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.



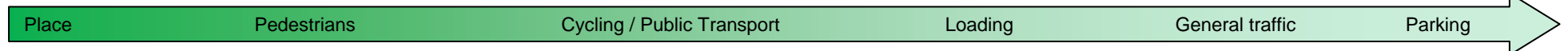
*Segregated Cycle path*

# Design Principle Sheets

---

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

Design Emphasis



<p><b>Retail / High Streets</b> 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.</p> <p>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.</p>	
<b>STREET LAYOUT</b>	Factsheet reference
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>	
Minimum width of footway:	C1-1-b and C1-1-a
<ul style="list-style-type: none"> <li>Strategic and secondary streets: absolute min. 2.5m (only allowed in short sections), general min 3m, desirable min 4m or wider.</li> <li>Local streets: absolute min. 2m (only allowed in short sections), general min 2.5m, desirable min 3m or wider.</li> <li>Maximise clear "walking zone" (absolute minimum:1.5m - only allowed in short sections)</li> </ul>	
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).	C1-2-a
Make all crossing points suitable for wheelchairs and protected from parking/loading.	
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 <a href="#">ATAP Quiet Routes Network (GIS)</a> 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
<ul style="list-style-type: none"> <li><b>STANDARD</b></li> </ul>	
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 <a href="#">ATAP Quiet Routes Network (GIS)</a> .	C2-1
Consider bus lanes with parking/loading restrictions on strategic and secondary streets.	C3-1-e
Consider retrofit SUDS e.g. bioretention, swales	
<ul style="list-style-type: none"> <li><b>INNOVATIVE</b></li> </ul>	
Clear width of carriageway:	C4-1-a
<ul style="list-style-type: none"> <li>Strategic streets: min 6m</li> <li>Secondary streets min 5.5m</li> <li>Local streets min 4.5m</li> </ul>	
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.	
<b>FABRIC/MATERIALS</b>	
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>	
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.	C1-4-d
Standard kerb height 100mm. Consider retention of natural materials.	
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	<a href="#">Trees in the City Action Plan</a> <a href="#">Edinburgh Design Guidance</a>
<ul style="list-style-type: none"> <li><b>STANDARD</b></li> </ul>	
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.	
<b>FURNITURE/FEATURES</b>	
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>	
Consolidate street poles and signs etc to declutter the street. Follow <a href="#">De-cluttering Assessment process</a>	
Presumption against guardrail - <a href="#">Apply Guardrail Assessment Process</a> 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 <a href="#">walking zone</a> 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.	
<b>• STANDARD</b>	
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
<b>• INNOVATIVE</b>	
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



<p><b>Service Sector Employment Streets</b> 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.</p> <p>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.</p>	
<b>STREET LAYOUT</b>	Factsheet reference
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>	
<p>Minimum width of footway:</p> <ul style="list-style-type: none"> <li>- Strategic streets: absolute min. 2m (only allowed in short sections), general min 3m, desirable min 5m or wider.</li> <li>- Secondary streets: absolute min. 2m (only allowed in short sections), general min 2.5m, desirable min 4m or wider.</li> <li>- Local streets: absolute min. 2m (only allowed in short sections), desirable min 3m or wider.</li> </ul> <p>Maximise clear "walking zone" (absolute minimum:1.5m - only allowed in short sections)</p>	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).	C1-2-a
Make all crossing points suitable for wheelchairs and protected from parking/loading.	
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 <a href="#">ATAP Quiet Routes Network (GIS)</a> 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
<ul style="list-style-type: none"> <li><b>STANDARD</b></li> </ul>	
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 <a href="#">ATAP Quiet Routes Network (GIS)</a> .	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
<ul style="list-style-type: none"> <li><b>INNOVATIVE</b></li> </ul>	
<p>Clear width of carriageway:</p> <ul style="list-style-type: none"> <li>- Strategic streets: min 6m</li> <li>- Secondary streets min 5.5m</li> <li>- Local streets min 4.5m</li> </ul>	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
<b>FABRIC/MATERIALS</b>	
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>	
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.	C1-4-d
Standard kerb height 100mm. Consider retention of natural materials.	
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	<a href="#">Trees in the City Action Plan</a> <a href="#">Edinburgh Design Guidance</a>
<ul style="list-style-type: none"> <li><b>STANDARD</b></li> </ul>	
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
<b>FURNITURE/FEATURES</b>	
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>	
Consolidate street poles and signs etc to declutter the street. Follow <a href="#">De-cluttering Assessment process</a>	
Presumption against guardrail - <a href="#">Apply Guardrail Assessment Process</a> 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 <a href="#">walking zone</a> 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.	
<b>• STANDARD</b>	
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
<b>• INNOVATIVE</b>	
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

Place	Pedestrians	Cycling / Public Transport	General traffic	Parking	Loading
<p><b>High-density residential streets</b> 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.</p> <p>Design for high density residential streets <b>will</b> emphasise social spaces, the pedestrian environment and public transport. They <b>will</b> 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 <b>will</b> be separated as far as possible from other road traffic. Pedestrians <b>will</b> have priority through junctions and intersections, including across side streets.</p>					
<b>STREET LAYOUT</b>					Factsheet reference
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>					
Minimum width of footway:					C1-1-b and C1-1-a
<ul style="list-style-type: none"> <li>– Strategic and secondary streets: absolute min. 2m (only allowed in short sections), general minimum 2.5m, desirable min 3m or wider.</li> <li>– Local streets: absolute min. 2m (only allowed in short sections), desirable min 2.5m or wider.</li> </ul>					
Maximise clear “walking zone” (absolute minimum:1.5m - only allowed in short sections)					
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).					C1-2-a
Make all crossing points suitable for wheelchairs and protected from parking/loading.					
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 <a href="#">ATAP Quiet Routes Network (GIS)</a> 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.					C4-3
Low density of short term parking and high density of long term parking.					
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
<ul style="list-style-type: none"> <li><b>STANDARD</b></li> </ul>					
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 <a href="#">ATAP Quiet Routes Network (GIS)</a> , 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
<ul style="list-style-type: none"> <li><b>INNOVATIVE</b></li> </ul>					
Clear width of carriageway:					C4-1-a
<ul style="list-style-type: none"> <li>– Strategic and secondary streets: minimum 6m, min 6.5m for bus routes</li> <li>– Local streets minimum 4.5m, absolute min 3.3m at narrowing for speed control</li> </ul>					
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
<b>FABRIC/MATERIALS</b>					
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>					
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.					C1-4-d
Standard kerb height 100mm. Consider retention of natural materials.					
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					<a href="#">Trees in the City Action Plan</a> <a href="#">Edinburgh Design Guidance</a>
<ul style="list-style-type: none"> <li><b>STANDARD</b></li> </ul>					
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
<b>FURNITURE/FEATURES</b>					
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>					
Consolidate street poles and signs etc to declutter the street. Follow <a href="#">De-cluttering Assessment process</a>					
Presumption against guardrail - <a href="#">Apply Guardrail Assessment Process</a> 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 <a href="#">walking zone</a> 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.	
<b>• STANDARD</b>	
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
<b>• INNOVATIVE</b>	
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



<p><b>Medium density residential streets</b> consist of large semi-detached housing, closely-spaced terraces, colonies, or 2 to 3 storey villas or new apartments.</p> <p>Design for medium density residential streets <b>will</b> emphasise social spaces, the pedestrian environment and public transport. They <b>will</b> 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 <b>will</b> be separated as far as possible from other road traffic. Pedestrians <b>will</b> have priority through junctions and intersections, including across side streets.</p>	
<b>STREET LAYOUT</b>	Factsheet reference
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>	
Minimum width of footway:	C1-1-b and C1-1-a
– 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)	
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).	C1-2-a
Make all crossing points suitable for wheelchairs and protected from parking/loading.	
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 <a href="#">ATAP Quiet Routes Network (GIS)</a> 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	C4-3
Low density of short term parking and high density of long term parking.	
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
<ul style="list-style-type: none"> <li><b>STANDARD</b></li> </ul>	
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 <a href="#">ATAP Quiet Routes Network (GIS)</a> , 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
<ul style="list-style-type: none"> <li><b>INNOVATIVE</b></li> </ul>	
Clear width of carriageway:	C4-1-a
– 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	
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
<b>FABRIC/MATERIALS</b>	
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>	
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.	C1-4-d
Standard kerb height 100mm. Consider retention of natural materials.	
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	<a href="#">Trees in the City Action Plan</a> <a href="#">Edinburgh Design Guidance</a>
<ul style="list-style-type: none"> <li><b>STANDARD</b></li> </ul>	
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
<b>FURNITURE/FEATURES</b>	
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>	
Consolidate street poles and signs etc to declutter the street. Follow <a href="#">De-cluttering Assessment process</a>	
Presumption against guardrail - <a href="#">Apply Guardrail Assessment Process</a> 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 <a href="#">walking zone</a> 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.	
<b>• STANDARD</b>	
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
<b>• INNOVATIVE</b>	
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



<p><b>Low-density residential streets</b> 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.</p> <p>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 <b>will</b> be simple streets. Trees will help improve the sense of enclosure on these streets.</p>	
<b>STREET LAYOUT</b>	Factsheet reference
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>	
Minimum width of footway ( N/A in shared space):	C1-1-b and C1-1-a
– 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)	
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).	C1-2-a
Make all crossing points suitable for wheelchairs and protected from parking/loading.	
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 <a href="#">ATAP Quiet Routes Network (GIS)</a> 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.	C4-3
Low density of short term parking and high density of long term parking.	
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
<ul style="list-style-type: none"> <li><b>STANDARD</b></li> </ul>	
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 full length shared space, if problems of footway parking.	
Consider provision of mandatory or segregated cycle lanes on strategic and secondary streets especially where traffic volumes/speeds are high. Provide if on <a href="#">ATAP Quiet Routes Network (GIS)</a> , 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
<ul style="list-style-type: none"> <li><b>INNOVATIVE</b></li> </ul>	
Clear width of carriageway:	C4-1-a
– 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	
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
<b>FABRIC/MATERIALS</b>	
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>	
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.	C1-4-d
Standard kerb height 100mm. Consider retention of natural materials.	
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	<a href="#">Trees in the City Action Plan</a> Edinburgh Design Guidance
<ul style="list-style-type: none"> <li><b>STANDARD</b></li> </ul>	
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
<b>FURNITURE/FEATURES</b>	
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>	
Consolidate street poles and signs etc to declutter the street. Follow <a href="#">De-cluttering Assessment process</a>	
Presumption against guardrail - <a href="#">Apply Guardrail Assessment Process</a> 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 <a href="#">walking zone</a> 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.	
• <b>STANDARD</b>	
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
• <b>INNOVATIVE</b>	
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

Public Transport	Pedestrians / Cycling	Place	General traffic	Loading	Parking
<p><b>Industrial employment streets</b> 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.</p> <p>Street design must meet the needs of service vehicles as well as people walking, cycling, and taking public transport, all in a constrained space.</p>					
<b>STREET LAYOUT</b>					Factsheet reference
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>					
Minimum width of footway					C1-1-a
<ul style="list-style-type: none"> <li>- Strategic and secondary streets: absolute min. 2m, general minimum 2.5m, desirable min 3m</li> <li>- Local streets: absolute min. 2m, desirable min 2.5m</li> <li>- Maximise clear "walking zone" (absolute minimum:1.5m - only allowed in short sections)</li> </ul>					
Corner radii- where possible, reduce to maximum 9m, consistent with the following: Vehicle tracking to ensure appropriate radii for required HGV manoeuvres 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 <a href="#">X crossings</a> 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 <a href="#">ATAP Quiet Routes Network (GIS)</a> 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
<ul style="list-style-type: none"> <li><b>STANDARD</b></li> </ul>					
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
<ul style="list-style-type: none"> <li><b>INNOVATIVE</b></li> </ul>					
Clear width of carriage way: (all subject to vehicle tracking)					C4-1-a
<ul style="list-style-type: none"> <li>- Strategic streets: min 6m, desirably 7.3m or more.</li> <li>- Secondary streets: min 6m, desirably 6.5m or more.</li> <li>- Local streets min 4.5m, desirably 6m.</li> </ul>					
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
<b>FABRIC/MATERIALS</b>					
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>					
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					<a href="#">Trees in the City Action Plan</a>
<ul style="list-style-type: none"> <li><b>STANDARD</b></li> </ul>					
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)
<b>FURNITURE/FEATURES</b>					
<ul style="list-style-type: none"> <li><b>BASIC</b></li> </ul>					
Follow <a href="#">De-cluttering Assessment process</a>					
Presumption against guardrail - <a href="#">Apply Guardrail Assessment Process</a>					C1-9 -a
<ul style="list-style-type: none"> <li><b>STANDARD</b></li> </ul>					
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					<a href="#">Trees in the City Action Plan</a> <a href="#">Edinburgh Design Guidance</a>
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
<ul style="list-style-type: none"> <li><b>INNOVATIVE</b></li> </ul>					
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.

**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*



*George Street / Castle Street*

**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 :

- **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.



*Grassmarket*

## 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

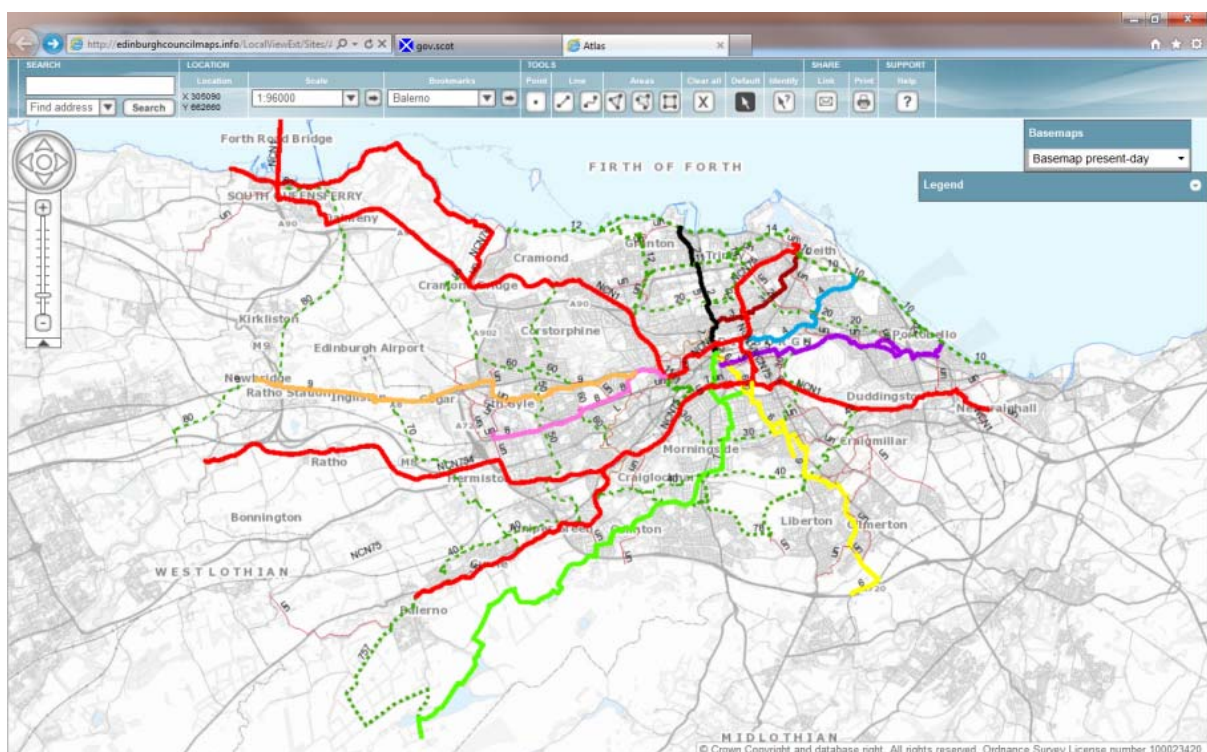
The emphasis will be on providing a high standard of safe crossings where these streets join or cross secondary or strategic streets.

### 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 than 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](mailto:street.design@edinburgh.gov.uk)