



PUBLIC LIFE STREET ASSESSMENTS

BRUNTSFIELD AND MORNINGSIDE SUB STUDY

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H E R E
+ N O W

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HERE+NOW is an Edinburgh-based landscape
architecture studio specialised in co-design.

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Morningside.

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INTRODUCTION

INTRODUCTION

This report comprises the first of two studies investigating the public life of five town centres and streets in Edinburgh. This research and report has been compiled by HERE+NOW on behalf of The City of Edinburgh Council.

Whilst the full report includes research, analysis and design responses relating to both the Leith Walk and Great Junction Street, and Bruntsfield and Morningside town centres of Edinburgh, this sub-report relates just to the Bruntsfield and Morningside town centre.

It includes direct observation methodologies and a variety of substudies into how this street environment currently functions both in terms of movement and as a place. It then uses this analysis to suggest design responses and opportunities for improvement.

A second report will be compiled with the same methodologies and techniques and using the same team to provide similar analysis and design responses of the Nicolson St and Clerk St, Portobello and Stockbridge town centres in early 2016. This will allow consistent research findings that can be compared between these five different Edinburgh town centre and street environments, whilst also providing in-depth analysis and design responses for the specific town centres and streets in question.

The research, analysis and design responses summarised in this report have been compiled by the HERE+NOW team of Landscape Architects and Urban Designers. We are pleased to have been involved in these Public Life Street Assessments, from on-the-ground research through to analysis and design responses for these key town centre

streets in Edinburgh and reveal their potential for more public life. We feel this comprehensive approach undertaken by one consistent team - from direct observation and research 'on the street' through to analysis and design responses - ensures the richest of analysis and identification of key opportunities in the form of design responses for these complex and interesting places.

We recognise that these Public Life Street Assessments present an exciting opportunity to supplement the Council's existing knowledge about how these town centres function at present, whilst also offering local contextualisation for the upcoming Edinburgh street design guidance and further monitoring of the public life of Edinburgh's streets. These assessments are intended to build on the existing thinking and work to date, including the Local Development Plan, Town Centre First policy and Town Centre Toolkit, to help realise these important public spaces as hubs for their neighbourhood, and which promote a pedestrian friendly environment conducive to social interaction, economic vitality and quality of life.

These public life street assessments are important in providing valuable information, analysis and responses that can help ensure the maximisation of public life in these Edinburgh town centres in the future. We hope our findings and design responses will be useful in informing positive change to these street environments. We believe the best design decisions are based on a solid grounding of thorough research findings, and hope that the key priorities and responses that have come out of this research will help to stimulate discussions and improve each town centre as a result.



METHODOLOGY

METHODOLOGY

The HERE+NOW team utilised a thorough and systematic methodology to assess both the place function of each town centre and the movement function it provides at present. This included use of recognised tools and techniques based on a direct observation approach - as advocated by Jan Gehl amongst others. These direct observational techniques were used in combination with additional sub studies to examine existing land use, facades and hours of activity to help interpret and analyse the data collected.

Direct observation techniques used included pedestrian counts, spatially mapping different users activities (behavioural mapping) and tracing studies to explore each town centre's movement function, with a particular focus on walkability and pedestrian usage. Additional demographic mapping gave insight into the age and gender of those using the space (giving an indication of feelings of safety and accessibility) and more qualitative methods such as user interviews were utilised to add depth and detail based on user experience to supplement the movement data already collected, and enable assessment of the place function of each street.

By using a standardised set of tools and techniques, and with data collected at consistent

set of times of day and days of the week by a team of 5 researchers in key locations across each town centre, it became possible to easily compare results. This enabled analysis of each town centre's movement and place function as well as how this varies at 5 key locations within it, and how factors such as time of day, day of week, and weather conditions affect the public life in these places.

Whilst this methodology has provided a wealth of data relating to the existing movement and place function and public life of these places, it is worth noting that there were a few limitations that exist in the data collected. Due to the tight timeframe for data collection and the time of year, it was necessary to go ahead with research on days where there might be intermittent rain showers or very cold conditions. Whilst these conditions are not conducive to the highest level and variety of public life, they did also provide an important insight into the limitations adverse weather conditions place on public life in these spaces. As such they provided valuable information about those areas particularly exposed or without protection from inclement weather - something which enriched our analysis and design responses in relation to this factor which might otherwise prohibit the full range

of public life. Other limitations included risk to researchers. On a couple of time slots in each town centre (particularly evening slots), research needed to be abandoned by one or more of the researchers due to presence of crime and anti-social behaviour threatening their personal safety. Where possible, these time slots were repeated on the same day of the week the following week by a different researcher to ensure this data could be successfully incorporated.

The methodology used has enabled a robust analysis of the street assessment data collected. The learnings from this analysis has fed into and informed a design brief for each location detailing how these town centres should evolve to maximise the potential for benefiting public life.

Upon completion of the second report in early 2016 this consistent methodology and approach will enable comparison of these five town centres with one another in terms of both movement and place function.

WHEN DID ASSESSMENTS OCCUR?

The Public Life Street Assessment for each town centre took place at five different specified times during the given days - 8am, 12noon, 3pm, 5pm, and 7pm. These took place on Tuesday 10th, Friday 13th and Saturday 14th November in Bruntsfield/Morningside.

These time slots were selected to include data collection during both morning and evening rush hours, lunchtime, as well as periods which are anticipated to be quieter or show different usage patterns such as mid-afternoon and evening for comparison. Days were selected to also represent a mixture of weekend and weekday uses of each space (Tuesday, Friday, Saturday), to ensure the widest range of uses, users, and activity patterns are captured.

Assessing these public spaces at five points throughout the day (8am, 12noon, 3pm, 5pm, and 7pm), on different days of the week, and in favourable weather conditions for the time of year will enable data gathering of the widest range of uses and public street life that currently exists in these public urban spaces and town centres. Given that windy and rainy weather is typical of

this time of year (November), where research days were forecast to include some rain showers, these were included. Should more severe weather and torrential rain have been predicted an alternative day would have been chosen.

This methodology and the selection of times and days conducted has enabled a robust and reliable data set using both quantitative and qualitative methods, from which analysis can be conducted and a design brief and responses made.





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MONTPELIER'S

BRUNTSFIELD

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“Since good weather provides the best conditions for outdoor public life, registrations are usually made on days with good weather for the time of year. The weather is particularly relevant for registering stays, because even if inclement weather clears up, people do not sit on wet benches, and if it feels like rain, most people are reluctant to find a seat.” Jan Gehl, *How to Study Public Life*, 2013

PROGRAMME OF RESEARCH

At each of the five time slots (8am, 12pm, 3pm, 5pm, 7pm) on each of the three research days (Tuesday, Friday Saturday) and for each of the two town centres, each of the five researcher would complete the following programme of research:

- Pedestrian Movement Counts (10mins)
- Demographic Counts (10mins)
- Behavioural Mapping (10mins)
- Tracing (10mins)
- Tracking (10mins)
- Photograph + Diary Entry (5mins)
- 3x User Interviews (15mins)

In addition, the following research techniques would be done once each assessment day, conducted by each researcher, with particular focus on their key location or theme:

- Test Walk of town centre length (30mins)
- Map Obstacles (10mins)
- Map Waiting Points (10mins)

Themes focussed on during test walks included:

- Bins and street clutter
- Vegetation and soft landscape
- Shelter and awnings
- Material quality

- Pinch points

A land use, hours of activity and facade study was also completed for each town centre to give an overview of these aspects of the whole town centre and to feed into the analysis.

To conduct this research we developed a series of researcher packs that allowed researchers to easily record this information. Each researcher was supplied with:

- Overview base map of the town centre area with key locations marked
- Detailed base map of each of the 5 key locations, one for each researcher
- Demographic mapping table to fill in.
- Pedestrian count table (walking, standing, sitting, playing counts).
- Tracing paper over a detailed plan for each location to record tracing studies and behavioural mapping studies including a key with standardised symbols for different activities.
- User interviews sheet including standardised questions to be asked to draw out information for assessment against Gehl's 12 Quality Criteria.

- Overview sheet including useful notes and phone numbers of all other researchers in case of emergency.
- Test Walks A3 maps including hindrances and obstacles diary.
- Mapping Obstacles map and tracing paper.
- Mapping Waiting Points map and tracing paper.
- Diary sheet including columns for location, time and observations.
- Pedestrian counter
- Standard pen colours/sizes for each layer to be recorded to ensure consistency.
- Camera
- Timer / watch with second hand

In between each of the five research times each day, all researchers to met at a central point within the town centre to debrief, check everyone is adhering to the same methodology and answer any queries or concerns.



Researcher at Location B, Bruntsfield and Morningside town centre recording demographic mapping observations over a timed ten minute period.

ASSESSING MOVEMENT FUNCTION

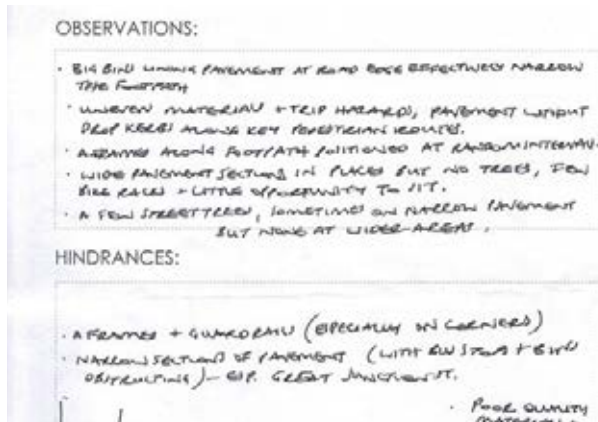
To explore how these public spaces and town centres are currently functioning as a movement route, the HERE+NOW team proposed a carefully considered mix of direct observation based tools. Direct observation is a fundamental research technique in street assessment and particularly pertinent to assessing the movement and flow of people in a public space.

When used systematically and consistently, human registration of data, as suggested here, can yield a far more nuanced and informative set of data and analysis than other more automated techniques and so has been used to assess the Edinburgh town centres. If using direct observation techniques the researcher must reflect on everything they observe, using all their senses, whilst remaining as impartial and reflexive as possible, or as Gehl contends 'as neutral as the proverbial fly on the wall' (Jan Gehl, *How To Study Public Life*, 2013). This enables comparison of results from different locations and by different researchers to hold meaning and for easy comparison.

The techniques and tools presented have enabled collection of a wealth of information to give great insight into these town centres function as movement routes, as well as their place function.

We utilised the following techniques and tools to assess movement function of these public street spaces:





TEST WALKS

On each day of research, each researcher takes a test walk down the length of the town centre, timing how long this takes. The researcher notes down any obstacles and other hindrances or experiences, and times these as relevant. All other observations are written down, using information from all the researchers senses (cold windy spots, unpleasant smells or sensory experiences etc as well as visual cues), and taking note of the time taken to walk different logical sections of the route.

MAPPING OBSTACLES

Having completed three Test Walks in each town centre at varying times of day and day of week, the researcher spatially locates and annotates onto a map of the town centre where obstacles occurred on the route, timings and any other experiential information gathered (windy locations, pinch points, places that felt intimidating, frustrating sections where the route enforced by the built environment contradicted desire lines, crossing without drop-kerbs etc).

MAPPING WAITING POINTS

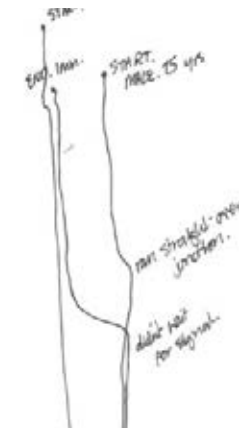
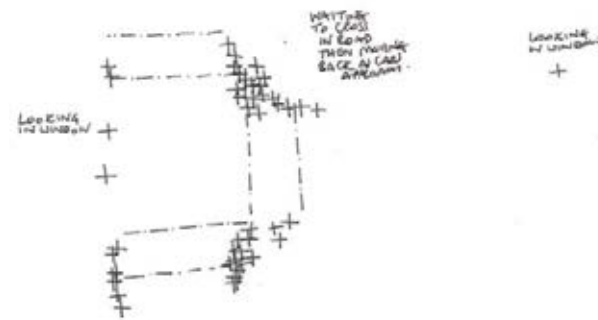
Where waiting was necessary along the test walks (for example to cross the road, at a pedestrian crossing etc) these waiting points are spatially mapped and annotated as an additional map layer by each researcher. Details are added regarding the waiting experience, environment and infrastructure (time waiting, whether there was adequate space for multiple pedestrians waiting, where street infrastructure facilitated the waiting).

E
LEIGH WALK+
GREAT
JUNCTION
STREET

DEMOGRAPHIC MAPPING - 10 Mins

10 min survey of the following demographic information for pedestrians observed from 100m away

5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50+	MALE	FEMALE	ADDITIONAL ACTIVITY/NEEDS	OBSERVATIONS
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		
6	2	2	11	21	9	9	1	17	50				



DEMOGRAPHIC COUNTING

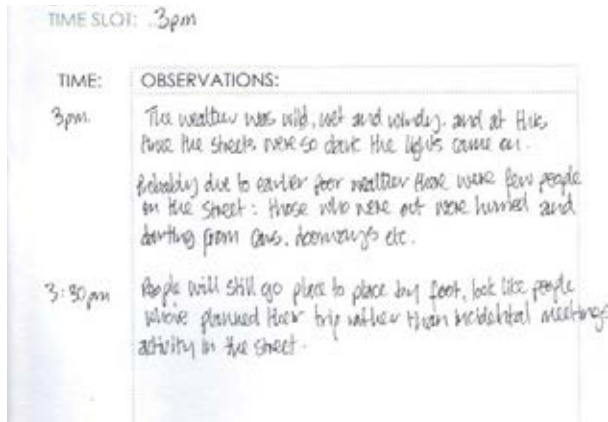
Following the pedestrian movement count, each researcher at each key location within the town centre conducts a further 10minute demographic study. They note down using a simple table the age bracket and gender balance of those people visible from that location, and the number of people utilising the space with mobility difficulties. The balance of women to men is often used to indicate the perceived safety of a space, and the number of older people and those with mobility difficulties is gives an indication of how accessible the space is. During analysis this information will be reviewed alongside any other available data relating to traffic counts, accidents and pollution.

BEHAVIOUR MAPPING

The researcher at each key location in each town centre spatially locates different users' behaviour utilising a system of different symbols for sitting, standing, playing at each of the 5 times of day (8am, 12noon, 3pm, 5pm, 7pm). If there is a vantage point this is a useful location from which the researcher can get an overview, or alternatively for larger areas they might walk through the space noting down where people are stationary as they go. The researcher annotates this with the length of stay where possible. This can later be used to analyse the mix of necessary, optional and recreational activities.

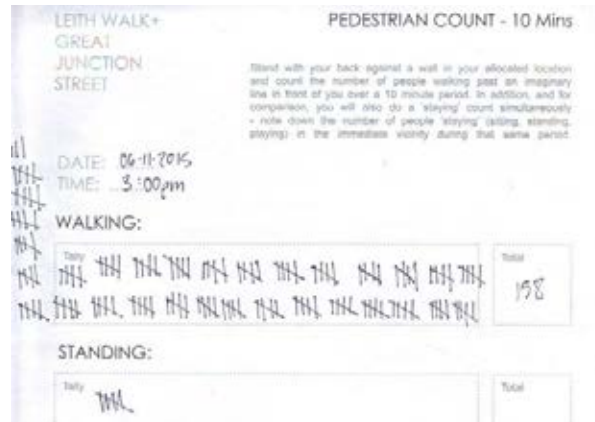
TRACKING

Each researcher at each of the 5 key locations subtly follows an unassuming member of the public for 100m, timing how long they take to complete this distance through that area. This forms another map layer, with the researcher drawing the route taken by that person, along with the time they took and any other observations annotated. This can give insight into the quality of the place - people generally walk slower and stay longer in places that they find appealing. However the annotation and observation will add any extra information to help inform this analysis. This should be done with 3 different individuals by each researcher at each of the 5 times of day and on each of the 3 days researched is conducted for each town centre (a total of 225 tracked users for each town centre).



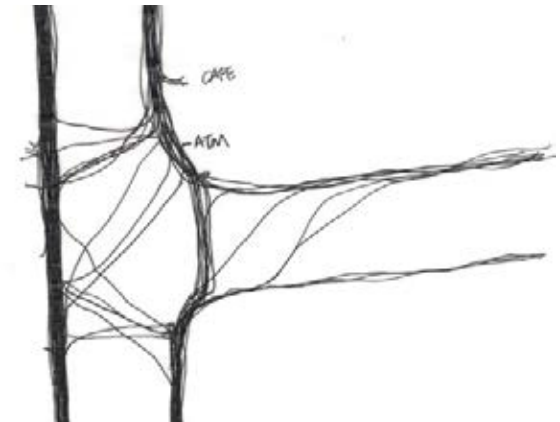
PHOTOGRAPHY AND DIARY

Each researcher at each of the 5 key locations for each town centres, takes a photograph to capture the 5 times of day their results have come from (8am, 12noon, 3pm, 5pm, 7pm). They also keep a diary noting down any particular conditions at that time on that day that may influence the results (weather, any special events occurring, other environmental factors). Together, the diary and photograph help set the context for later analysis of the data, and 'freeze' the scene and supply additional context for more detailed analysis later.



PEDESTRIAN MOVEMENT COUNTS

The researcher at each key location within each town centre stands with their back against a wall and counts the number of people walking past an imaginary line in front of them on their side of the road over a 10 minute period. In addition, and for comparison, a 'staying' count is done simultaneously - noting down the number of people 'staying' (sitting, standing) in the immediate vicinity during that same period. This is done 5 times during each of the three days of research at each town centre (8am, 12noon, 3pm, 5pm, 7pm) and at each of the 5 key locations within each town centre. This enables analysis and comparison of how different spaces within that and other town centres compare in footfall and how this changes over the course of a day and week. Locations have been selected where possible to co-incide with the Cordon count locations to enable further comparison.



TRACING

At each of the five key locations at each town centre, a tracing study is conducted to show the lines of movement within the space. This involves the researcher visually observing passing users and marking their route onto a plan of that area of the town centre. By tracing multiple users over a 10 minute period the pattern of dominant movement routes and desire lines can be seen. Following the tracing study notes should be made about any observations revealing points where the street infrastructure does not facilitate the desired movement.

ASSESSING PLACE FUNCTION

The place function of each of the town centres is assessed against the 12 key Quality Criteria for creating high quality public places as advocated by Jan Gehl of Gehl Architects.

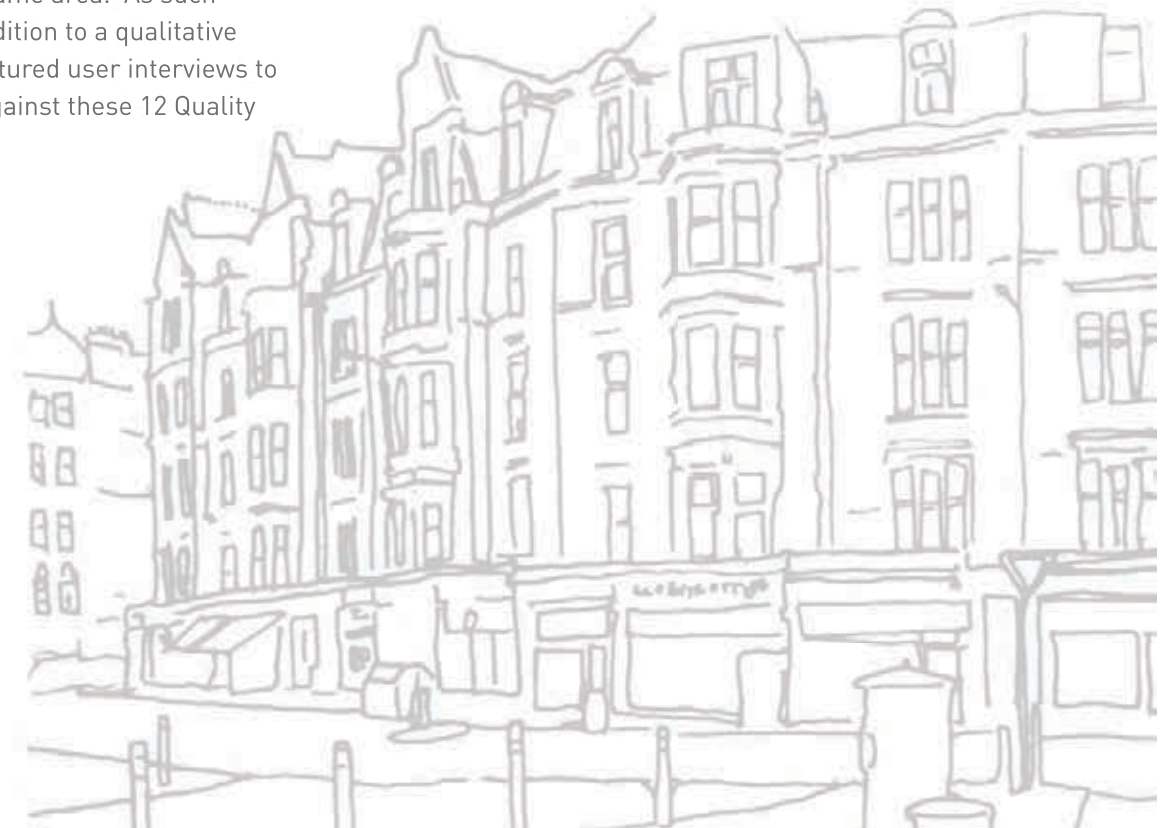
Each town centre location is compared to these ideal criteria and conditions for quality public spaces to assess its current condition. From these criteria it is then clear what needs to be improved at each town centre to improve the quality of the urban public realm. These opportunities for targeted improvement are then incorporated into the design responses proposed.

The 12 key criteria are:

1. Protection against traffic and accidents – feeling safe
2. Protection against crime and violence – feeling secure
3. Protection against unpleasant sensory experiences – climate and pollution
4. Opportunities to walk
5. Opportunities to stand/stay
6. Opportunities to sit
7. Opportunities to see
8. Opportunities to talk and listen
9. Opportunities for play and exercise

10. Dimensioned at the human scale
11. Opportunities to enjoy the positive aspects of climate
12. Aesthetic qualities and positive sensory experience

To do this, a mixed method approach has been used. Data collected using those techniques and tools detailed previously to assess the movement function of the space also give great insight into the place function of that same area. As such this data will be used in addition to a qualitative methodology of semi-structured user interviews to assess each town centre against these 12 Quality Criteria.





“Direct observation is the primary tool of public life studies [...] As a general rule, users are not actively involved in the sense of being questioned, rather they are observed, their activities and behaviour mapped in order to better understand the needs of users and how city spaces are used.” Jan Gehl, *How to Study Public Life*, 2013

SEMI-STRUCTURED USER INTERVIEWS

Each researcher recorded three user interviews at each key location at each of the five times throughout the day (8am, 12noon, 3pm, 5pm, 7pm) on each of the three days of research for each town centre using a random sampling technique. This provides a total of around 225 user interviews for each town centre.

User interviews give a more qualitative assessment of how people feel about a place. Rather than just directly observing as an impartial invisible person, instead the researcher interacts and learns from the added depth and insight gained about why people are behaving the way they are.

As the Town Centre Toolkit advocates, talking to local people who are regular users of a town centre space will give a greater depth to understanding of any issues and the way that space is currently used. Speaking to older people or those who may find mobility difficult will highlight particular issues that may not otherwise be picked up.

A diversity of users will help provide information on different aspects of the public space based

on their own experience and perspective. To ensure selection of interviewees is random and representative of the users occupying that location at that time, researchers were instructed to select every third person walking past to invite to take part in an interview, until they had successfully interviewed 3 people for each time of day. The only exceptions to this were in later shifts where either rainy weather or anti-social behaviour and threatening situations prevented researchers from finding users to interview.

Responses from interviewees were coded to draw out key themes for each public space at the different times of day/week and priorities for action or design responses identified as a result. Each interviewee was asked a series of semi-structured questions relating to the 12 Quality Criteria to draw out responses relating to consistent standardised questions, but with the flexibility to allow them to diverge into the points and opinions important to them or focus on the questions each interviewee felt most pertinent.

Standard questions asked by all researchers were:

- What are you doing here today? ('walking to work', 'sitting in the park' etc)
- Is this a place you come often? If yes: Why do

you come here? If no: Why not?

- On a scale of 1 to 10 how safe do you feel here? Why is that?
- How do you feel generally about this place? Positive or negative? Why?
- What do you think the biggest threat or nuisance here is (prompt: traffic, crime, noise, no shelter from climate)?
- How do you feel about the traffic?
- Do you ever worry about crime at this location?
- How does the weather impact how you use this space?
- Is it an easy place to walk through? Why / why not? Is there anything you don't like?
- Would you ever spend time here or do you just pass through? Why?
- Is this a place you'd ever want to come with a friend to sit and have a chat and spend time? Why / why not?
- Are you aware of any temporary markets or activities here? What do you think of them?
- What do you like about this place?
- What do you think it is lacking?
- If you could make one change what would it be?



In addition to the other tools and techniques, semi-structured were carried out by researchers in each location using a random sampling technique to get a representative mix of responses from different users utilising the space at that time of day and in that location.

KEY LOCATIONS IN EACH TOWN CENTRE

The Public Life Street Assessments included assessment and spatial analysis of their current function and usage at five carefully selected key locations along their length. This allowed a more detailed understanding of both their movement function and place function at key areas along these often linear and large town centre areas whilst also providing a more holistic overview through this spread of diverse locations in combination with test walks of the whole town length.

Researchers were positioned at these strategically chosen key points within each town centre to ensure the most thorough and representative data was collected.

The key locations in each town centre shown on the following pages were chosen in discussion with The City of Edinburgh Council and based on the following considerations:

- To give a good spread of data through the whole town centre
- Locations with most potential to invigorate public life
- Emphasis on key problem spots currently

prohibiting or stifling the potential for public life.

- Those existing spaces where there is currently most public life - such as squares, greenspaces, active shop frontages.
- Locations where the existing or potential qualities for a 'human scale' street are high
- Key movement nodes such as traffic junctions and intersections.





“Usually quite a number of counts have to be made in order to compare different times of day, different days and different seasons. A number on its own is seldom of interest. It is important that results can be compared. Factual conditions like weather and time of day must also be noted consistently and precisely.” Jan Gehl, *How to Study Public Life*, 2013



MORNINGSIDE ROAD + BRUNTSFIELD PLACE



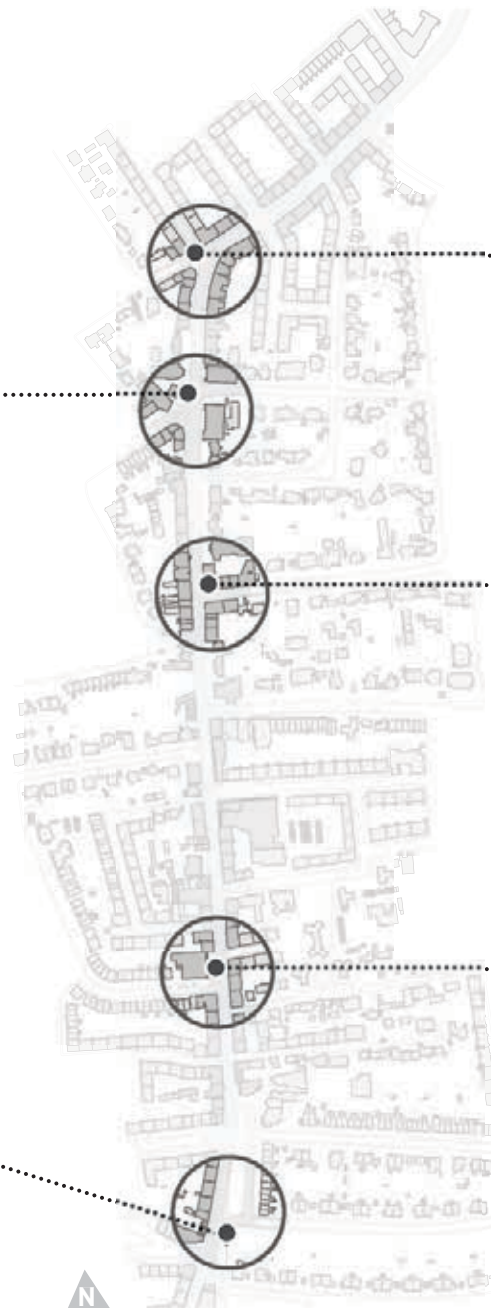
JUNCTION AT COLINTON ROAD + MORNINGSIDE ROAD + BRUNTSFIELD PLACE

High traffic and pedestrian flows but potential to vary and maximise public life usage and activities. Pedestrian desire lines through Bank of Scotland car park, barriers to pedestrian movement and potential for more public life make this location interesting.



CORNER OF CLUNY AVENUE + MORNINGSIDE ROAD

Existing greenspace, bus stop, benches and high pedestrian flows show existing public life but with potential for improvement. Includes data collection at West side of road with potential pedestrian pinch point.



INTERSECTION OF BRUNTSFIELD PLACE + MERCHISTON PLACE + MONTPELIER PARK

Intersection to West side of Bruntsfield Place shows potential to build on and maximise street life. Alternative location: East side of Bruntsfield Road where narrow pavement and obstacles create potential pinch point at shopfronts.



CORNER OF BRUNTSFIELD PLACE + CHURCH HILL PLACE

Narrow pedestrian path pinch point combined with bins and obstacles.



WIDER SPACE + LOADING ZONE IN FRONT OF M&S + SUPERDRUG

A focal point where the otherwise narrow pedestrian paths open out into a wider area in front of M&S and Superdrug. The bus stop provides a focus plus high footfall. Potential to improve the pedestrian environment and street life.



ANALYSIS

ANALYSIS

This section details the results and analysis of all the data collected at each of the five locations within the Bruntsfield and Morningside town centre.

This includes summary and analysis of data from the pedestrian counts, behavioural mapping, demographic mapping, tracing studies, diary entries, test walks, mapping of obstacles and waiting points, and user interviews to give a holistic understanding of how these town centres and public spaces currently function in terms of movement.

Analysis of each of these elements individually has enabled assessment of both their movement and place function overall. The results of this

assessment can be seen via the two graphic diagrams for the town centre. The first assesses the town centre's place function against the Gehl 12 Quality Criteria, and the second graphic gives an overview of the town's movement function in terms of conditions and experiences for pedestrians and cyclists based on the information collected using these direct observation techniques in addition to user interviews and other studies.

These diagrammatic overviews build on all the data analysis completed for each town centre in addition to a SWOT analysis completed by all researchers together as team during a post-assessment workshop to build on their combined experience of these town centres.



OVERVIEW

BRUNTSFIELD + MORNINGSIDE

By combining analysis results of the direct observation techniques and tools used at the five locations at Bruntsfield and Morningside town centre, together with researcher observations of the professional urban design and landscape architect team on-the-ground, an overall analysis of the existing public life and potential of Bruntsfield and Morningside as a town centre can be achieved.

This is summarised in the following 'SWOT' analysis of the town centre and its existing and potential for public life, in addition to two graphic summaries of this combined knowledge as based on the data analysis in combination with more qualitative observations.

SWOT ANALYSIS

STRENGTHS

- Users feel very safe - there is little perception of crime.
- The diversity of small shops and cafes.
- Variety of sensory interest in shop fronts and facades.
- Proximity of green space such as Hermitage Terrace open space and Bruntsfield Links.
- High footfall along a key arterial route.
- Mix of uses including more community or leisure focussed such as the Eric Liddell Centre, Dominion Cinema and Morningside Library.

WEAKNESSES

- Street clutter - poles, signage, bins.
- Narrow pavements throughout the town centre, particularly opposite Waitrose near Cuddy Lane.
- Poor quality road and paving surface resulting in large puddles blocking pedestrian desire lines where Belhaven Terrace meets Morningside Road at the junction to the South.
- Large corner radii combined with narrow pavements and high footfall result in pedestrians frequently waiting to cross whilst stood in the road due to lack of space.
- Few opportunities to sit along town centre length. Where benches exist these are often positioned in the centre of public spaces rather than at the edge.
- Two large junctions [Locations B and E] and

high traffic volume and speed result in the perception this is a car-dominated space with poor pedestrian crossing opportunities.

- Break in active frontage between Newbattle Terrace and Church Hill Place results in feeling of separation between Bruntsfield and Morningside rather than one integrated town centre.
- Poor cycling provision at present.

OPPORTUNITIES

- Widen the pavement (and reduce corner radii) to immediately improve pedestrian experience and accessibility, and reveal and celebrate facades.
- Consider highlighting key pedestrian crossing spaces or junctions with change in surface material and raised flat pedestrian movement routes where these cross minor roads to alert drivers to a more pedestrian-oriented environment.
- Simplify pedestrian crossings including use single phase to reduce need for small traffic islands and 'stranded' pedestrians.
- Encourage more shop awnings (particularly florists, cafes, restaurants) to enable more opportunities to sit outside or 'window' shop outside.
- Open up Hermitage Terrace open greenspace to the public. Consider edge treatment redesign including removal of railings to enable better access and use.

- Improve cycling provision through dedicated cycle lanes and racks at key stopping points such as Location D.
- Use of a 20mph zone would slow traffic reducing its perception as a threat.
- Remove unnecessary street clutter and rationalise the remaining. Consider bin tidying structures.

THREATS

- Limited width between buildings reduce useable street space for redesign and limit available space for cycle lanes and wider pavements in places, however improvements still possible and highly recommended.
- Large traffic volumes along this key arterial route.



BRUNTSFIELD + MORNINGSIDE

OVERVIEW | PLACE FUNCTION ASSESSED AGAINST GEHL 12 QUALITY CRITERIA

To assess the place function of each town centre we used the 12 Quality Criteria advocated by Gehl Architects as a tool against which to assess the component elements of these places. This graphic is a visual representation of all the data collected and analysis relating to these 12 qualities - in particular user interviews, but also tracing studies, behavioural studies, demographic mapping, and pedestrian counts.

Overall, Morningside and Bruntsfield town centre has a mix of place function scores, with some very high - for example feeling secure, and some very low - such as feeling safe from traffic and opportunities to walk.

PLACE FUNCTION

HIGH SCORE:

- **Feeling secure** - extremely high perception of safety from crime was expressed by users in Morningside and Bruntsfield.
- **Opportunities to see** - views from the high point at Church Hill Place give views to the Pentlands and churches back at Holy Corner junction. Small scale shops provide visual interest, however appreciation of their facades would be increased through wider pavements enabling more stopping, staying and experiencing of these features.

MODERATE:

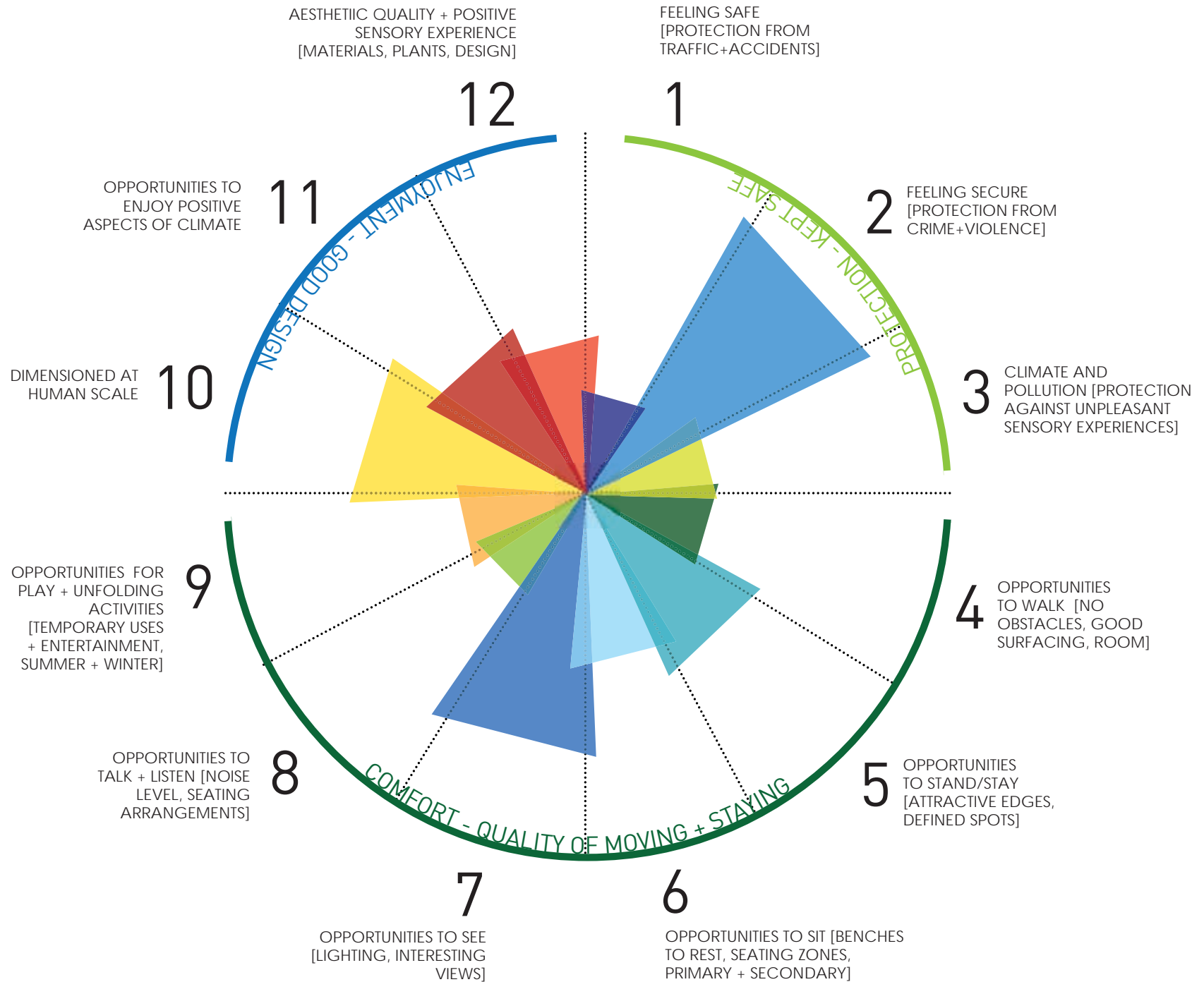
- **Opportunities to stand/stay** - the diversity of small scale shops along the town centre provide interest and a desire to stop and stay, particularly where awnings provide shelter, however narrow pavements often restrict staying without blocking pavements and there are few defined spots for staying activities.
- **Opportunities to sit** - few opportunities to sit exist throughout the town centre, with the exception of a small number of benches and secondary seating at Holy Corner and the junction at Cluny Gardens.
- **Dimensioned at human scale** - visual interest provided by small-scale shop fronts and active facades throughout most of the town centre, however large junctions at Holy Corner and Cluny Gardens are very much at a larger car-scale.
- **Opportunities to enjoy positive aspects of climate** - some cafes, shops and restaurants provide awnings in addition to produce or seating outside to shelter users and enable use of the street, however pavement widths often restrict this and other areas of the town centre are left exposed with no opportunities to shelter or stand/stay in comfort.

POOR:

- **Aesthetic quality and positive sensory experience** - poor quality paving materials and uneven surfaces, combined with narrow

pavements throughout the town centre. A need for additional vegetation, seating opportunities and public life to maximise on positive active shop frontages.

- **Feeling safe** - users consistently reported fear of traffic accidents due to traffic speed, volume and dominance.
- **Climate and pollution** - little protection against unpleasant sensory experience such as poor weather, with little shelter throughout the entire town centre and constant close proximity of pedestrians to busy traffic.
- **Opportunities to walk** - consistent narrow pavements cause significant pedestrian congestion with pedestrians often stepping into the road due to lack of space. Few crossing points and long waiting times for pedestrians at junctions. Obstacles throughout reduce accessibility and result in some users expressing they deliberately avoid walking here, instead taking quieter side roads.
- **Opportunities to talk and listen** - traffic noise is frequently mentioned by users, and very few wider points along this narrow linear town centre where pedestrians can gather to stop and talk.
- **Opportunities for play and unfolding activities** - whilst some local outdoor markets exist, such as behind The Merlin, there is little activation of the street environment along Morningside Road / Bruntsfield Place itself. Nodal spots exist with wider usable space where these could be encouraged.



BRUNTSFIELD + MORNINGSIDE

OVERVIEW | MOVEMENT FUNCTION

The movement function of Bruntsfield and Morningside town centre has been assessed against those key aspects of both pedestrian and cycling movement that had been recorded through our data collection methodology. This helps identify the strength of the town centre for both pedestrians and cyclists as well as highlight any disparity between conditions for both forms of active transit.

Overall the Bruntsfield and Morningside town centre scored poorly for movement function, both for pedestrians and cyclists. These low scores are the result of narrow pavements, street clutter, poor material surfaces and a lack of cycle facilities.

PEDESTRIAN MOVEMENT

POOR

- **Minimal obstacles and hindrances** - many obstacles present themselves along the pedestrian route, including bins, street clutter, signage, and poles. These elements have a particularly negative impact due to the narrow pavement widths throughout which these effectively narrow further.
- **Minimal pavement waiting points and pedestrian congestion** - significant pedestrian congestion is evident at crossing points and along the pavement whilst moving too, with peak flows causing pedestrians to have to walk single file and frequently step into the road. Minor roads predominantly do not have Side Raised Entry Treatments (SRET) resulting in

frequent pausing or waiting to cross minor roads.

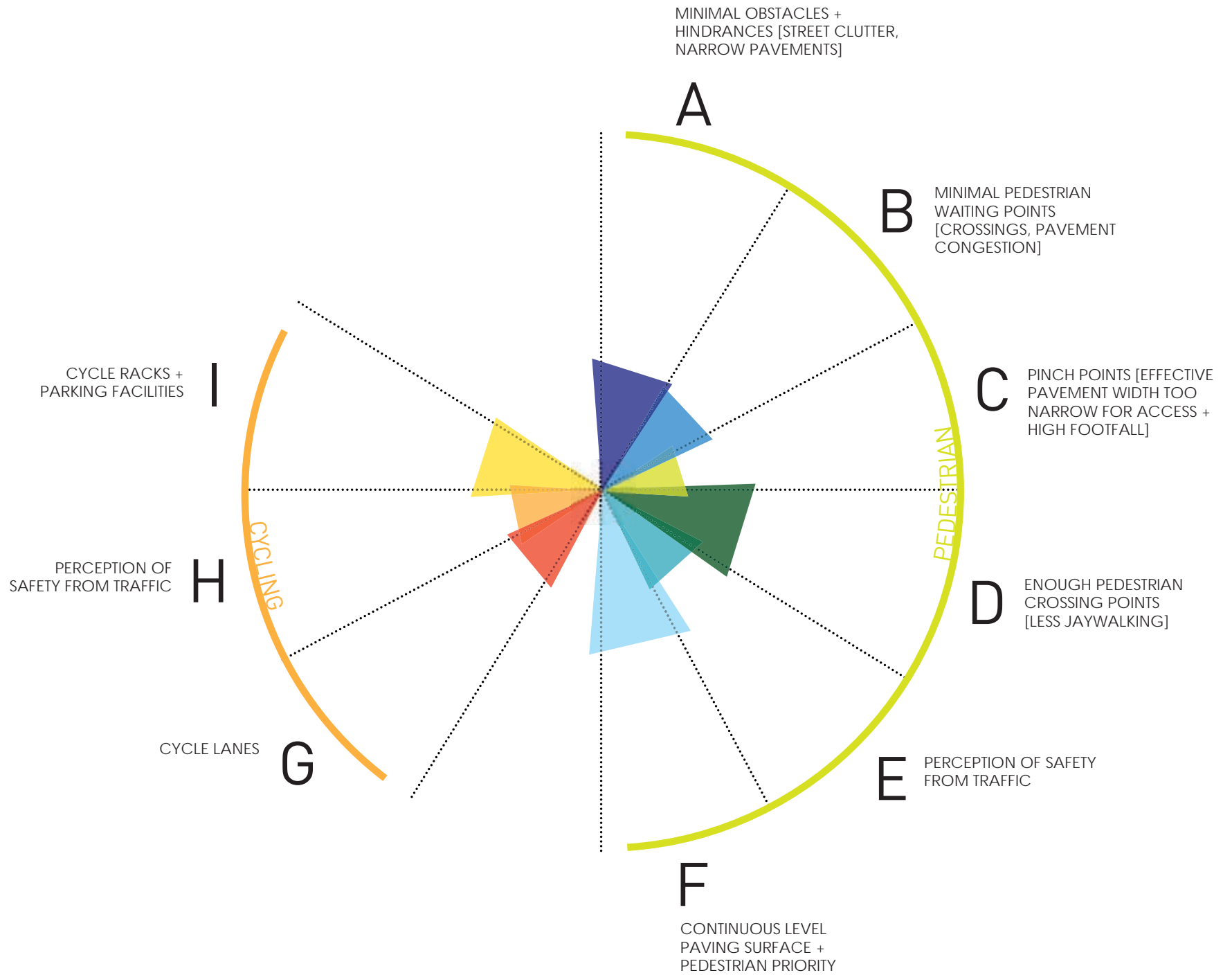
- **Pinch points** - there are a number of significant pinch points throughout the town centre where pedestrian movement is severely impeded. For example opposite Waitrose the pavement narrows considerably, allowing only one pedestrian to pass in either direction without stepping into the road. Narrow pavements throughout combined with large corner radii and heavy peak footfall result in congestion and pinch points in many places throughout the town centre.
- **Enough pedestrian crossings** - whilst there are a number of pedestrian crossing points throughout the town centre, these often include long waiting times for pedestrians resulting in pavement congestion and have unsuitably small pavement areas for pedestrians to wait to cross. Incidences of jaywalking were observed throughout the town centre indicating more desire lines to cross the street than crossings exist in convenient places at present.
- **Perception of safety from traffic** - users consistently responded that they fear the speed and volume of traffic present along Morningside Road/Bruntsfield Place and see this as the biggest threat to the town centre. The town centre feels very dominated by cars and traffic, with this perceived priority indicating an environment in which pedestrians may not be safe.
- **Continuous level paving surface and pedestrian priority** - significant problems exist throughout the town centre with uneven and narrow paving surfaces, poor

quality materials, lack of SRET solutions to better prioritise pedestrian movement, and perceptions of dominant fast traffic movement resulting in drainage issues, reduced accessibility and lack of pedestrian priority.

CYCLING MOVEMENT

POOR

- **Cycle lanes** - there is a significant lack of cycle lanes throughout the town centre. Whilst space may be an issue in creating these in places along Morningside Road, it is advised to try and find a solution which prioritises street space for both pedestrians and cyclists, whilst still enabling some (20mph) traffic to use this as a key South-North movement corridor.
- **Perception of safety from traffic** - users interviewed expressed they choose not to cycle in Bruntsfield/Morningside due to fear of traffic accidents and lack of provision for cyclists. Other users expressed that they felt cyclists were a nuisance - getting in the way or causing conflict - this is likely due to lack of cycling provision causing conflict between different user groups.
- **Cycle racks and parking facilities** - researchers noted very few cycle racks throughout the town centre. Whilst there are a small number, for example at Holy Corner and to the south of Morningside Road, these are not enough to provide consistent parking opportunities for cyclists.



LAND USE STUDY

BRUNTSFIELD + MORNINGSIDE

A land use study was conducted at the Bruntsfield and Morningside town centre to research the mix of shops, professional services, eating related uses, assembly and leisure uses and vacant / residential / sui generis uses that exist in the town centre at present.

Land use information is useful in helping to give insight into the potential for public life to build on existing land uses and identify areas where vacant buildings or those that do not promote public life are located.

The Bruntsfield and Morningside town centre was found to consist primarily of smaller shops and eating places. There was a majority of cafés and bakeries and which appeared very active during the day. Most noteworthy was the overall theme of "lifestyle" throughout land uses in this town centre, with art and craft shops, furniture shops and beauty and health particularly prominent. This may indicate the area's socio-economic status as an area for higher end goods and shops. However, contrasting this is the large number of charity shops (more than ten) along the town centre frontage.

There are several private homes and block of flats along the Bruntsfield and Morningside town centre. These interrupt the flow along the road by

being more inactive and cause a feeling of division within the town centre into smaller parts of more similar character and active frontage. This split into more distinct Bruntsfield and Morningside town centres can be seen with the distribution of different land uses in the adjacent map.

Shops

- General
- Grocery
- Home + Arts & Crafts
- Charity
- Clothing
- Health & Beauty

Professional Service

- General
- Real Estate Agent
- Bank
- Doctors & Dentist

Eating

- Café & Bakery
- Restaurant
- Pub & Bar
- Takeaway

- **Assembly & Leisure**
(like Church, Surgeries, Library and Schools)

Vacant

- Home
- Sui Generis





ASSEMBLY + LEISURE



EATING



HOMES

- Shops**
- General
- Grocery
- Home + Arts & Crafts
- Charity
- Clothing
- Health & Beauty

- Professional Service**
- General
- Real Estate Agent
- Bank
- Doctors & Dentist

- Eating**
- Café & Bakery
- Restaurant
- Pub & Bar
- Takeaway

- **Assembly & Leisure**
(like Church, Surgeries, Library and Schools)

- **Vacant**
- **Home**
- **Sui Generis**



PROFESSIONAL SERVICES



VACANT



SHOPS



SUI GENERIS

OVERVIEW: FACADE STUDY

BRUNTSFIELD + MORNINGSIDE

A facade study was completed for the Bruntsfield and Morningside town centre to gain an insight into how facades vary throughout. These were categorised as 'active', 'friendly', 'boring' and 'inactive' dependant on how active these frontages onto the street were.

In general, the facades along Bruntsfield/ Morningside have good detailing and great variation (see examples 1 and 2). In some sections these more active facades are combined with closed shops with blinds down and more passive units.

There are some sections of the Bruntsfield and Morningside town centre which are dominated by 'boring' or 'inactive' facades and are therefore uninteresting to the pedestrians. This is particularly true in the mid section between Newbattle Terrace and Church Hill Place and

around Holy Corner junction. These sections are often dominated by housing and/or institutions such as churches or community centres (examples 3 and 4).

The overall perception of the facades of the Bruntsfield and Morningside town centre is that they are active and friendly. Those areas where facades are more inactive create different character areas sub-dividing the town centre, however more active frontages should be encouraged to ensure more consistent visual interest and public life throughout.



1



2



3



4



Facades

- Active
- Friendly
- Boring
- Inactive

OVERVIEW: ACTIVITY STUDY

BRUNTSFIELD + MORNINGSIDE

An activity study was also carried out to gain a deeper understanding of the times of day that these active and more passive frontages were actually in use and therefore having a positive impact on public life.

As already identified by the land use study, the Bruntsfield and Morningside town centre has a range of land uses, including a large number of cafes and eating places as well as smaller shops. These are primarily open between 9am and 6pm, with some coffee places open earlier in the morning (7am-9am).

There are also a number of restaurants and bars open in the evening spread out throughout the town centre. There are also a number of takeaway places though these are more centered in both the North and South areas of Bruntsfield and Morningside.

The result of these land uses and their opening hours results in the Bruntsfield and Morningside town centre being more active and busy with more public life during daytime hours (9am-6pm) with considerably less activity in the evening and almost no activity after 10pm.



Opening hours

- 7am - 9am
- 9am - 12pm
- 12pm - 6pm
- 6pm - 10pm
- 10pm -



PLACES OPEN 7AM - 9AM



PLACES OPEN 9AM - 12PM



PLACES OPEN 12PM - 6PM



PLACES OPEN 6PM - 10PM



PLACES OPEN 10PM - LATE

HOW ARE PEOPLE USING THE STREET?

BRUNTSFIELD + MORNINGSIDE

Approximately 225 user interviews were conducted at each town centre, with three asked at each of the five time slots and on three different days of the week. These user interviews included a range of useful information regarding the ways people told researchers they were currently using the street.

During data analysis we coded these recorded uses to give an impression of how people are currently using the town centre. These were coded both in terms of whether they told us they were outside for a necessary, optional or recreational activity, and also in more detail according to the different more specific uses that were mentioned.

Users in the Bruntsfield and Morningside town centre were primarily in the public realm for necessary activities. These are considered to be those activities that would happen regardless of the conditions of the public realm, such as going to work, catching the bus, going home or to the shops for groceries. The only location with a more even split of necessary activities to optional activities was Location A, indicating it's higher place function than the other locations within the town centre. Locations B (Holy Corner) and D (outside M&S) fared particularly poorly with almost exclusively necessary activities taking place.

A smaller number of users told us they were outside for reasons considered 'optional' activities. These are activities that involve choosing to spend more time in the public realm than needed, for example going for a leisurely walk, window shopping, or stopping to take a seat to rest. Locations A and D had the largest amount of

optional activities indicating more public life and higher place functions.

No recreational or 'social' activities were found. These activities involve the presence of others, for example a user making an active choice to spend additional time in the public realm to stop and have a conversation with others, children playing or those sat people-watching. Presence of these activities indicates a public space that acts as a meeting point. Currently the Bruntsfield and Morningside town centre acts primarily as a movement route with little opportunity for these recreational activities to take place due to narrow congested pavements. Improvement to the public realm to improve its viability as an environment conducive to public life would help establish these more recreational or optional activities by creating wider gathering spots or nodes along the town centre length.

Location A was used predominantly for walking for leisure or walking to/from work, with other users also in the public realm to walk their dogs or go to

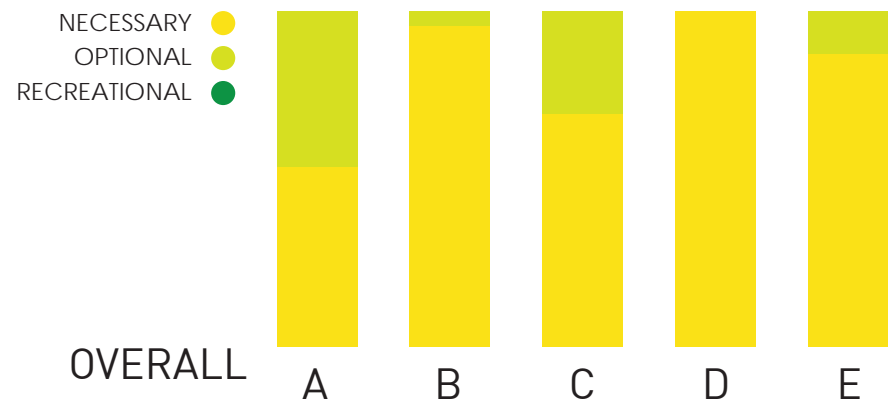
the shops. Smaller numbers of people were also using the space to go to/from university, window shop and collect children from school.

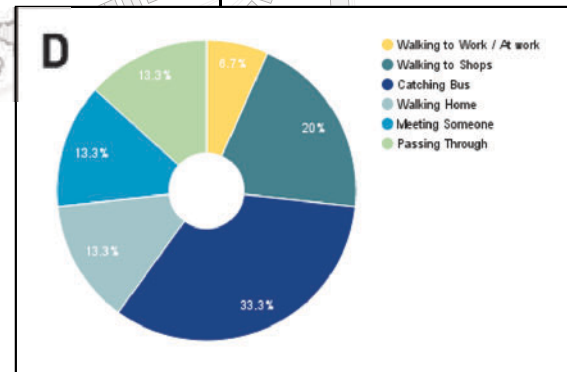
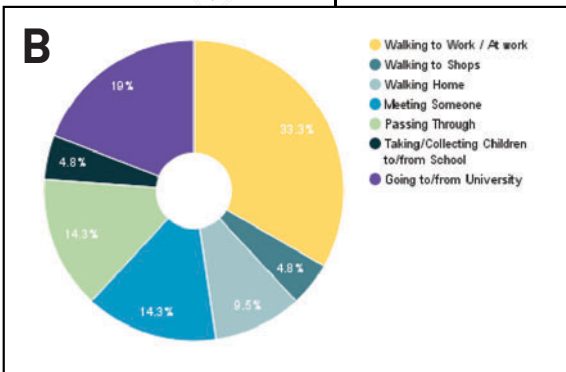
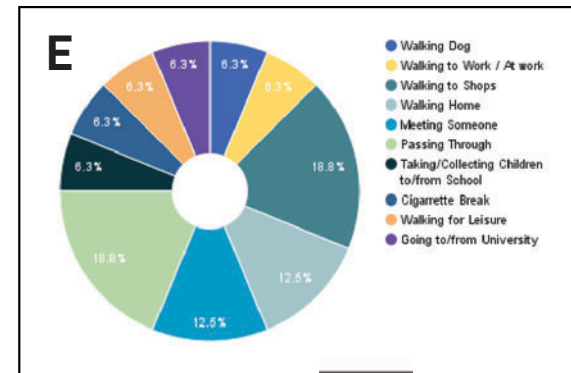
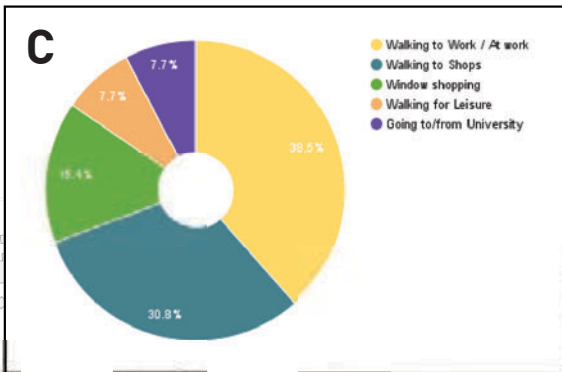
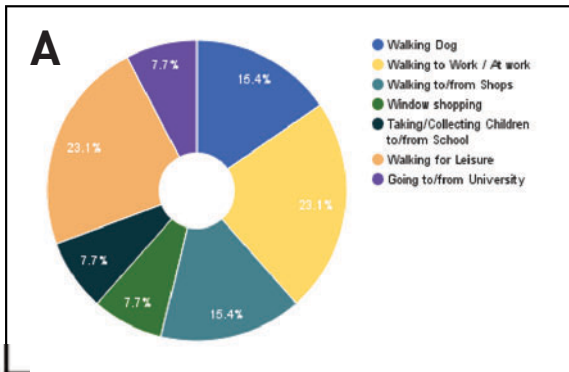
At Location B the majority of users were either going to/from work or university. Others were either walking home, passing through en route somewhere else or meeting someone (usually at a cafe). This indicates Location B is used primarily as a movement route to other places.

Location C was being primarily to walk to/from the shops or work. However a smaller yet significant number of people were also window shopping or walking for leisure at this location.

At Location D the primary use was to catch the bus, highlighting the importance the bus stop plays in activity at this location. Other dominant uses were going to the shops, walking home, passing through or meeting someone (at a cafe/bar) - all necessary activities.

Location E had a diverse range of uses, with the most common being walking to the shops, passing through, walking home or meeting someone (at a cafe). There were also some optional activities such as walking for leisure.





- Walking to/at work
- Walking for leisure
- Catching the bus
- Walking to the shops
- Walking home
- Meeting someone
- Passing through
- Taking kids to school
- Going to/from uni

WHAT DO USERS FEEL IS LACKING?

BRUNTSFIELD + MORNINGSIDE

User interviews were also coded for people's responses when asked what they felt was lacking at each location along Bruntsfield and Morningside town centre. The results for each location are shown opposite.

At Location A issues of more seating and reduced traffic were the most commonly cited by users. Second to these, improved pedestrian crossings, reduced bins and street clutter, better materials and surfaces, more trees and vegetation and wider pavements were mentioned as important to users.

At Location B (Holy Corner) more shelter, improved pedestrian crossings and improved materials and surfaces were found to be important to users. Users often spoke at length about their difficulties in crossing Holy Corner junction. In addition, more shelter, more cycle facilities, wider pavements, reduced traffic volume and speed, more trees and vegetation and better lighting were mentioned.

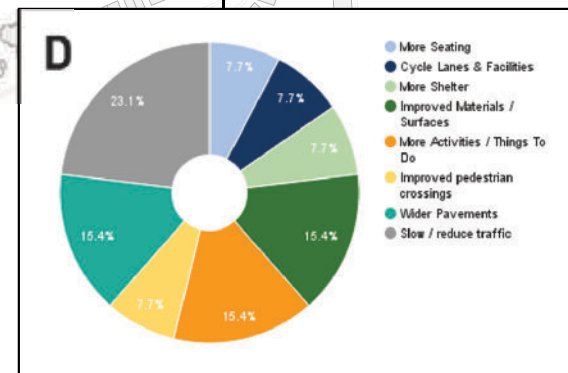
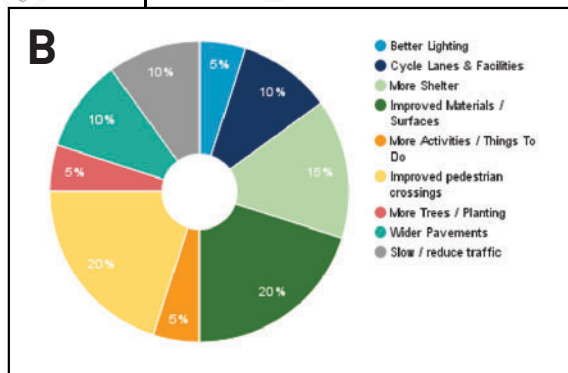
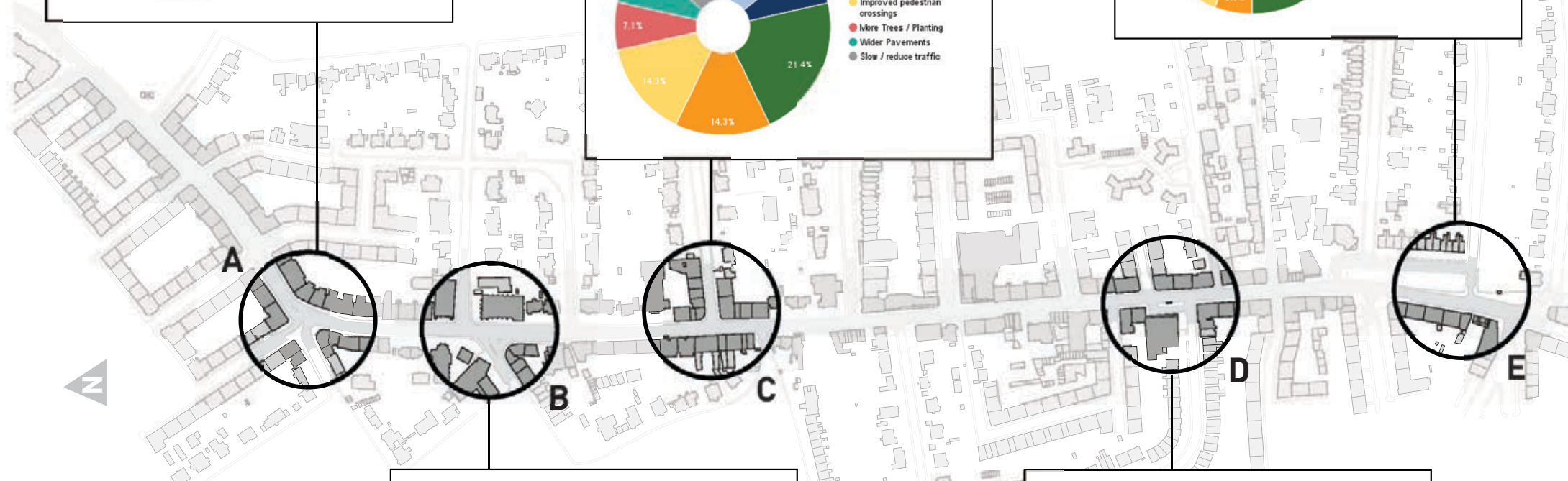
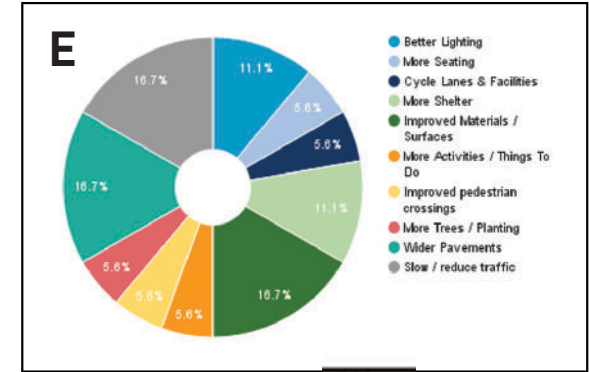
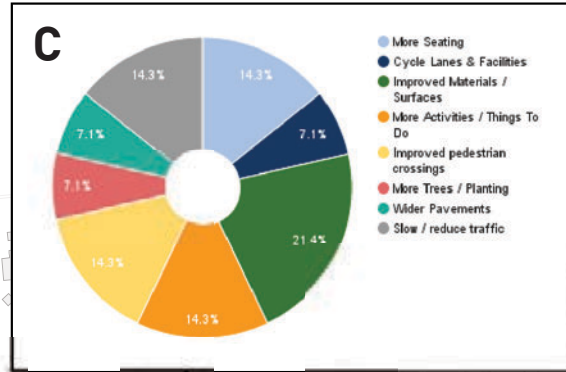
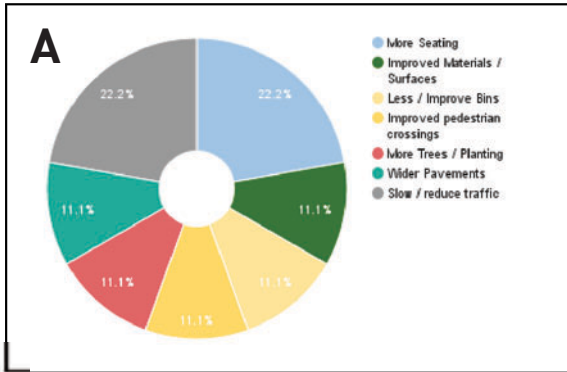
At Location C, users expressed a desire for improved materials and surfaces, better pedestrian crossings, more seating and reduced traffic as primary concerns. In addition, users at this location identified more activities and things to do, more trees and planting, better cycle facilities and wider pavements as important to them.

At Location D users felt most strongly that traffic should be slowed or reduced. They also expressed a significant desire for improved materials and

surfaces, more activities and things to do, and wider pavements. In addition users at this location mentioned they would like better pedestrian crossings, more cycle facilities, more seating and more shelter.

At Location E users felt most strongly about wishing for more shelter, reduced traffic, wider pavements and improved materials and surfaces. This fits with researcher observations of particularly poor surfaces leading to drainage issues at this location and a dominance of vehicles at this busy junction. Users also expressed, to a lesser degree, that they felt better lighting, more trees and vegetation, more activities and things to do, more seating and better cycle facilities were needed.

These results show that different aspects are of particular concern to users in different locations, however a need for wider pavements, reduced or slowed traffic, improved pedestrian crossings and improved materials and surfaces, is found throughout. Other issues found commonly were a desire for more cycle facilities, seating, shelter and trees and vegetation. These are elements that should be paid particular attention to when making design responses for the town centre, with particular focus on the data from users at each location.



- Improving pedestrian crossings
- More activities / things to do
- More trees / planting
- Better cycle facilities
- More seating
- Better lighting
- Wider pavements
- More shelter
- Improved materials / surfaces
- Slow / reduce traffic

HOW SAFE DO USERS FEEL?

BRUNTSFIELD + MORNINGSIDE

User interviews were also coded for people's responses when asked how safe they felt in this space, on a scale of 1 to 10. 10 was considered the highest. Following their answer to this question users were also asked why they felt particularly safe or unsafe. This further information fed into analysis of each space against the 12 Quality Criteria which includes focus on protection from both crime, traffic and climate.

The results shown here reveal average scores for each Location within the Bruntsfield and Morningside town centre at each time of day and on different days of the week. A graph below also shows the overall score for each location, averaged across all days of the week.

OVERALL:

This overall graph shows that all locations were considered extremely safe across the town centre. This forms a direct contrast to the Leith Walk and Great Junction St town centre where scores were significantly lower. Whilst all locations within Bruntsfield and Morningside were felt to be very safe, Location B scored highest by users for perceptions of safety, followed closely by Location C. Location D was considered least safe. At all locations, reasons for lower scores were connected with traffic and fear of traffic accidents rather than crime.

LOCATION A:

At Location A the safest time of day (according to registered data) was 8am. This is perhaps due to larger numbers of people being on the street creating natural surveillance. Weekdays were felt to be less safe than weekend days.

LOCATION B:

The safest time at Location B was found to be 12pm and on Fridays. This is perhaps due to less traffic being present at the junction at this time making crossing the road easier and less pedestrian congestion reducing the need to step into the road to pass one another.

LOCATION C:

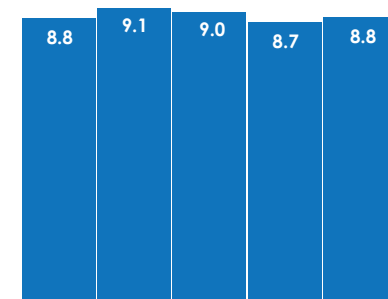
The safest time at Location C was considered to be at 12pm or 3pm on Fridays. Similar to Location B, there are extremely narrow pavements at this point with traffic felt to be a threat, and at these times less traffic would be on the road and less pedestrian congestion meaning users have to step into the road to pass one another.

LOCATION D:

Users at Location D felt safest at 12pm on Tuesdays. Similar to other locations, given traffic was felt to be of most concern, this time may have felt safest due to less traffic on the road presenting a threat to pedestrians and cyclists at this time. The least safe time was felt to be at the 8am time slots - rush hour - and on Saturdays when the street was relatively busy.

LOCATION E:

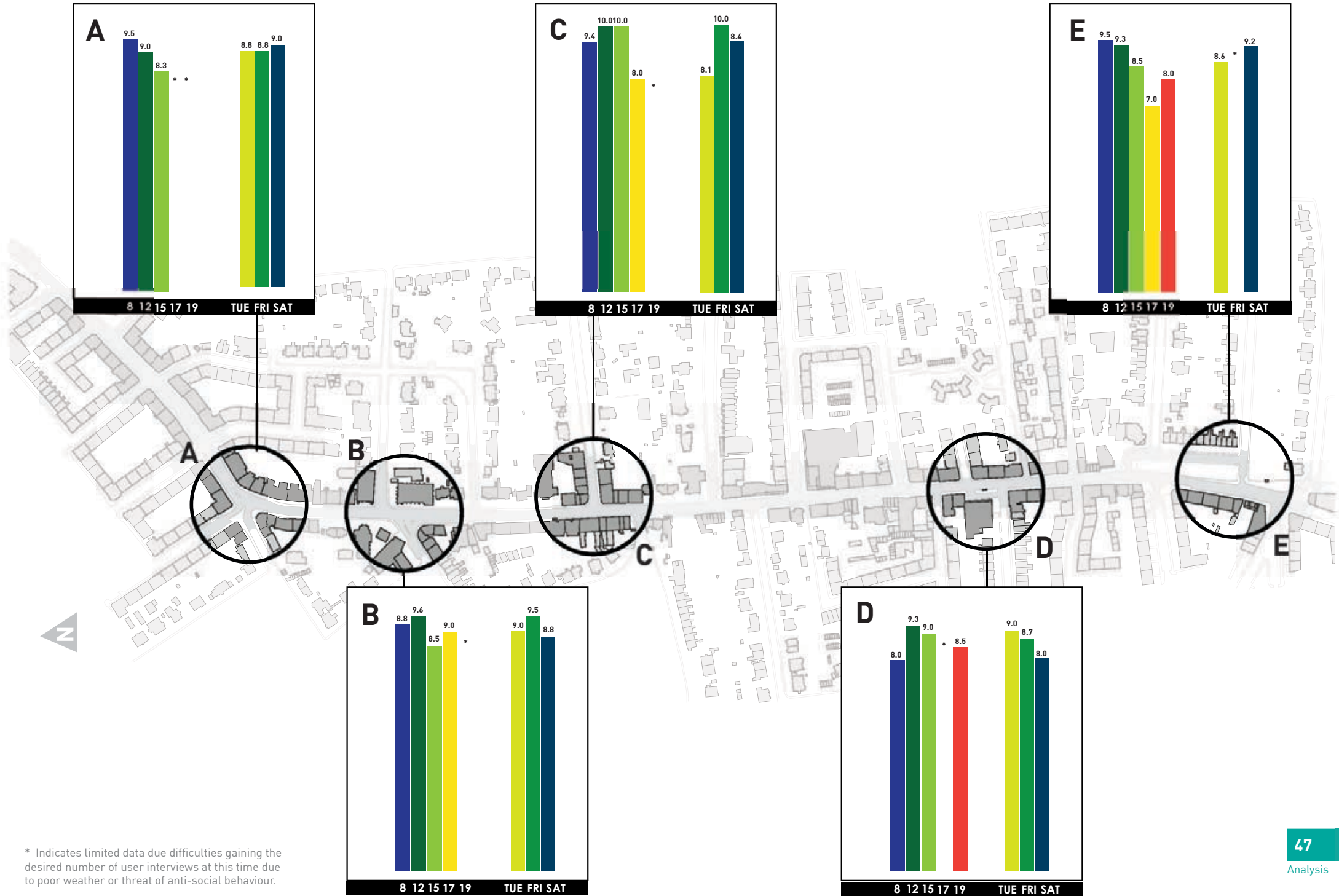
At Location E the safest times were considered to be 8am on a Saturday. The junction was observed to be less busy with traffic at this time which may be the reason for this result. The least safe time was considered to be 5pm on a Tuesday - during rush hour - despite large numbers of pedestrians being on the street at this time.



A B C D E

AVERAGE USER PERCEPTION
OF SAFETY BY LOCATION

BRUNTSFIELD/MORNINGSIDE



* Indicates limited data due difficulties gaining the desired number of user interviews at this time due to poor weather or threat of anti-social behaviour.

DEMOGRAPHIC ANALYSIS

BRUNTSFIELD + MORNINGSIDE

The timed ten minute demographic mapping exercise conducted at each time slot and in each town centre gives a good indication of the proportion of male to females occupying the space, and different age groups.

Overall, both males and females were very equally represented at the Morningside and Bruntsfield town centre during the week. This indicates an environment in which people feel safe. A good diversity of different age groups were also represented at this town centre with people of all ages visually represented. In the morning during weekdays, there was significant visual representation of young people between 11-18 years old. Researchers noted large groups of school children walking to school together which explains this group. The Morningside and Bruntsfield town centre is active at all times a day and all times of the week, though has a tendency to be quieter in the evening compared to the rest of the day.

In general, the demographic picture does not change a lot between the five key locations and there is not a direct pattern for one group represented more than other. According to our collected data, there is a great diversity of people visually represented at the Morningside and Bruntsfield town centre. Whilst there was little difference in groups represented between different locations, the following looks at the data for each location in more detail.

LOCATION A:

All groups of age are represented at Location A during the week. On weekdays, all age groups are represented, however in the morning on weekdays the public space is dominated by people in the age group 11-18 years. Schoolchildren were observed in large volumes at the 8am time slot which may explain this trend. There is a good representation of all age groups in this area.

LOCATION B:

There are slightly more females represented at this location than males during the week, but the gender split is nearly equal indicating an area felt safe from crime. All age groups are represented during the week. During weekdays, all age groups are represented, weekday mornings those aged 11-18 dominate the public space (especially earlier in the week). At the weekends especially those aged 19-45 years are represented.

LOCATION C:

There are slightly more females represented at this location than males during the week, but representation is nearly equal. All age groups are represented during the week. During weekdays, all age groups are represented but especially on weekday mornings 11-18 year olds dominate the space. At the weekend those aged 19-45 are most represented.

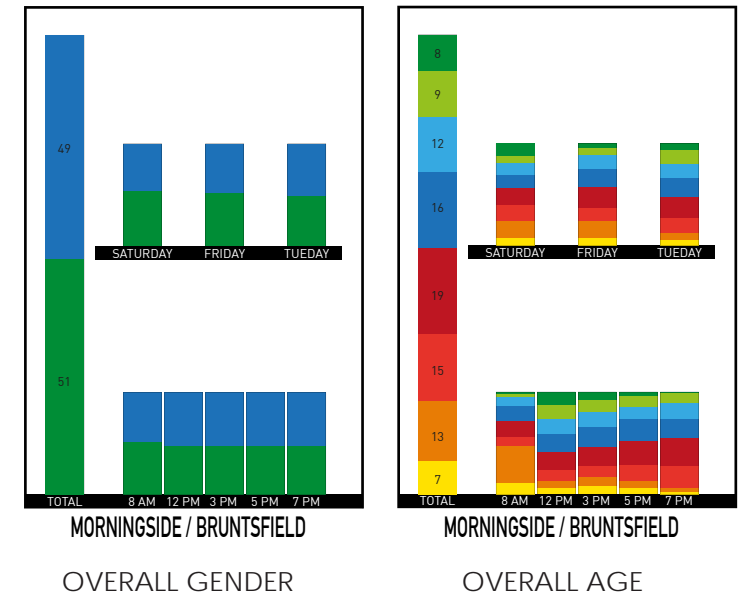
LOCATION D:

There are slightly more females represented at this location than males during the week,

particularly at the 3pm time slots. All age groups are represented during the week, but especially those in the 26-65 age group are visually represented. In general, this area is slightly more active at the weekend compared to weekdays.

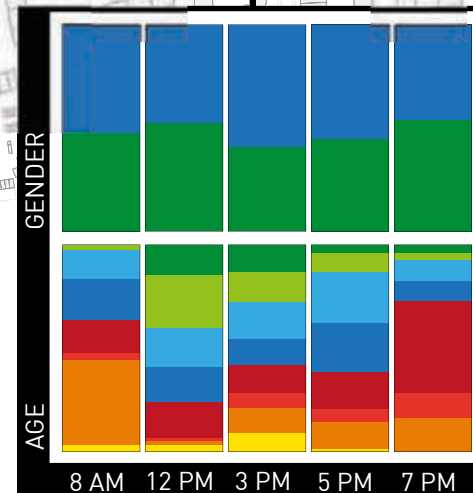
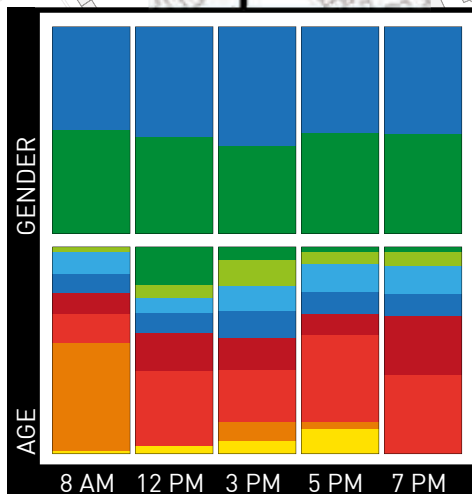
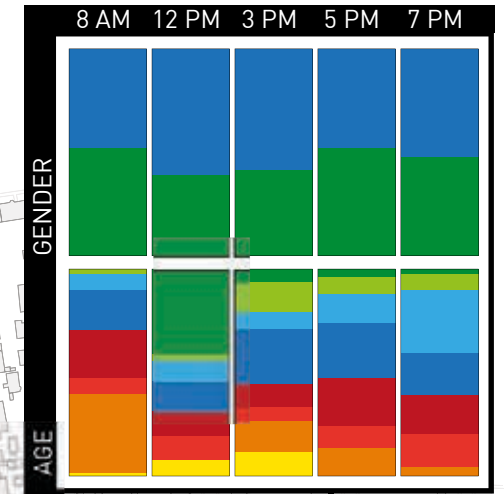
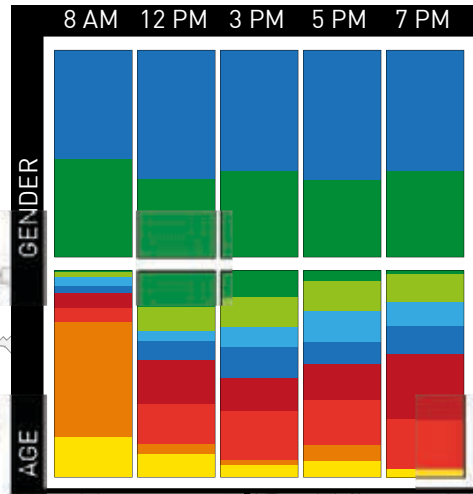
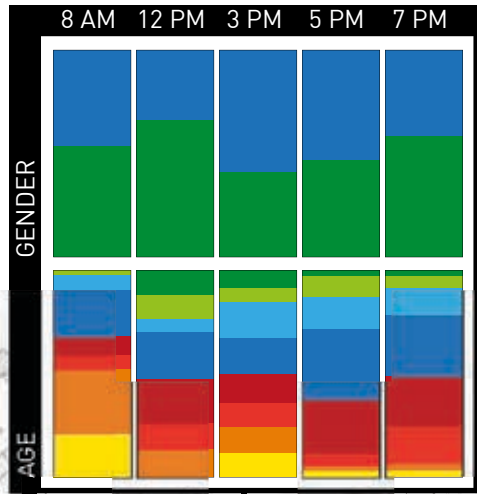
LOCATION E:

There are slightly more females represented at this location than males during the week, particularly at the 12pm and 3pm time slots. This location had fewer people represented during research on Friday and Saturday due to poor weather, but aside from there are no significant trends in the collected data.



TUESDAY 10 NOV

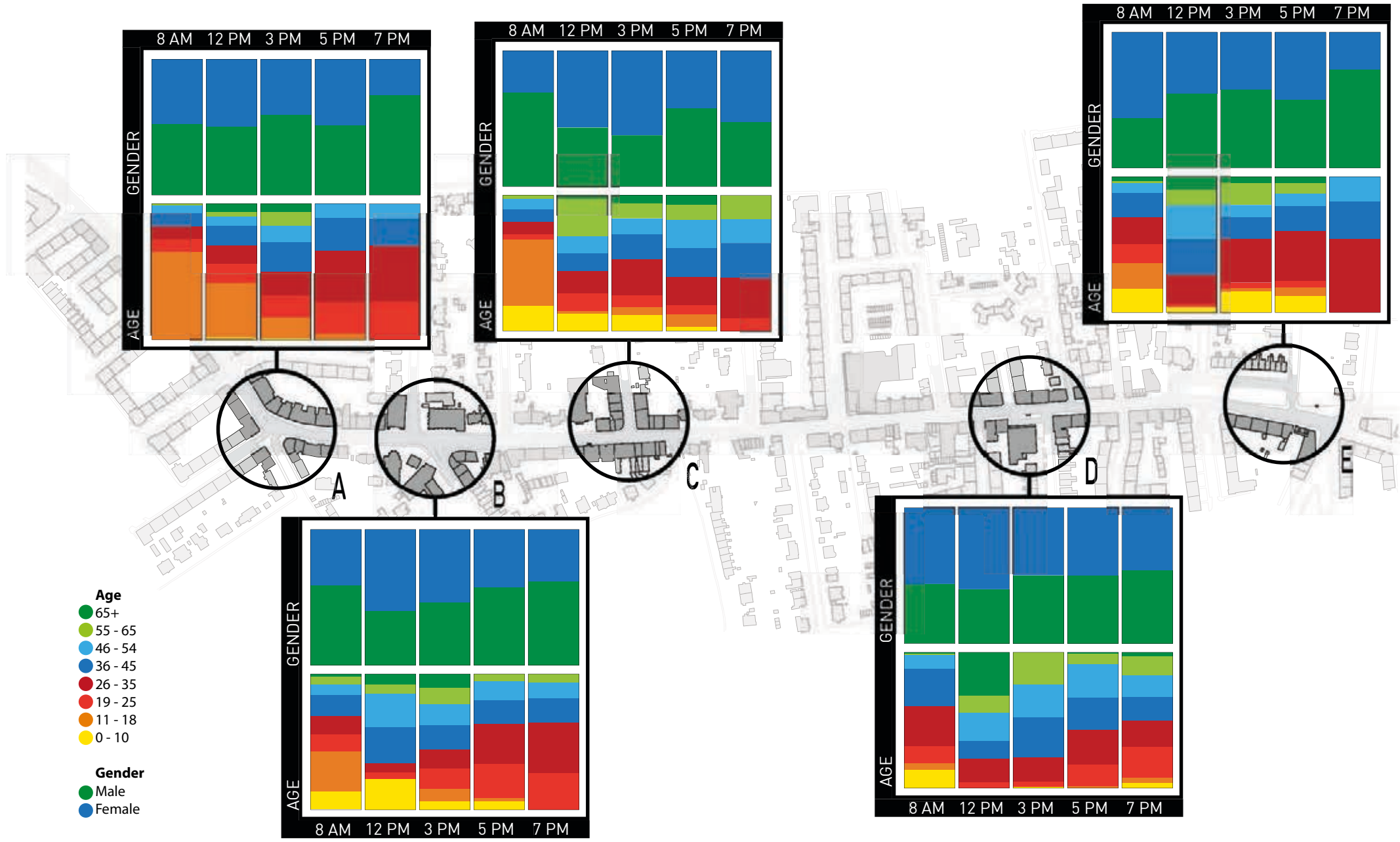
DEMOGRAPHIC ANALYSIS | BRUNTSFIELD + MORNINGSIDE



- Age**
- 65+
 - 55 - 65
 - 46 - 54
 - 36 - 45
 - 26 - 35
 - 19 - 25
 - 11 - 18
 - 0 - 10
- Gender**
- Male
 - Female

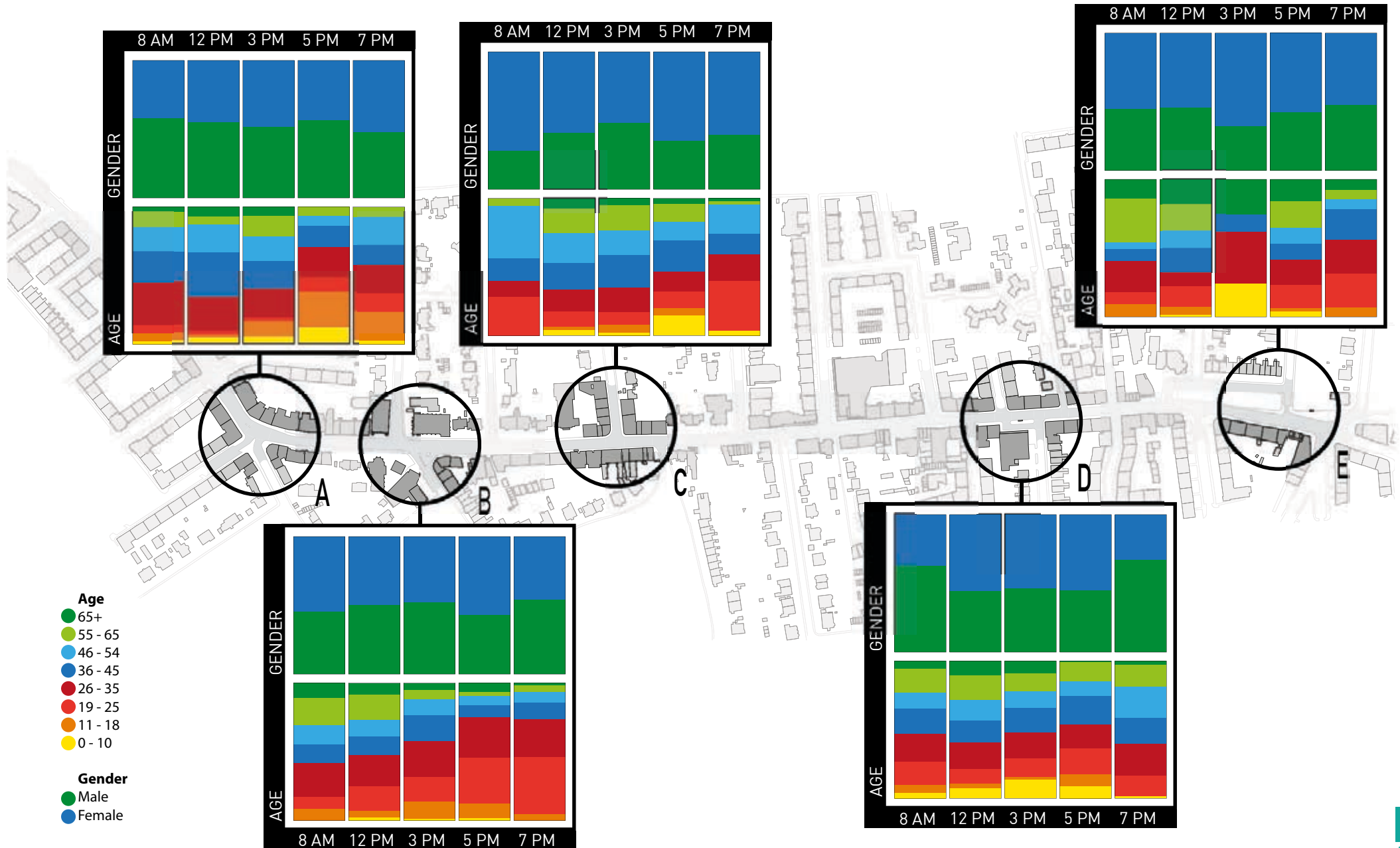
FRIDAY 13 NOV

DEMOGRAPHIC ANALYSIS | BRUNTSFIELD + MORNINGSIDE



SATURDAY 14 NOV

DEMOGRAPHIC ANALYSIS | BRUNTSFIELD + MORNINGSIDE



PEDESTRIAN ANALYSIS

MORNINGSIDE + BRUNTSFIELD

Researchers conducted pedestrian counts for a timed ten minutes at each of the five locations in the town centre at each of the time slots (8am, 12pm, 3pm, 5pm and 7pm) and on each of the three research days (Tuesday, Friday, Saturday). The following graphic summarises this data.

In general, Morningside Road and Bruntsfield Place is an active area with a lot of pedestrians passing at each location during the week. Location B, a key movement route which connects the area to other parts of Edinburgh, had most pedestrians passing by during the week, closely followed by Location A at Bruntsfield Place and Location D in the middle section of Morningside Road. There are nearly no differences between the weekdays, which means that the area is continually active during the week all time of day.

During the research days, it was raining heavily during some time slots on Friday and also some times on Saturday. This may have had an impact on the collected data, reducing pedestrian numbers observed at these times.

LOCATION A

The flow of pedestrians is relatively constant during the day at Location A. Noteworthy is that it rose to a peak at lunchtime on Friday, with numbers more than doubling compared to other time slots. Pedestrian flow was found to be slightly more unstable at the weekend, with 12pm and 5pm the peak times. The 3pm time slot may have experienced reduced numbers due to a rain spell.

LOCATION B

Location B is the most active in this city centre during the week with the largest number of pedestrians observed. It peaks during the day on weekdays and again in the middle of the afternoon during weekends. During the weekends, the location is less active. This correlates with user interview data which found Location B being used primarily as a movement route to work, uni or home. Location B includes a large junction that connects the area to other parts of Edinburgh. It has larger institutions such as banks, churches, and grocery shops together with a busy bus stop, which would explain the high flow of pedestrians during the week.

LOCATION C

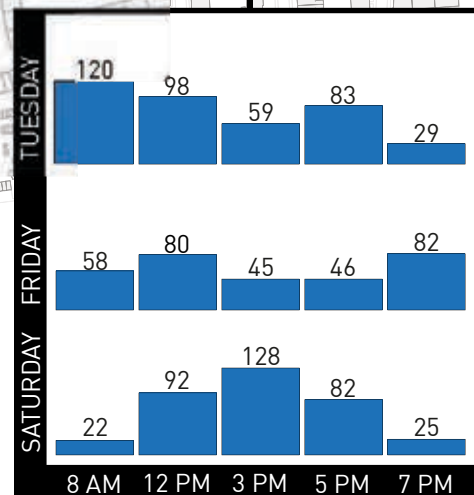
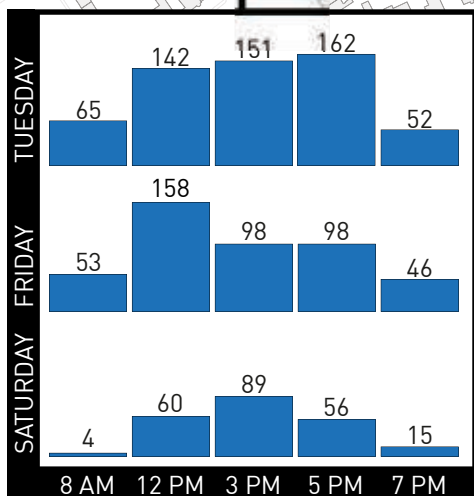
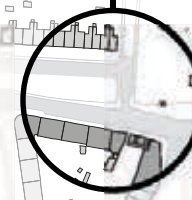
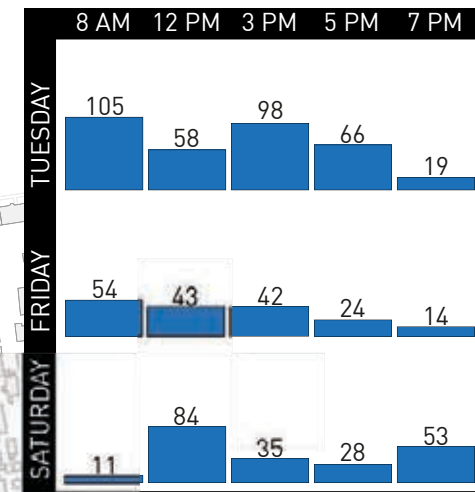
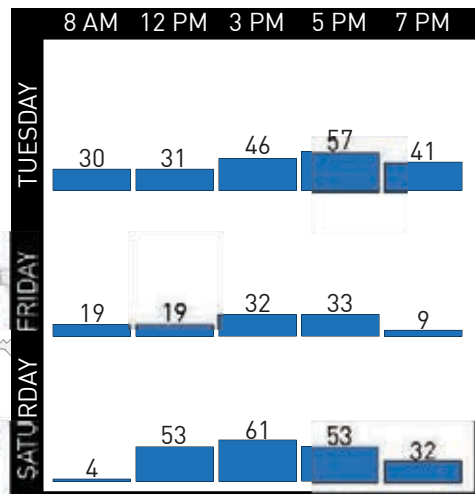
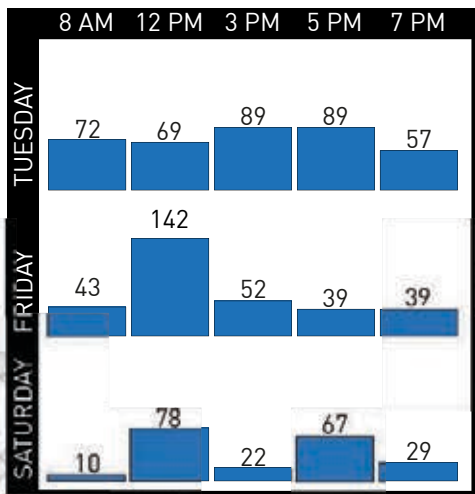
This location is less active than the rest of the area. The flow increases in the afternoon on weekdays and in the middle of the day during weekends. Location C is more active during the weekend than on weekdays. There are no key functions here, and was observed to be more of a movement route North-South along very narrow pavements.

LOCATION D

No direct pattern was found in the pedestrian flow at Location D on weekdays, The location has a very busy bus stop that changes the flow by the minute and so numbers may change at different time slots depending on whether a bus was about to arrive or had just arrived. During the weekend, pedestrian flow peaked in the middle of the afternoon. On weekdays, particularly Tuesday, pedestrian flow is highest during the morning rush hour at 8am.

LOCATION E

Location E covers a large area where people cross the street in variety of ways. Generally on weekdays the largest pedestrian flows are in the morning with this tapering off later in the day. This location is close to a primary school which may explain the peaks during the weekday mornings in addition to those going to work during rush hour. Location E is at the end of the city centre and so shops and other active uses are more spread out here than in the rest of the city centre.



TEST WALKS

MORNINGSIDE + BRUNTSFIELD

On each of the research days, each researcher would conduct a 'test walk' down the entire length of the town centre on one side of the street, and then walk in the other direction on the other side of the road back to the end they started at.

On the first day at each town centre researchers walked this length as if they were any other user, noting down any obstacles, hindrances, waiting points, or other frustrations or sensory experiences they encountered. On the second two research days at each town centre the researchers each focussed on a different element of their experience as they walked the town centre - awnings and seating, materials and surfaces, pinch points, trees and vegetation, or bins and street clutter - both in terms of existing conditions and opportunities for improvement. The theme chosen was switched for a different one on the third day's test walk to ensure the maximum observations from different researchers were obtained.

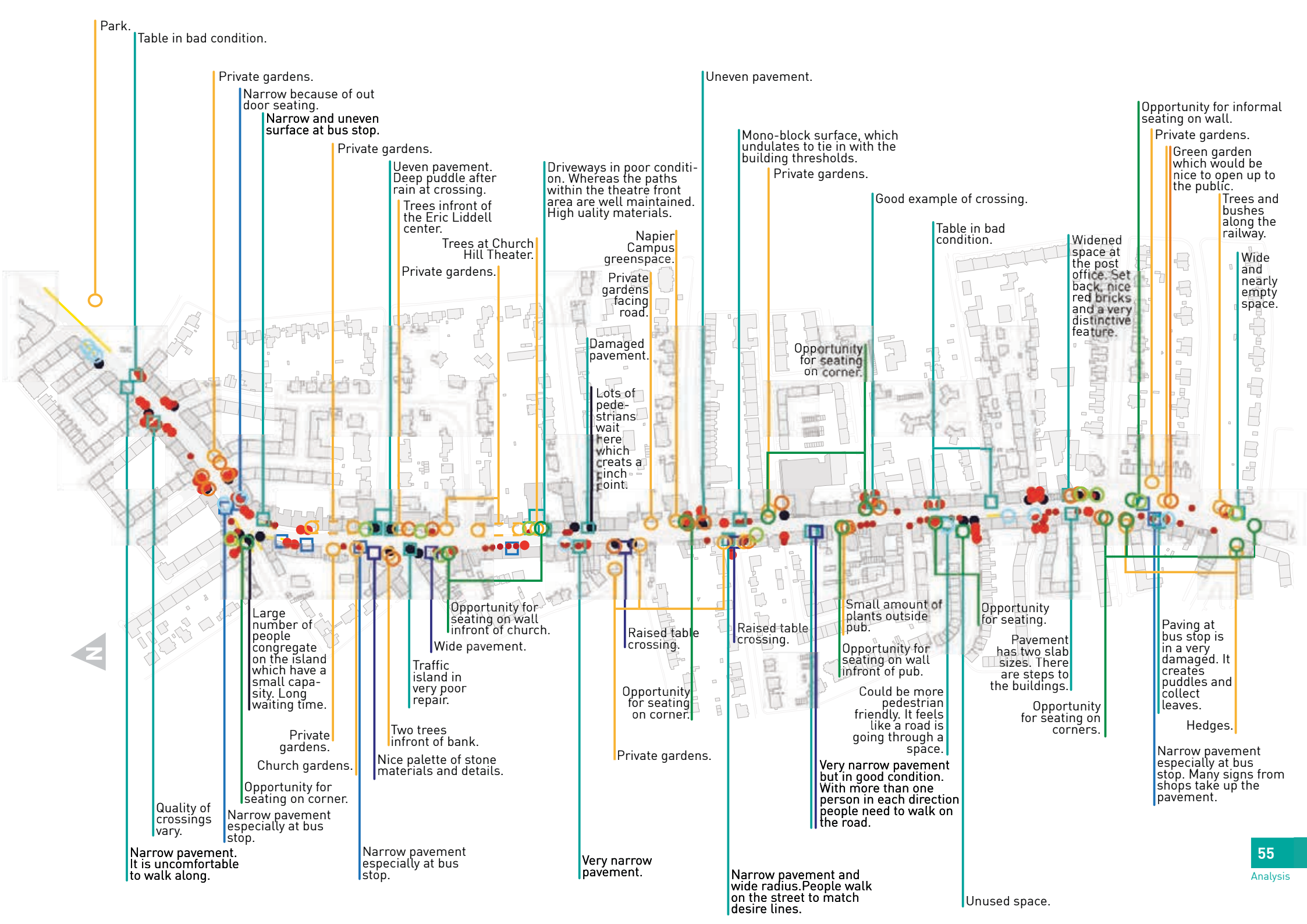
The map opposite shows a collection of observations and thoughts relating to each researchers' experience of walking up and down the Bruntsfield and Morningside town centre. These are the key points noticed by researchers on their 'general' walk. The following pages show more specific information relating to the five themes.

A key observation about the Bruntsfield and Morningside town centre was that despite

interesting small shops and facades, the pavement is many places along the town centre length is so narrow that it is nearly impossible to do window shopping. Any pedestrians stopping or walking side by side cause congestion on the pavement and others to need to walk in the road. On particularly narrow stretches (such as opposite Waitrose) only one person can comfortably walk single file, with those walking in the opposite direction having to step into the road to pass.

Narrow pavements in the Morningside and Bruntsfield town centre mean that items such as bins, advertising boards, and café seating can be very obstructive for pedestrians. In some spaces, such as between Falcon Ave and Falcon Road West, there is little consistency in the position of such items which results in pedestrians weaving between obstacles. It is not possible to walk and have a conversation without frequently having to resort to single file to pass obstacles due to the narrow pavement.

- SEATING
 - Existing
 - Opportunity
- BINS
 - Small
 - Large
- PINCH POINTS
- BOLLARDS
- AWNINGS
 - Existing
 - Opportunity
- TREES AND SOFTLANDSCAPE
 - Existing
 - Opportunity
- MATERIALS
 - Good examples
 - Opportunity for improvement
- WAITING POINTS



Park.
Table in bad condition.

Private gardens.
Narrow because of out door seating.
Narrow and uneven surface at bus stop.

Private gardens.
Uneven pavement. Deep puddle after rain at crossing.

Trees in front of the Eric Liddell center.
Trees at Church Hill Theater.
Private gardens.

Driveways in poor condition. Whereas the paths within the theatre front area are well maintained. High quality materials.

Napier Campus greenspace.
Private gardens facing road.
Damaged pavement.

Lots of pedestrians wait here which creates a pinch point.

Uneven pavement.

Mono-block surface, which undulates to tie in with the building thresholds.

Private gardens.

Good example of crossing.

Table in bad condition.

Widened space at the post office. Set back, nice red bricks and a very distinctive feature.

Opportunity for informal seating on wall.

Private gardens.
Green garden which would be nice to open up to the public.

Trees and bushes along the railway.

Wide and nearly empty space.

Large number of people congregate on the island which have a small capacity. Long waiting time.

Opportunity for seating on wall in front of church.

Wide pavement.

Traffic island in very poor repair.

Two trees in front of bank.

Nice palette of stone materials and details.

Raised table crossing.

Raised table crossing.

Opportunity for seating on corner.

Private gardens.

Small amount of plants outside pub.

Opportunity for seating on wall in front of pub.

Could be more pedestrian friendly. It feels like a road is going through a space.

Very narrow pavement but in good condition. With more than one person in each direction people need to walk on the road.

Opportunity for seating.

Pavement has two slab sizes. There are steps to the buildings.

Opportunity for seating on corners.

Paving at bus stop is in a very damaged. It creates puddles and collect leaves.

Hedges.

Narrow pavement especially at bus stop. Many signs from shops take up the pavement.

Quality of crossings vary.

Narrow pavement especially at bus stop.

Narrow pavement. It is uncomfortable to walk along.

Narrow pavement especially at bus stop.

Very narrow pavement.

Narrow pavement and wide radius. People walk on the street to match desire lines.

Unused space.

BINS

Along Morningside Road and Bruntsfield Place bins were observed to primarily be either positioned in big clusters on the pavement or gathered tucked down side streets near to the junction with the main road. There is a lack of a system for placing these bins in the street creating a messy setting and limited space for them on narrow pavements. These effectively narrow the pavement. Bins are often smelly, and were observed to be different sizes, colors, and models, which disturbs the eye while walking along the pavement, cluttering up the pavement and often creating obstacles disrupting pedestrian desire lines. Trade bins outside shops also make it hard for cyclists to lock up bikes perpendicular to pedestrian flow on poles. Bins should be better integrated into the street setting through creating a dedicated screened location for them to be positioned without further obstructing pedestrian flows. This will create a calmer and cleaner pedestrian user experience of the street.



BOLLARDS

Bollards were observed in several sections of Morningside Road and Bruntsfield Place. These narrow the pavement further, and create obstacles making it difficult for pedestrians to pass each other on the pavement. Bollards were observed to disturb and interrupt the flow of pedestrians and create a dangerous situation when pedestrians need to walk on the street to pass others on the pavement. By removing the bollards, there would be more space for pedestrians on the pavement creating a constant and more natural flow.



AWNINGS

There are only a few awnings along Morningside Road and Bruntsfield Place, and these are not always in use. The few shops where the awnings are in use the goods or seating in front of the shop takes up a lot of the narrow pavement. Whilst outdoor seating is good for public life and place function, widened pavements would improve the situation and ensure movement function was also improved. Awnings should be encouraged, in combination with wider pavements, to provide sheltered spots whilst pedestrians walk past, encourage more window shopping even in rainy conditions, and to enhance public life. The graphic to the right shows the location of existing awnings, there are opportunities for additional at almost all active frontages with shops/cafes and so these are not shown.



PINCH POINTS

The pavements on both sides of the road are frequently narrow and decrease to a one person width at particularly bad pinch points. Some areas of pavement have already been widened at corners to reduce junction size, however this results in some wasted areas of pre-cast concrete slab paving which could be built upon with seating/trees as space allows to enable more public life. Pinch points found are often along stretches of very narrow pavement and at bus stops where pavement width is further reduced. A-frames, street furniture and road signs on the pavement also make it also difficult to pass, and pedestrians weave from left to right. Stronger guidelines and consistency of positioning of street furniture, combined with removal of unnecessary clutter could ease congestion and create a more conducive space for strolling and window shopping.



MATERIALS

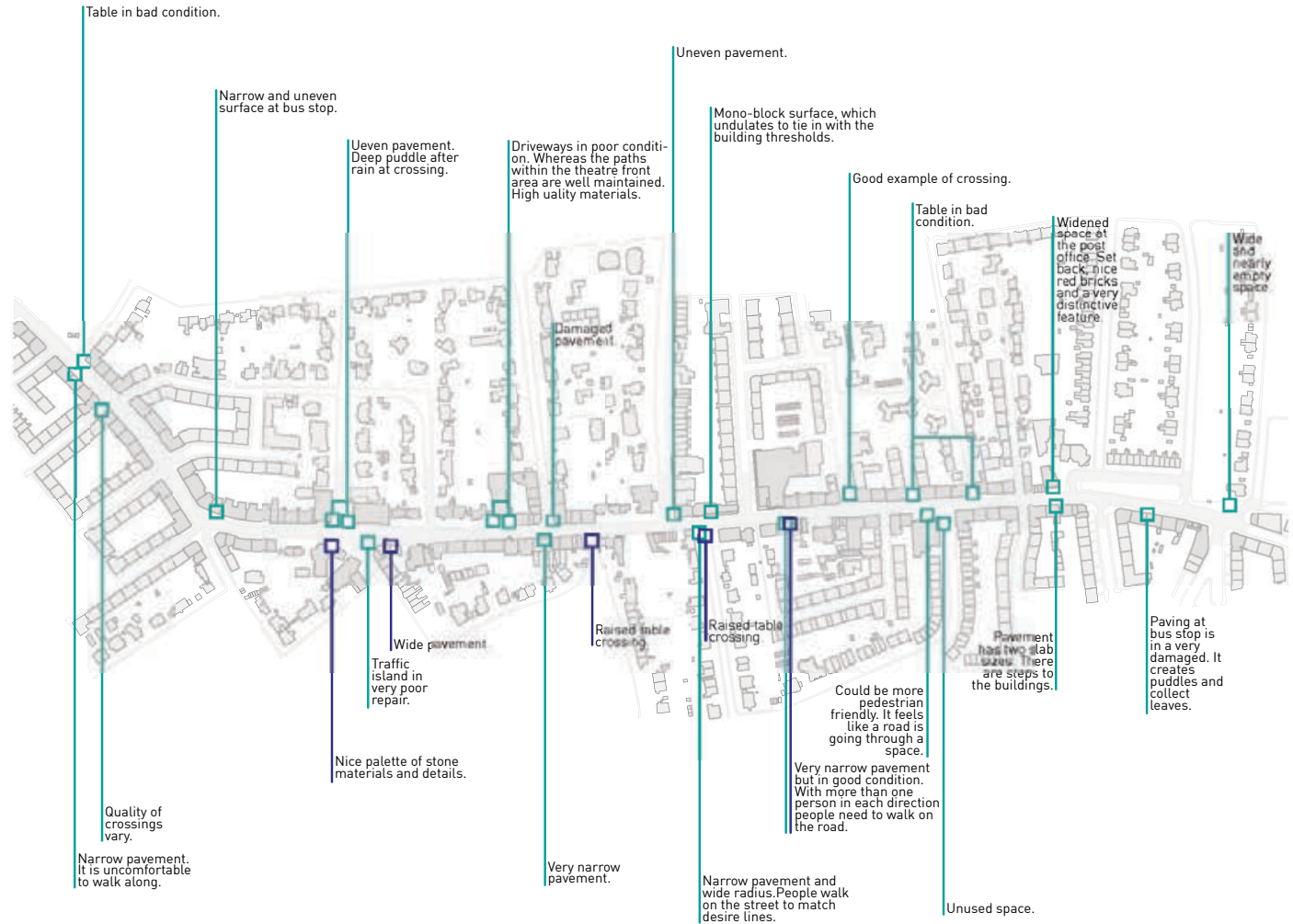
Morningside Road and Bruntsfield Place includes frequent sections of uneven pavement, and there is a lack of visual and colour contrast. Surface materials vary a lot and uneven surfaces create deep puddles after rain, especially at pedestrian crossings at the junction to the South.

The pedestrian movement surface is very uneven throughout with many ad hoc repairs and 'patching' of materials with tarmac. The quality of the raised table SRET crossings vary a lot and could be improved with continuation of pedestrian surface materials across minor junctions (with smaller scale detailing) to further state pedestrian priority at the SRET junctions. Notably, where private driveways cross the pavement, the quality of the surface finish is often poor, inconsistent, uneven and/or damaged.

Down the side streets, there are areas of original stone paving with much more character. There are often specific areas of paving associated with particular buildings, for example the Post Office, and the shops between Newbattle Terrace and Falcon Avenue. However the quality of materials and uneven surfaces in front of these shops is often poor and needs to be addressed.

Traffic islands are small, dangerous (appearing as if many collisions have occurred with them), and with inadequate pedestrian protection.

The bus border Kerbs (Kassel Kerbs) result in a crease in the pavement that makes it difficult for pedestrians and which often collect water due to poor drainage and become clogged with fallen leaves.



MATERIALS
■ Good examples
■ Opportunity for improvement

SEATING

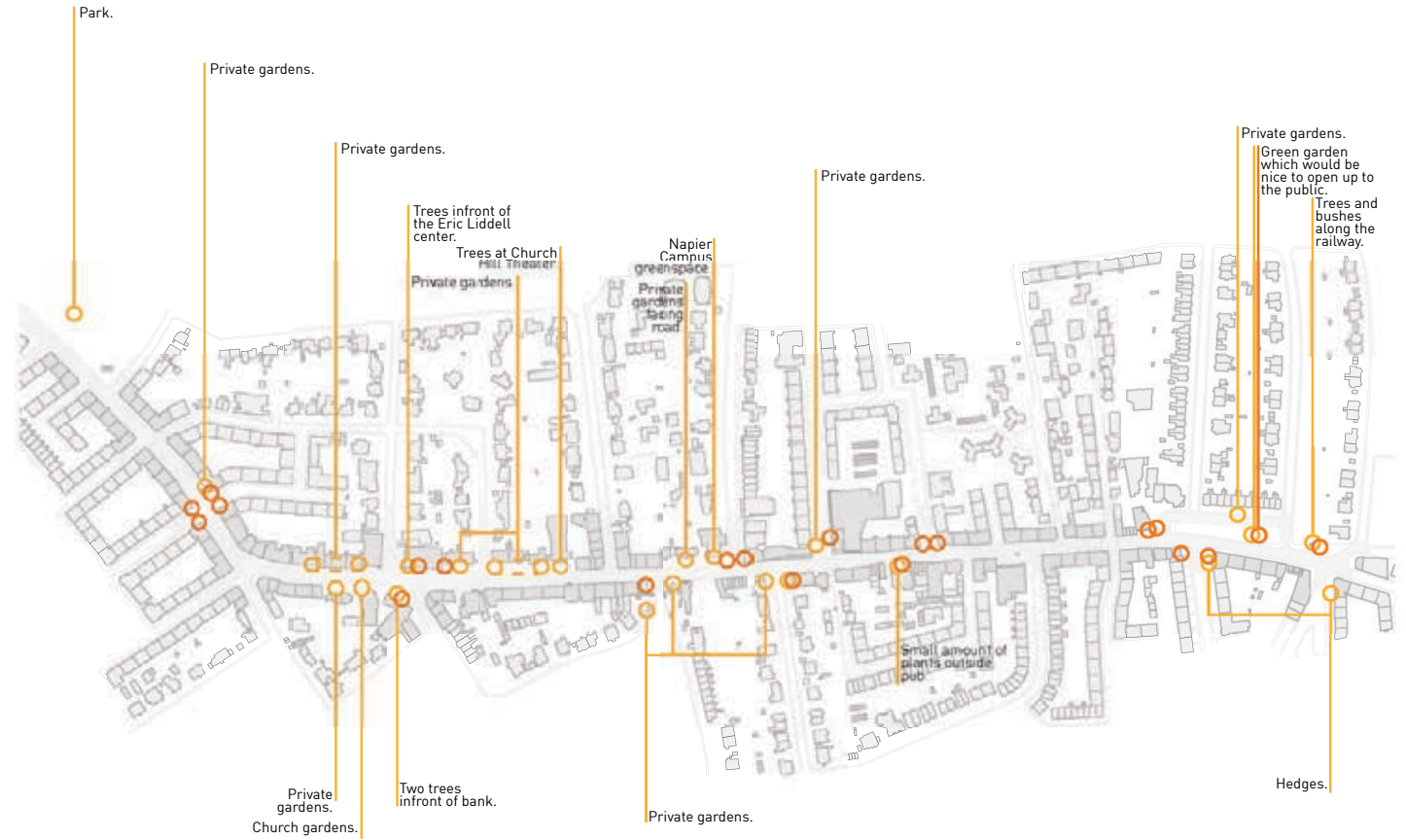
There are few benches in the area, however these are all in moderate to good condition. Some benches are places in public areas, others are within the grounds of churches or community facilities such as the Eric Liddell Centre. There are few secondary seating opportunities and significantly more benches or other seating would benefit opportunities to sit and stay in the public realm, particularly on wide corners of side streets where corner radii can be, or has been, reduced. These areas could incorporate benches combined with trees to divide these larger areas into smaller rooms and heighten the materiality and human scale interest in the area. These would enable those in need to take a rest, whilst giving a good overview of the activities up and down Morningside Road and Bruntsfield Place.



SEATING
Existing
Opportunity

TREES AND SOFT LANDSCAPE

There is a good amount of green space and trees in the area, but most of it is private gardens that look onto the road rather than publically accessible green space. There are a few spots at street corners where there is space for more trees or other plants. Generally there is not a lot of space along the street for more trees, though some opportunities do exist. Use of smaller raised planters would be possible in some locations where pavement width means even fastigate trees may not be suitable. Hermitage Terrace Park to the South of the town centre is the most significant green space, however this is currently hard to access by the public due to railings.



TREES AND SOFTLANDSCAPE
 Existing
 Opportunity

WAITING POINTS

The most significant waiting points observed were at the Holy Corner junction. Here it takes a long time to cross the street because of traffic volume, car priority and because the lights are confusing, with pausing needed at a variety of complicated traffic islands. At this location pedestrians also do not have an overview of the crossing and where the cars are coming from. This could be better managed through tightening up the junction, reducing corner radii, widening pavements, introducing clearer single phase crossing, and use of a unifying smaller scale detailed material across the main junction surface to indicate the area pedestrians can cross over during single phase crossing. Other waiting points were primarily at minor road junctions where these met the main road, with SRET junctions usually implying less waiting times due to cars giving way to pedestrians more frequently.



LOCATION A

CORNER OF
BRUNTSFIELD
PLACE

KEY ANALYSIS POINTS



Small scale shops provide visual interest in the day but become passive frontages in the evening

Users cite busy traffic at the Holy Corner as a key concern to feelings of safety.

Bollards with no function and other unnecessary street clutter create obstacles to pedestrian flow and should be removed.



Little shelter except for cafes and shops with awnings. Few seats or rest spots in public realm.

Existing outdoor seating provides some public life though could be better sheltered.

SRET on minor roads however better pedestrian priority could be established with continuance of paving materials over side roads.

Large expanses of pavement could be better utilised to provide primary and /or secondary more informal seating opportunities for passers-by and the nearby icecream parlour

LOCATION A

CORNER OF
BRUNTSFIELD
PLACE



PUBLIC LIFE ASSESSMENT AGAINST GEHL 12 QUALITY CRITERIA

1. FEELING SAFE

Users at Location A see traffic as a big nuisance in the area, particularly during morning rush hour or when weather is bad. The nearby junction at Holy Corner (location B) is often cited as the biggest nuisance to pedestrians. Pedestrians at Location A note that further down into Morningside there are issues with narrow pavements meaning they have to step into the road and busy traffic to pass.

2. FEELING SECURE

Users at Location A generally felt very safe. A couple cited concerns regarding school children, 'strange' people, or quieter darker streets off the main road. However almost all felt very safe and not somewhere they would worry about crime.

3. CLIMATE + POLLUTION

Users at Location A stated that they were strongly affected in use of the public realm during bad weather, with many choosing not to go outside or reducing time spent outdoors as far as possible. This indicates public life is reduced during poor weather due to a lack of protection against unpleasant sensory experiences and weather. Making a more sheltered comfortable place to spend time would help maintain public life during these poor periods of weather, for example more shop awnings to protect from rain whilst walking or window shopping or trees to act as sheltered partial protection from light rain.

7. OPPORTUNITY TO SEE

No users at Location A mention particular vistas or views from this spot, however many comment on liking this place because of the nice shops for window shopping and visual interest. This also helps add to the human scale and sensory interest of this place.

8. OPPORTUNITY TO TALK + LISTEN

Despite some users mentioning noise from traffic, generally Location A is seen as a relatively quiet spot suitable for conversations. This may indicate its suitability for more seating and social pausing opportunities.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Generally Location A is seen as a relatively quiet spot suitable for conversations, however few opportunities for play and/or unfolding activities exist here. The wider paving area at this junction further from the road would be particularly suitable for additional seating or standing/sitting activities especially with additional shelter as this is perceived as a safe area and with minimal intrusion from traffic or noise.

4. OPPORTUNITIES TO WALK

Large numbers of school children are noted by users at Location A as a significant group using this public space. Researchers also noticed these influxes of both school children and university students at morning rush hour, lunch time and in the afternoon when school finished. These large groups cause a lack of room on the pavement for those walking and indicate a need for wider pavement to accommodate peak pedestrian flows. This would also benefit those requiring wider clear routes along the pavement (for prams, walking aids etc), or those who would like to walk two a-breast to talk with friends. Some users at Location A noted the narrow pavements further toward Morningside as an issue, as well as the junction at Location B (Holy Corner) being hard to cross as a pedestrian.

10. DIMENSIONED AT HUMAN SCALE

Many users at Location A commented on liking the cafes, bars and shops, both to spend time and as visual interest in the area. The area is known for its series of small independent shops which acts a destination for many people and also helps achieve greater sensory interest and dimensioning at the human scale. When talking about traffic many users mentioned the nearby junction at Holy Corner as a bigger space where they felt threatened by cars. This agrees with other comments from users that they feel traffic and the road as the biggest nuisance in the area and the prioritising of a car environment over more human scale pedestrian environment.

5. OPPORTUNITIES TO STAND/STAY

When talking about opportunities to stand or stay at or around Location A, many users stated that they really liked the area and would particularly spend time at cafes, shops or - to a lesser extent - bars. Few would spend time outside in the public realm however, citing reasons such as 'no shelter'. People see Location A and the rest of Bruntsfield as a positive place they like to spend time, but only see the cafes, shops and bars as the places that they can do this. There is a lack of sheltered places to stand or stay comfortably in the public realm.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

There are currently few opportunities to enjoy the positive aspects of climate. Researchers observed some outdoor seating at nearby cafes, and informal use of lower walls for very occasional use to sit on (though these are too low and uncomfortable for longer stays), however there is very little shelter for those walking, window shopping or wanting to spend longer time here in terms of protection from rain and/or wind. Montpellier's was noted as having the best local example of outdoor seating combined with a protective awning from the rain and small planters on the pavement to create a defensible outdoor space for people to enjoy the public realm. Some other cafes had other outdoor seating but this was often cold and exposed.

6. OPPORTUNITIES TO SIT

No users at Location A expressed that they ever sit outside in the public realm. The only exception to this were two homeless men observed by researchers sat outside RBS on the ground. Places such as cafes were frequently mentioned as places they would sit with friends [sometimes outside], but generally the public realm is not seen as a place to sit or spend time. Lack of shelter is given as a primary reason for this. More incidental seating opportunities could be provided in the public realm through low walls, benches or similar in combination with planting and trees to offer some feeling of protection from traffic and mitigation of light rain.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Many users at Location A cited needing protection from the weather as their most significant (negative) sensory experience. Others commented on narrow pavements as a negative aspect of the environment. Researchers observed a large number of bollards which should be removed as they create street clutter and seem to serve little function. Better materiality across the pedestrian desire lines over the minor junction would improve surface treatments and help prioritise pedestrians at this location.

BEHAVIOURAL MAPPING: LOCATION A

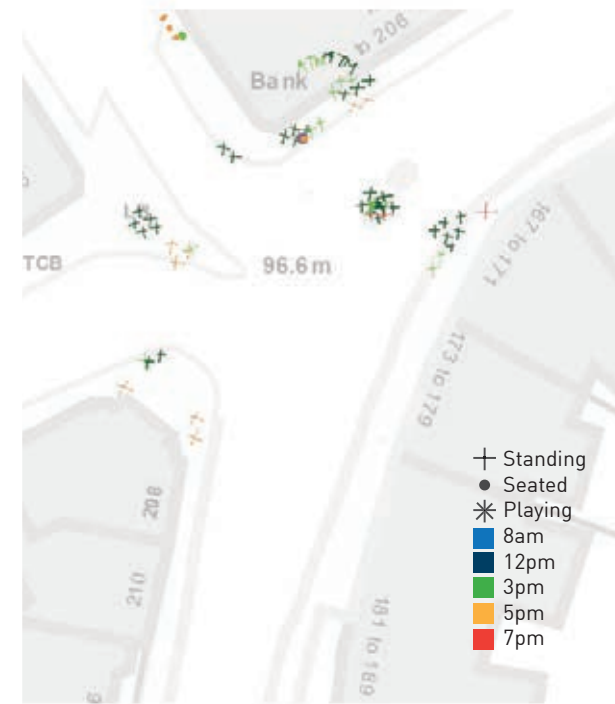
MORNINGSIDE + BRUNTSFIELD



TUESDAY 10 NOVEMBER



FRIDAY 13 NOVEMBER



SATURDAY 14 NOVEMBER

- + Standing
- Seated
- * Playing
- 8am
- 12pm
- 3pm
- 5pm
- 7pm

People marked as standing were observed by researchers to be waiting to cross the street, window shopping or waiting to meet friends at this location. During the research on Friday it was raining during many time slots, and so only a few people were observed standing at this location. Especially at 3pm, 5pm and 7pm nobody was standing, sitting or playing during the ten minutes of research (no stationary use of space).



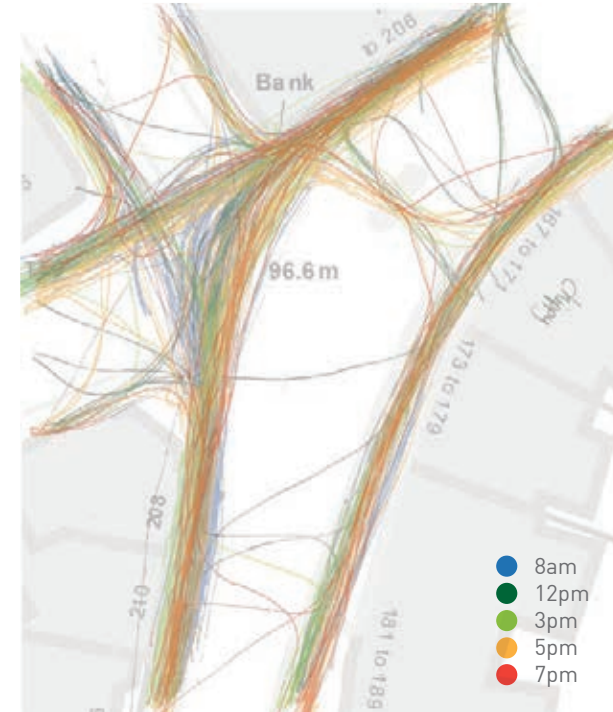
TRACING STUDIES: LOCATION A

BRUNTSFIELD + MORNINGSIDE

Tracing studies were conducted at each time slot on each of the three research days for a total timed length of ten minutes each.

Tracing studies mark pedestrian movement lines onto a map of the area. As these build up pedestrian desire lines and highly trafficked routes become more obvious, giving a graphical representation of the volume and direction of pedestrian movement.

Here these have been colour coded by time of day and compiled into a composite map to show usage throughout each day of the week. For a more detailed breakdown please see the Appendix.



TUESDAY 10 NOVEMBER

Location A is crossed by intense pedestrian flows during the whole day. The West side of Bruntsfield Place appears more popular. The East side presents a visible pinch point around No.s 181-189 Bruntsfield Place. Secondary pedestrian traffic along Merchiston Place and Montpelier Park is consistent throughout the whole day, with the exception of the South side of Merchiston Place which appears less crowded. The extended pavement between the secondary thoroughfares is consistently used in all directions with a richness of desire lines. It would be advisable to maximise the existing potential of this area to enhance a variety of local activities and promote chances to pause.

The noticeable flow of pedestrians across this extended part of pavement at the junction calls for ways of improving the use of the space by conveying a visually clear continuation of the pavement, to prioritise the pedestrian desire lines over vehicular traffic whilst also providing opportunities to stay or sit and people-watch.



FRIDAY 13 NOVEMBER

Location A is crossed by intense pedestrian flows during the whole day. The West side of Bruntsfield Place is visibly more popular, buzzing with activity at the junction with Merchiston Place and Montpelier Park. Secondary traffic along Merchiston Place and Montpelier Park is very consistent throughout the whole day, keeping on the West side of Bruntsfield Place. A wide variety of desire lines are registered during the day, with curvilinear and at times circular trajectories. Their close relation to the secondary routes on the West suggests opportunities for visually linking the area with the residential parts behind.

On the East side of Bruntsfield Place, the pinch point between No.s 181-189 is still noticeably causing disruption and would benefit from a widening of the pavement or a more rounded-off corner to facilitate a smooth flow.



SATURDAY 14 NOVEMBER

A peak of foot traffic is registered in the area in the 8am time slot, with consistent flows of pedestrians on both sides of Bruntsfield Place and on the North side of Merchiston Place. The traffic island before RBS is still the main way of crossing Bruntsfield Place, but it is now accompanied by more increased jaywalking, especially on the North of the island throughout the whole day. Jaywalkers cover considerable lengths across the junction with individual cases between the South end of Merchiston Place and the East side of Bruntsfield Place.

By introducing uniform paving across the junction to the West, the whole area would become more pedestrian friendly, increasing safety at crossing points. A visible flow of pedestrians along Merchiston Place and Bruntsfield Place, merging with the foot traffic from Morningside Road would be more easily accommodated by increasing the radius of the corner in front of RBS.

LOCATION B

HOLY CORNER
JUNCTION,
BRUNTSFIELD +
MORNINGSIDE

KEY ANALYSIS POINTS



Eric Liddell Centre provides primary and secondary seating and community functions.

Confusing disjointed pedestrian crossings, poor pedestrian priority and long waiting times.

Busy traffic at Holy Corner junction and a car-dominated environment.

Very narrow pavements and large corner radii push pedestrians close to traffic.



Traffic and the busy junction is seen as major hindrance to walkability and perceptions of safety.

Pedestrians cut through the semi-public space outside Bank of Scotland as a calmer less traffic dominated route between Bruntsfield Place and Colinton Road.

Railings between Tesco and Bank of Scotland restrict opportunities for pedestrians to follow desire lines.

LOCATION B

HOLY CORNER
JUNCTION,
BRUNTSFIELD +
MORNINGSIDE



PUBLIC LIFE ASSESSMENT AGAINST GEHL 12 QUALITY CRITERIA

1. FEELING SAFE

Traffic is seen by users at Location B as a big problem. Users felt the junction at Holy Corner was 'a mess', that large volumes of traffic combined with the noise were key issues, and that crossing were confusing, too narrow and unsafe for pedestrians. Some users expressed concerns as cyclists at Location B, saying they felt very unsafe and so had to be very careful to avoid traffic accidents. Users also stated that they felt unsafe walking on the narrow pavements close to the road, instead preferring to cut through the Bank of Scotland car park.

2. FEELING SECURE

Users at Location B felt very safe from crime. Almost all mentioned how safe they felt, that it was a safe area where they saw police and had no worries about crime. Only one user mentioned having heard about break-ins in the area but this did not relate to their feeling of safety in the street. Another user also mentioned increased fear of crime on the quieter roads off the main road here.

3. CLIMATE + POLLUTION

Most users at Location B stated that the weather affected their use of the space. The general feeling was that weather affected their use of the space a lot due to a lack of protection from negative climate. For example they would either take the car instead of walk or not go outside in bad weather. One user expressed that they just have to get used to the weather and would continue to cycle in all conditions. An increase in shelter and ways to protect against negative climate would benefit this location - for example, increased shelter at crossing points where pedestrians have to stand in rain and wind for long periods.

7. OPPORTUNITY TO SEE

Few users commented on positive or negative views and vistas at this point. Frequent mention was made by users at Location B that they enjoyed looking in shop windows and the mix of cafes and shops in Bruntsfield as an attractive element and of visual interest.

8. OPPORTUNITY TO TALK + LISTEN

Users at Location B did not mention the ability to listen or talk in either a negative or positive sense. Users talking about traffic commented on how noisy this was, and that this was an unpleasant sensory experience, however other users mentioned meeting friends here (to go to cafes or elsewhere).

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Users at Location B mentioned the importance of the Eric Liddell Centre as holding community events and activities. However few other activities or events were known about, with users often referring to markets in Morningside or further afield at Castle Terrace in Edinburgh.

4. OPPORTUNITIES TO WALK

Most users at Location B felt that on the whole it was easy to walk through this area. However many of them noted difficulties relating to narrow pavements meaning pedestrian congestion on pavements during peak periods or when large groups of school children are walking. Others mentioned difficulty in crossing the road, confusing crossing points and poor paving quality resulting in tripping hazards. Traffic is seen as a hazard in this area, resulting in some users walking through the Bank of Scotland car park shortcut as a way to be further away and a safe distance from traffic at the busy junction.

5. OPPORTUNITIES TO STAND/STAY

Most users at Location B enjoyed spending time in the area of Morningside and Bruntsfield but stated that this time was primarily spend inside cafes and bars, rather than in the public realm environment. The feeling from users was that this was a place they liked coming but did not feel there were opportunities to spend time outside because a lack of shelter or opportunities to do so. There are large numbers of uni students who go to Tescos or nearby at lunch time and an attractive civic space with sensory planting, seating, and shelter from poor climate would be beneficial in encouraging more public life.

6. OPPORTUNITIES TO SIT

Users at Location B reported using the seating at the Eric Liddell Centre on the junction corner opposite Tesco. This is seen as a good spot to sit during good weather. This is the only outdoor location cited as a place users sit, though researchers did also observe frequent uses of the bench outside Tesco too. Aside from these seats the general consensus from users was that there is nowhere to sit outside. They spend time at cafes such as Starbucks or bars/ restaurants like Montpeliers with friends but don't see the outside realm as a place they would sit.

10. DIMENSIONED AT HUMAN SCALE

Few users at Location B specifically referenced the human scale here. However reference was frequently made to the scale of the junction and heavy traffic compared to the pedestrian environment as a negative. Other users reported enjoying the mix of small shops, cafes and bars as a positive visual aspect providing human scale interest in the area.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

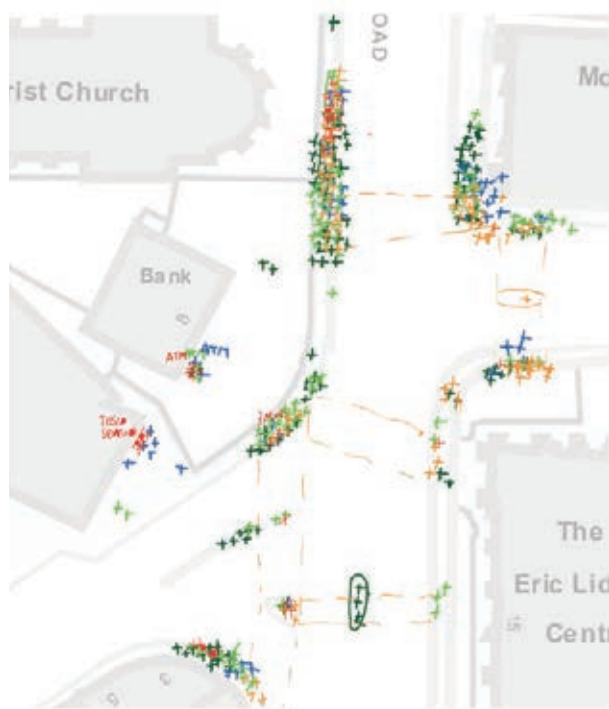
No opportunities to enjoy positive aspects of the climate were mentioned by users. Researchers observed the small wall in front of the Eric Liddell Centre was occasionally used by people to sit on in sunny weather. Providing additional places for people to sit and enjoy the climate when favourable, particularly on the Tesco and Bank of Scotland side of the road where footfall is higher would also bring benefits to public life and encourage more use of the public realm during sunny weather. Some other cafes had other outdoor seating but this was often cold and exposed.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

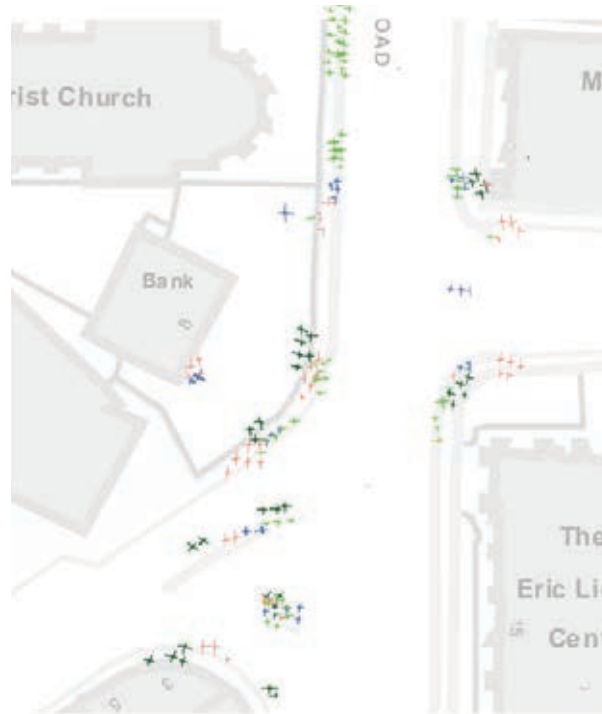
Whilst people felt the street was clean, some users highlighted the poor quality surface materials as an issue. For example poor quality pavements that caused trip hazards or pot-holes in the road which were a hazard to cyclists or other road users. Other users highlighted that they liked the trees at the Eric Liddell Church and desired more vegetation and trees throughout the street.

LOCATION B

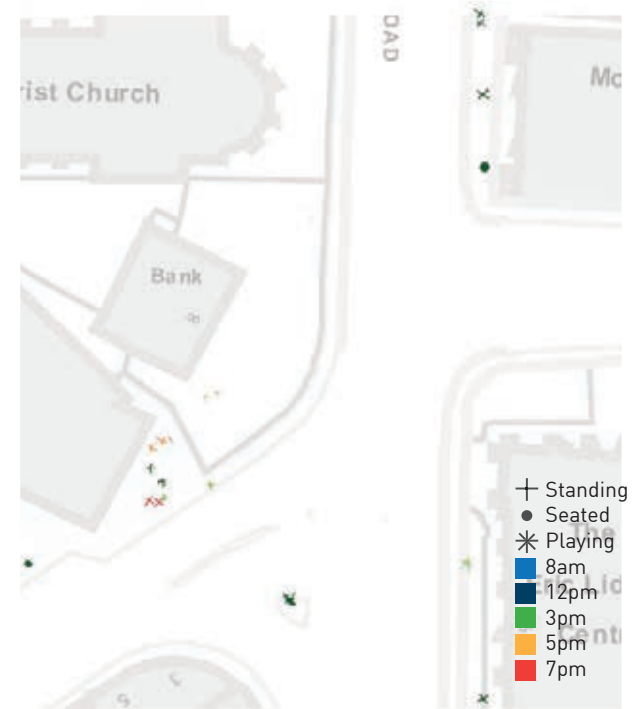
MORNINGSIDE + BRUNTSFIELD



TUESDAY 10 NOVEMBER



FRIDAY 13 NOVEMBER



SATURDAY 14 NOVEMBER

Those marked as standing are those waiting to cross the street, window shopping or standing still to talk to each other. Some are sitting outside Tesco Express. People are waiting for relatively long periods on the small traffic islands waiting to cross. The islands are too small to fit the numbers of pedestrians gathering. On Saturday at 8am there was no stationary use of the area. The longest stationary activity was a homeless man sitting outside the church at lunchtime on Saturday.



TRACING STUDIES: LOCATION B

BRUNTSFIELD + MORNINGSIDE

Tracing studies were conducted at each time slot on each of the three research days for a total timed length of ten minutes each.

Tracing studies mark pedestrian movement lines onto a map of the area. As these build up pedestrian desire lines and highly trafficked routes become more obvious, giving a graphical representation of the volume and direction of pedestrian movement.

Here these have been colour coded by time of day and compiled into a composite map to show usage throughout each day of the week. For a more detailed breakdown please see the Appendix.



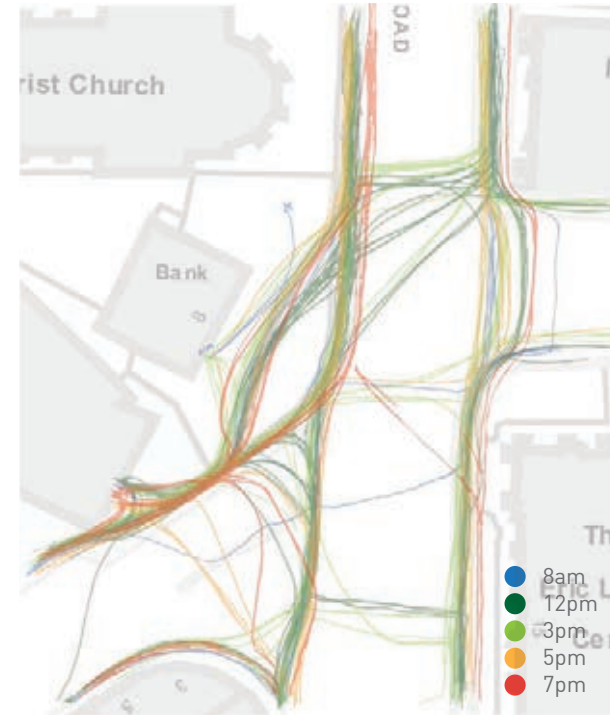
TUESDAY 10 NOVEMBER

Location B is an intensely used junction with intense foot traffic to and from both sides of Bruntsfield Place and with an equally heavy use of Colinton Road and Morningside Road throughout the whole day. Chamberlain Road presents a secondary flow of pedestrians, especially in the first part of the day though with almost no traffic registered from 7pm onwards. Crossing takes place mostly using the provided points at the traffic lights, especially in front of Christ Church and across Colinton Road. The area presents a series of major pinch points where primary flows meet on both the West and East sides, with street clutter further narrowing the usable radii of the pavement. These issues could be resolved by simplifying pedestrian crossings, widening pavements and removing superfluous street clutter.



FRIDAY 13 NOVEMBER

Foot traffic at Location B appears more moderate on a Friday with primary flows along Bruntsfield Place, Colinton Road and Morningside Road and secondary flows from Chamberlain Road, mainly from 5pm onwards. Despite the overall decrease of intensity of traffic, the area around the Bank of Scotland and Tesco's is used consistently. Major pinch points remain visible immediately before and after the car park with pedestrians using all available pedestrians areas. Crossing is less consistent in front of Christ Church and more intense across Colinton Road at the traffic lights. The number of scattered minor traffic islands at this junction would benefit from a unifying approach creating safer zones to accommodate the flow passing through. Considering the constant use of the Bank of Scotland car park, redesign of this car park to create a public pedestrian space would ease the flow through the existing pinch points which providing a civic space to stop and sit.



SATURDAY 14 NOVEMBER

Foot traffic across the area is visibly less intense with peak times registered at 12noon and 3pm. The West side of the junction is visibly more active with pedestrians on Bruntsfield Place, the Bank of Scotland car park and both sides of Colinton Road. The East side of Bruntsfield Place and Morningside Road is busy with foot traffic, with limited flows coming from Chamberlain Road. Diagonal crossing is registered almost exclusively after 12noon and links the East corner of Bruntsfield Place with the pavement adjacent the Bank of Scotland. A clear split in flows between the car park and the designated pavement is still a prominent feature in the area and considering the heavy foot traffic which is visible between Colinton Road, Tesco's and the car park, a reorganisation of the area and the existing barriers would facilitate the flow. The presence of desire lines across Colinton Road suggest a need for safer and clearer traffic islands to accommodate pedestrians crossing.

LOCATION C

JUNCTION OF
CHURCH HILL PLACE
+ MORNINGSIDE
ROAD



KEY ANALYSIS POINTS



Large numbers of pedestrians build up on narrow pavements before being able to cross the road.

Very narrow pavements create pedestrian congestion and reduced accessibility.

Positive views of churches to the North from Church Hill Place high point.

Large corner radii, long pedestrian waiting times to cross and narrow pavements create a hostile pedestrian environment.



Cafes and other frontages with potential for outdoor seating enhancing public life are present but cannot do so due to narrow pavements.

Bins clutter the already narrow pavements and effectively reduce the walkable width.

Views to the Pentlands to the South are a positive attribute of this high point, though cannot currently be appreciated due to a lack of standing/staying opportunities.

LOCATION C

JUNCTION OF
CHURCH HILL PLACE
+ MORNINGSIDE
ROAD



PUBLIC LIFE ASSESSMENT AGAINST GEHL 12 QUALITY CRITERIA

1. FEELING SAFE

Users at Location C felt traffic was heavy, loud and impeded crossing the road with ease. Many users felt pedestrians and cyclists should be given better priority and that the road layout would benefit from being reconfigured to do this. Many users feared traffic accidents whilst either walking or cycling. Some users mitigated this perceived threat by taking routes down the quieter back streets to avoid the main road. Researchers observed pedestrians having difficulty crossing the road between stationary cars at green pedestrian lights who had stacked up due to congestion. Many users reported having seen 'near misses' and said they worried far more about traffic than crime. The biggest fear was traffic accidents, with noise cited as also a negative factor related to the traffic.

7. OPPORTUNITY TO SEE

Whilst no users directly commented on views from this point, researchers observed people stopping from this high ground vantage point to take photos of the view toward the Churches at Holy Corner or to appreciate the view toward the Pentlands over Morningside. Views from this location should be preserved.

2. FEELING SECURE

All users at Location C stated they did not worry about crime here, with some giving examples such as feeling safe letting their children walk around alone as indicators of the degree of safety they felt here. Many users commented that they felt safe both at night and during the day.

8. OPPORTUNITY TO TALK + LISTEN

No users at Location C commented directly on noise levels in relation to having conversations, though many commented on the busy traffic and narrow pavements which are larger factors in preventing conversations at this location. Narrow pavements mean that it is hard to walk side by side for any period of time due to obstacles such as bins, poles and other street clutter or other pedestrians during busy periods. There are no points to stop without blocking the pedestrian path at present so conversations are hard to achieve at this location. Wider pavements, spots to rest along the long linear street with additional space for benches, trees and gathering of those wishing to have a conversation would help public life here.

3. CLIMATE + POLLUTION

The most commonly referenced unpleasant sensory experiences at Location C were cited by users as the number of bins - which were seen as messy, smelly, obstacles to pedestrian movement, and not emptied enough - and the narrow pavements and puddling in roads making pedestrian movement a challenge. Where puddles formed pedestrians had to navigate around these away from their desire lines or walk through cold water, and narrow pavements often forced pedestrians waiting to cross the road to have to stand in the road itself then jump back when cars approached.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Few users at Location C were aware of temporary markets in the area, with the exception of one user who mentioned the Saturday market behind the Merlin Bar. Aside from this there are no opportunities for play or unfolding activities in the immediate vicinity with public realm being restricted to narrow pavements acting almost entirely as movement routes due to their restricted width.

4. OPPORTUNITIES TO WALK

Researchers observed highly congested pavements at the junction with Church Hill Place where very narrow pavements and large corner radii meant pedestrians had to stand in the road to let others pass. Pedestrians found it hard to cross the road, and were observed often running between gaps in traffic, or standing in the road to see down the street so they cross on a red man due to the length of waiting time. Difficulty crossing restricts free movement between both sides of road for window shopping or to reflect desire lines. Shorter waiting times for pedestrians and changes in materiality at the junction to indicate pedestrian priority are recommended. Users at Location C reported key concerns including a need to widen pavements and that it was hard to walk as a pedestrian at times due to congested pavements.

10. DIMENSIONED AT HUMAN SCALE

Researchers observed Location C feels very centred around cars, with the junction with Church Hill Place prioritising cars over pedestrians in terms of waiting times, and with by far the largest area of outdoor space given to cars despite congested pavements. Smaller shop units underneath tenement housing help create a more human scale but more could be done to improve the sensory interest at pedestrian level, with the removal of street clutter to clear pavements and addition of positive sensory elements including shelter, vegetation and seating.

5. OPPORTUNITIES TO STAND/STAY

Most users at Location C felt that there were limited places to stand or stay outside. Most referred to enjoying going to spend time at the shops or cafes but felt there was a lack of shelter or seating creating a conducive environment outside for more 'staying' activities. Elements such as increased tree cover, awnings for shops and seating would help create these sheltered spots enabling more window shopping under cover, places to pause and spend more time outdoors.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

Researchers observed there was no shelter at Location C except for the nearby bus stops and shop doorways, which were sometimes used by those outside for cigarettes or stopping for other reasons to shelter from the weather. On a sunny day there are no places to sit or spend time outside, rather Location C feels like a congested pedestrian movement route with narrow pavements restricting opportunities to enjoy window shopping, talking with friends whilst walking or spending time sat outside.

6. OPPORTUNITIES TO SIT

Users at Location C did not feel there were any opportunities to sit at present here. Providing additional seating, sheltered spots and trees/vegetation to offer a more protected opportunity to sit and spend time outdoors would benefit public life and help diversify the places people do currently sit to spend time at this location - primarily these are indoors at cafes or in shops at present. Researchers observed large distances between seating opportunities which may make walking larger distances along this town centre hard for older users or those in need of a rest as part of a walk.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

A large number of users commented on poor road surface materials with potholes, a lack of provision for cyclists on the street due to road layout, narrow poor quality pavement pushing pedestrians waiting at crossings into the street, and frequent trip hazards and uneven surfaces causing risk to all those walking but especially more vulnerable groups. A positive sensory experience includes the vistas to the Pentlands and down to Holy Corner, however there are no opportunities to easily stop and appreciate these without blocking the narrow pedestrian movement corridors. Researchers observed large numbers of bins and street clutter such as poles further effectively narrowing pavements and creating unpleasant smells, obstacles and hindrances. A lack of bike facilities (bike racks, cycle lanes) make this a difficult and hazardous place to be a cyclist, deterring many from cycling here.

BEHAVIOURAL MAPPING: LOCATION C

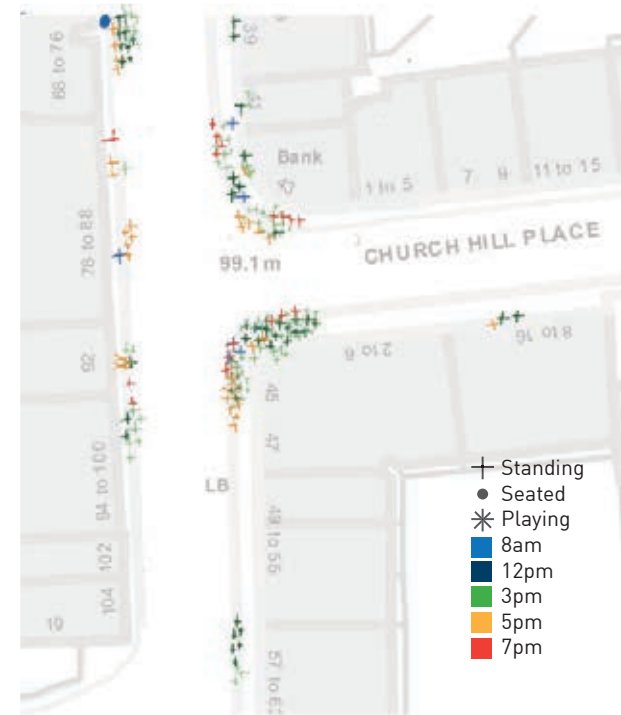
MORNINGSIDE + BRUNTSFIELD



TUESDAY 10 NOVEMBER



FRIDAY 13 NOVEMBER



SATURDAY 14 NOVEMBER

Behavioural mapping further revealed that the pavement is too narrow here for people walking to pass each other, and those with additional mobility needs would often struggle to pass. People sometimes stand in the road while waiting to cross due to narrow pavements and large corner radii. People often cross the street without waiting for the crossing light to change due to a frustration with how long this takes. People were primarily observed standing waiting to cross the street on corners at the pedestrian crossings or were using the ATM. Some users were observed standing at this location to take pictures of the sunlight shining on the churches or view to the Pentlands those they had to do so rapidly so as not to block the pavement. During research on Friday afternoon, it was raining heavily, and people did not even wait at the crossings, choosing to run across the road instead.



MORNINGSIDE ROAD

arden

arden

ZONE
E23

TRACING STUDIES: LOCATION C

BRUNTSFIELD + MORNINGSIDE

Tracing studies were conducted at each time slot on each of the three research days for a total timed length of ten minutes each.

Tracing studies mark pedestrian movement lines onto a map of the area. As these build up pedestrian desire lines and highly trafficked routes become more obvious, giving a graphical representation of the volume and direction of pedestrian movement.

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TUESDAY 10 NOVEMBER

Both sides of Morningside Road are heavily used during the day by an intense flow of pedestrians which occupy the particularly narrow pavements in the area. Foot traffic along Church Hill Place is moderately intense throughout the whole day and uses of the narrow pavements on both sides of the street. Crossing at the junction is particularly intense with a visible peak between 8am and 12noon. Pedestrians are often registered crossing the area diagonally with desire lines covering longer distances through the main thoroughfare from 7pm onwards. The main point of crossing is at the traffic lights on the East side along Morningside Road where a large number of individuals wait at the corners of Church Hill Place. The existing tight corners would benefit from an increased radius.

Considering the intense foot traffic it would also be advisable to widen the section of the pavements where possible and simplify the street clutter on both the West and East sides of the road.



FRIDAY 13 NOVEMBER

Foot traffic along both sides of Morningside Road is more moderate than during the week with a now considerably intense flow along the North side of Church Hill Place. The North corner between Morningside Road and Church Hill Place is heavily used by pedestrians at the traffic lights and linear movement along the available thoroughfares. The South corner is frequently the landing point of those people crossing at the lights, with less linear movement to and from Church Hill Place. These points would both benefit from increased radii to accommodate the different types of foot traffic making use of them. Diagonal crossing and the presence of desire lines are particularly noticeable on the North side of the junction, and converging at the South corner of Church Hill Place. Considering the number of pedestrians crossing the area at different points, it would be advisable to increase the perceived priority of crossing foot traffic over vehicular traffic with a clearer use of materials and paving.



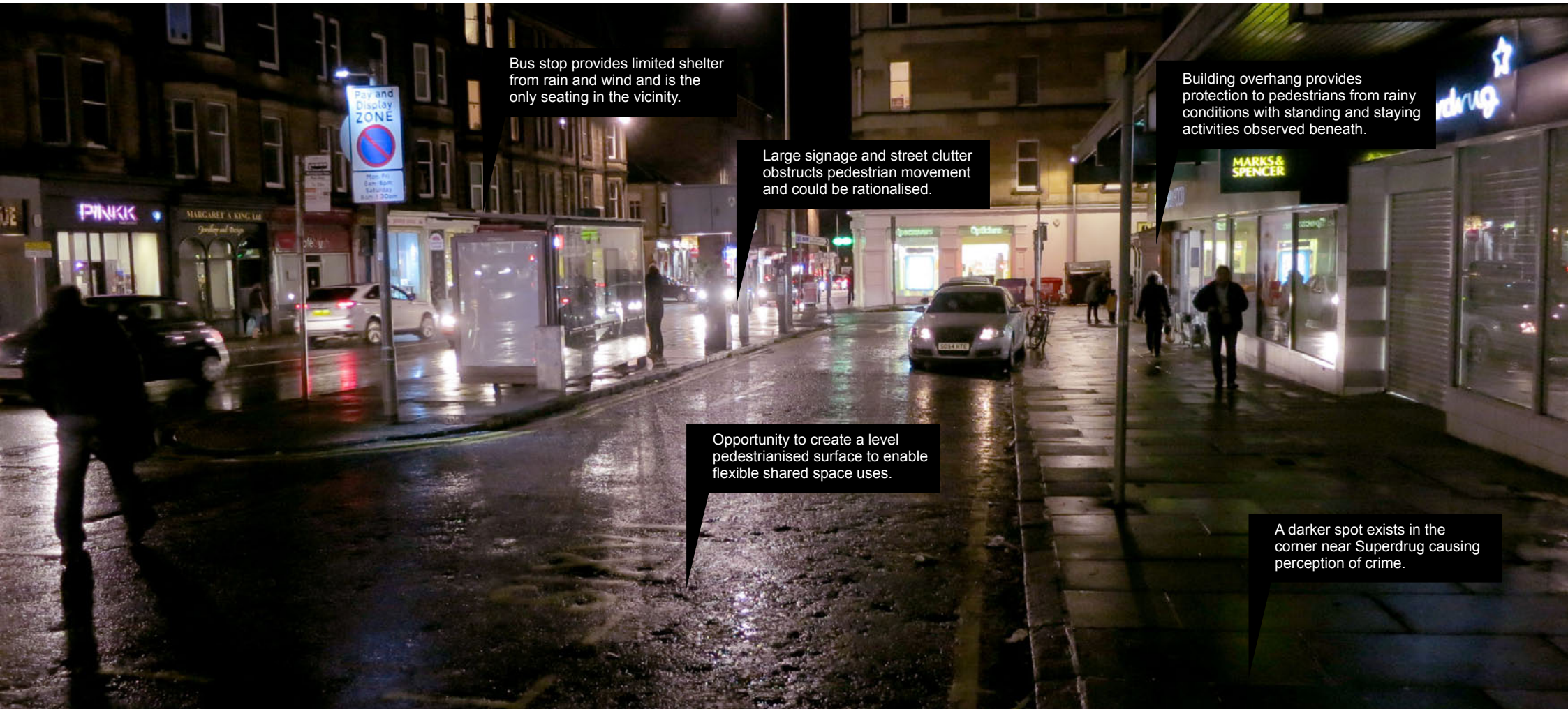
SATURDAY 14 NOVEMBER

Foot traffic along Location C is uniformly spread along both sides of Morningside Road and Church Hill Place. Flow along the West side of Morningside Road is made more difficult by the presence of A-boards, scaffolding, goods from the local shops and a bus stop. The corners with Church Hill Place are both the converging point of foot traffic along Morningside Road, pedestrians waiting at the traffic lights and individuals creating desire lines from the opposite side of Morningside Road and through the junction. Seeing the variety of trajectories across the area, a uniform surface visually uniting all nodes would create an enhanced priority for pedestrians crossing the area and coming and going from Church Hill road, through ideally increased corner widths of the pavement.

LOCATION D

PARKING BAYS + BUS STOP IN FRONT OF M&S, MORNINGSIDEROAD

KEY ANALYSIS POINTS



Bus stop provides limited shelter from rain and wind and is the only seating in the vicinity.

Large signage and street clutter obstructs pedestrian movement and could be rationalised.

Building overhang provides protection to pedestrians from rainy conditions with standing and staying activities observed beneath.

Opportunity to create a level pedestrianised surface to enable flexible shared space uses.

A darker spot exists in the corner near Superdrug causing perception of crime.



Bus stop is the focus of public life in terms of standing and staying activities and becomes very busy.

Large signage and street clutter.

Opportunity to create a level pedestrianised surface to build on high footfall of bus stop and shops.

LOCATION D

PARKING BAYS + BUS STOP IN FRONT OF M&S, MORNINGSIDEROAD



PUBLIC LIFE ASSESSMENT AGAINST GEHL 12 QUALITY CRITERIA

1. FEELING SAFE

Users at Location D felt that the traffic was a large nuisance, particularly in terms of the noise and congestion it creates, but also in making it hard to cross the road as a pedestrian. Traffic was also cited as a reason to not cycle in the area due to perceptions of dangerous road conditions and volumes of car traffic. Other users had seen other cyclists or pedestrians being hit which deterred them from cycling here.

2. FEELING SECURE

Users at Location D felt very safe on the whole. Many users commented that they did not worry about crime here, and saw Morningside and Bruntsfield as a safe place due to the lower numbers of bars and therefore drunk people late at night compared with other nearby neighbourhoods such as Tollcross. Those users who did cite reasons for worrying about crime at Location C mentioned fear of burglary or people asking them for money or those 'from the hospital'.

3. CLIMATE + POLLUTION

Researchers observed poor sensory experiences at Location D in terms of exposed wind conditions at the bus stop, and also poor lighting in the corner adjacent to buildings at Superdrug. The canopy above Superdrug and M&S provides some shelter from the rain and becomes the primary movement route during rainy weather, replacing the dominant pedestrian desire line from Morningside Park cutting past the bus stop to the main road. Some users at Location D noted that they don't walk during inclement weather [as there is no shelter], instead taking the bus.

7. OPPORTUNITY TO SEE

Users did not particularly note any positive vistas or views. Small independent shops were seen as positive visual stimuli rather than vistas or views.

8. OPPORTUNITY TO TALK + LISTEN

The building overhang above M&S and Superdrug is used for shelter and as a protected place to stop and talk with friends or others. Aside from this overhang, the majority of conversations and social interaction happen at the bus stop whilst people wait, or next to The Counter coffee box. This location is a little more set back from the road which helps create a more comfortable location for conversation. This advantage and space could be built upon to develop a more civic space in and around the M&S and Superdrug building / outdoor area.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Users at Location D reported going to the Saturday market but otherwise weren't aware of opportunities for unfolding or interesting outdoor activities to take part in. Many expressed that they would be interested in more things to do and activities however, highlighting the potential of this wider part of public realm for more flexible uses.

4. OPPORTUNITIES TO WALK

Some users, particularly those with walking aids told researchers they found it hard to walk on the narrow pavements nearby. Other users at Location D observed that the busy nature of the pedestrian paths, the traffic and risk of traffic accidents, combined with poor pedestrian crossings discouraged them from walking here. Issues connected with narrow pavements seem to be even more of an issue at Location D compared to other locations in this town centre, with almost no users saying they felt it easy to walk here. This may be due to the extremely narrow part of pavement close to this location - opposite Waitrose - where researchers noted people often had to walk in the road to pass other single file pedestrians in busy periods.

10. DIMENSIONED AT HUMAN SCALE

The area at Location D has a large car focus, with traffic infrastructure as the key priority. This includes large traffic oriented signs and a sometimes bewildering environment for pedestrians trying to cross between the pavement and pedestrian 'island' at the bus stop, with conflict between pedestrians and cars both feeling they have the right of way. More clear use of paving and road surface materials to indicate a continuation of the pedestrian environment along key movement routes and as part of a civic space in this widened area would encourage better use of this place for public life, with traffic indicated as secondary priority through smart use of road materials and markings indicating pedestrian movement is key. Use of smaller scale materials would provide a more pedestrian oriented human scale experience indicating this priority.

5. OPPORTUNITIES TO STAND/STAY

Researchers observed The Counter coffee shop in the police box and also bus stop act as a central point of public life and interest, even in adverse weather conditions. Most people planning to spend time in the area were going to do so in cafes or other indoor spaces, and did not see the street environment as providing opportunities to stand or stay for longer periods due to a lack of shelter and seating.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

The building overhang above M&S and Superdrug provides some additional shelter enabling public life in more weather conditions than would otherwise be possible. However researchers observed few other opportunities to enjoy the positive aspects of climate at Location C, with the only seating provided as part of the bus stop, and no other opportunities to stop and spend more time, despite the suitability of this widened and potentially pedestrian space as a key civic spot and node of public life along Morningside Road. Additional seating to build on the popularity of The Counter and those exiting M&S or Superdrug on lunch breaks with take-away lunches could be build upon with a sheltered seating area behind The Counter including cafe style temporary seating and/or more permanent seating opportunities.

6. OPPORTUNITIES TO SIT

No users at Location D felt there were opportunities to sit outside at this location. Instead users saw the only opportunities to sit as in cafes or bars. Researchers noted a visible lack of seating at this town centre that could be used in the public realm (as opposed to outdoor seating at bars like the Merlin Bar). More seating and sheltered spots are needed to encourage public life. Location D is an interesting spot with wider pavements and opportunity for a more civic and pedestrian-friendly space within which to provide these opportunities, building on the positive public life features such as The Counter cafe, busy footfall and large areas of underutilised pavement and facades.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Researchers observed a need to improve lighting in the dark Superdrug corner of the space to improve perceptions of safety and the sensory experience of the place. Many users reported a need for improved pavements and expansion of the pedestrian zone, with pedestrians being prioritised over cars. Location C could become more a pedestrian oriented space - using paving and road materials to indicate a shared pedestrian zone operating as a flexible space where cafe seating, markets or other temporary activities could take place. Through use of raising bollards traffic could be restricted so that only loading in early morning was permitted in the area in front of M&S and Superdrug, and during times more suited to longer staying periods and public life over lunch breaks and in the afternoon no traffic permitted.

BEHAVIOURAL MAPPING: LOCATION D

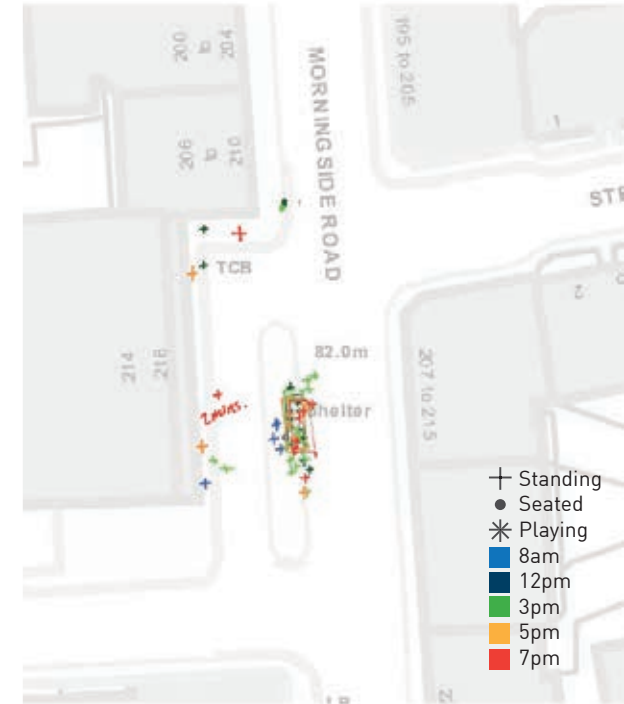
MORNINGSIDE + BRUNTSFIELD



TUESDAY 10 NOVEMBER



FRIDAY 13 NOVEMBER



SATURDAY 14 NOVEMBER

- + Standing
- Seated
- * Playing
- 8am
- 12pm
- 3pm
- 5pm
- 7pm

Behavioural mapping revealed that the bus stop is where most people stand during the day. The pedestrian crossing from the North toward Location D is active too. People are standing waiting outside M&S - some for a lift, but most are waiting for the bus to come. During the research on Friday afternoon, it was raining heavily, and people seek shelter under the overhang at Superdrugs and M&S. Up to 22 people are waiting at the bus stop at the same time creating crowded conditions and without enough shelter or seating for everyone.



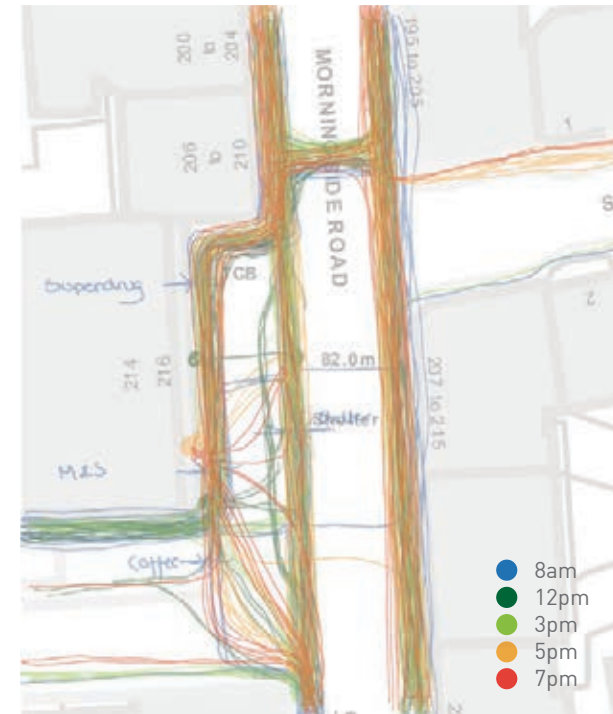
TRACING STUDIES: LOCATION D

BRUNTSFIELD + MORNINGSIDE

Tracing studies were conducted at each time slot on each of the three research days for a total timed length of ten minutes each.

Tracing studies mark pedestrian movement lines onto a map of the area. As these build up pedestrian desire lines and highly trafficked routes become more obvious, giving a graphical representation of the volume and direction of pedestrian movement.

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TUESDAY 10 NOVEMBER

The primary flows of foot traffic in Location D are visible throughout the whole day along the East side of Morningside Road and converge at the North end of the loading area and bus stop. Morningside Park and Steel's Place contribute only moderately to the overall pedestrian traffic, with the exception of a consistent use of the North pavement of Morningside Park between 8am and 12noon. The major crossing points across Morningside Road are to the North of the junction with Steel's Place. This is the main way to change side of the road. A variety of desire lines also show a more erratic pattern of movement between the shops and bus stop, the bus stop and the East side of Morningside Road and the junction with Morningside Drive.

It would be beneficial to clarify the junction at Morningside Drive and the loading area in front of the shops to make it safer for pedestrians as a level surfaced pedestrian civic space which could be used flexibly for temporary uses such as markets or similar activities, maximising on the existing high footfall and desire lines.



FRIDAY 13 NOVEMBER

The area presents a high number of desire lines and diagonal crossing through the loading area close to M&S and the junction with Morningside Park. Linear flows run along both sides of Morningside Road, under the awning of the shops and from the North side of Morningside park. Secondary traffic is visible in the earlier part of the day on the South pavement of Morningside Park, and there is no traffic coming from Steel's Place. Movement across the loading area between M&S and the bus stop comes from traffic to and from shopping, linear and stationary movement around the bus stop, especially from 5pm onwards and flows coming diagonally from the traffic lights at Steel's Place and cutting through the loading area and Morningside Drive.

Considering the quantity and diversity of movement across the loading area, which is already in conflict with vehicular activity along it, it would be advisable to reclaim this space as a fully pedestrian location with potential for communal activities.



SATURDAY 14 NOVEMBER

Foot traffic in the area is mainly located along both sides of Morningside Road and along the shop frontages and the bus stops on the west side of the Area with a minor contribution from Morningside Drive. The peak activity times around the shops near the bus stops is between 12noon and 3pm, with diagonal and horizontal movement of pedestrians across the loading area. Jaywalking is now more frequent across Morningside Road compared with Tuesday and Fridays with a variety of desire lines across the road. The crossing lights at the level of Steel's Place do not stand out as much as during the day. The junction with Morningside Drive is heavily crossed by desire lines.

Creating more secondary ways of crossing Morningside Road with for instance zebra crossings would help concentrate the scattered movement through the area on safer and clearer points. Large footfall across the loading bay and parking area between the bus stop and shops could be better used as a civic space, perhaps also incorporating the disused area behind The Counter.

LOCATION E

JUNCTION OF
CLUNY GARDENS
+ MORNINGSIDE
ROAD

KEY ANALYSIS POINTS



Users often walk closer to the walled edge of the space when walking through, behind the benches.

Benches are sometimes in use however lack of shelter or comfortable sensory conditions restricts this.

Opportunities to build upon wide pavement space to create civic plaza with more seating and planting to partially screen the busy junction and create a more defined space.

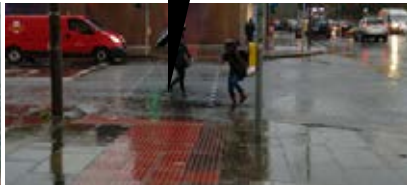


Large numbers of pedestrians build up at peak times at the junction.

Opening up Hermitage Terrace park to more public use would enhance public life particularly in warm weather.

Large deep puddles build up over pedestrian crossing routes during rainy periods.

Pedestrians struggle to cross large puddles directly in pedestrian desire lines.



LOCATION E

JUNCTION OF
CLUNY GARDENS
+ MORNINGSIDE
ROAD



PUBLIC LIFE ASSESSMENT AGAINST GEHL 12 QUALITY CRITERIA

1. FEELING SAFE

Users at Location E felt that traffic was the biggest nuisance here. Many people mentioned feeling unsafe due to a perceived high risk of traffic accidents, with cars and cyclists speeding and going too fast. Some users said they avoided coming here by car or bike due to traffic congestion and safety fears. The junction layout would benefit from redesign, maximising pavement widths, reducing corner radii, and improving material quality.

2. FEELING SECURE

Almost all users felt very safe at Location E. Most said they did not worry about crime at all, more about other issues like traffic accidents. A couple of users expressed concern about crime connected with vandalism or 'people from the hospital' but otherwise users felt very safe here.

3. CLIMATE + POLLUTION

Some users at Location E expressed that the climate often stopped them from walking here due to large puddles forming in the road or perception that the pavements were slippery and a trip hazard for older people. Poor sensory experiences such as a lack of shelter, potholes in the road, large puddles and water on the road were also cited as reasons people would avoid cycling or walking at Location E in poor weather. A need was identified for better lighting at Location E as well as more seating and shelter to give greater protection from unpleasant sensory experiences.

7. OPPORTUNITY TO SEE

Few people commented on views or vistas from Location E. The area is seen as having pleasant visual sensory interest from smaller independent shops and cafes rather than larger views.

8. OPPORTUNITY TO TALK + LISTEN

No users commented on their ability to talk or listen to others specifically. Concerns with traffic were more to do with volume and speed of traffic and congestion rather than noise levels.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Users at Location E expressed a desire for more activities and events in the area, such as markets or things to do for young people. This would help enliven public life and could be incorporated into wider spaces such as Location D following improvements to make this feel like more of a civic space.

4. OPPORTUNITIES TO WALK

Users at Location E all felt there were challenges to walking here. These varied from congested narrow pavements - especially when large groups of school children took up the pavement space, to trip hazards in the street leading to accidents witnessed, poor quality paving materials and slippery surfaces in rain. Others noted it was hard to cross the road as a pedestrian. No-one told us it was easy to walk at Location E.

5. OPPORTUNITIES TO STAND/STAY

Users at Location E expressed a feeling that there were no places to stand or stay at this location. Many mentioned that they enjoyed spending time at cafes nearby but felt there was no opportunity to spend time outside. Location E was viewed more as 'just a junction' rather than a place to stay by most users, however one older woman did tell us she would use the benches on the junction to watch people pass by.

6. OPPORTUNITIES TO SIT

Researchers noted benches to the East side of the junction divide pedestrian flow - some in front but most behind. This can be discouraging for those wishing to sit as people often prefer to sit on the edge of a space looking in, rather than people walking behind them. Users commented they might sit within the vicinity of Location E, but primarily at the Hermitage bar when the weather was good. Only one user reported spending time in the public realm rather than at a bar or cafe - an older lady who enjoyed people watching from the benches. Better use of the wide pavement section is recommended with more seating positioned in defensive clusters with additional planting providing a semi-permeable screen to the main junction. This will help create the area East of the junction as a small semi-protected spot for people to sit, rest or enjoy their lunch break. In combination with opening up of Hermitage Terrace park nearby to the public this would mean a range of more soft green space and harder urban public realm to sit and spend time in.

10. DIMENSIONED AT HUMAN SCALE

Many users at Location E commented on the prevalence of fast traffic and the road environment at Location E. Whilst cafes and bars such as The Hermitage are a key reason for people to come here, more could be done to increase the paving and pedestrian environment, tightening up the junction to reduce space given to cars. Use of different surfacing material across the junction would help slow cars in addition to reduced corner radii of pavements. This would not only reduce traffic speeds but changes in road layout to increase pavement size would also provide a better pedestrian environment with more potential for public life, seating and nodal gathering spaces. Use of additional trees would help soften this hard road junction and provide visual relief from the harder surfaces.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

Currently little protection exists from inclement weather, and whilst there is some public seating benches on the junction and outdoor seating at The Hermitage bar there are few other opportunities to enjoy the positive aspects of climate in good weather. Rethinking of the larger pavement area to the East of the junction through addition of vegetation, trees to slightly screen the road junction and more and better positioned benches would help this to become a more lively civic space.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Users commented on the poor paving condition. This was also noted by researchers who observed significant puddles and drainage issues at key pedestrian crossing points creating obstacles to pedestrian desire lines and an unwelcoming environment for pedestrians. Some users noted that they would use the benches on the East side of the junction in favourable weather and they liked the planters and green vegetation, however the overall impression of this junction and place was 'dull'. Rethinking of the space to the East of the junction as a more welcoming place to sit and spend time through redesign of layout, additional seating and vegetation/trees could maximise public life at the large area provided for pedestrians at this particular point.

BEHAVIOURAL MAPPING: LOCATION E

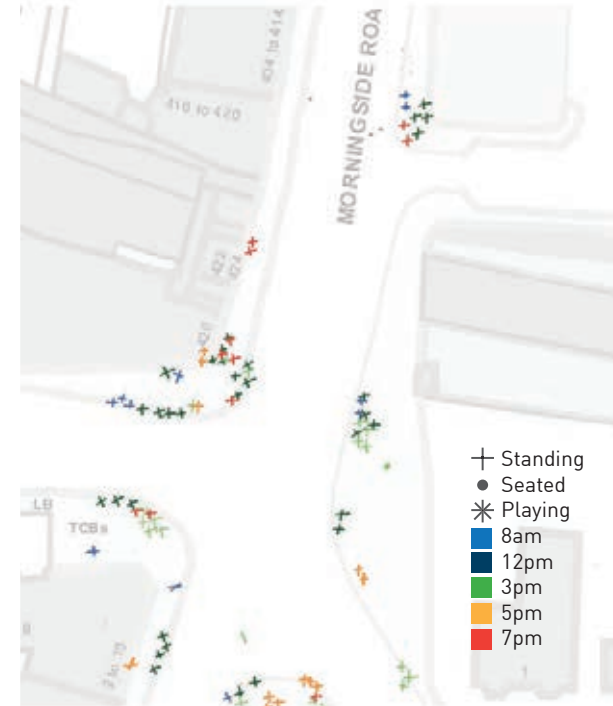
MORNINGSIDE + BRUNTSFIELD



TUESDAY 10 NOVEMBER



FRIDAY 13 NOVEMBER



SATURDAY 14 NOVEMBER

- + Standing
- Seated
- * Playing
- 8am
- 12pm
- 3pm
- 5pm
- 7pm

Behavioural mapping revealed people are standing waiting to cross the street, but often not at the crossings. In the evenings, people step outside the bars to smoke. People gather around the bus stop further up Morningside Road creating a pinch point that is difficult to pass. During the research on Friday afternoon, it was raining heavily, and there are big piles of water around the corners of the pavement that make it difficult for pedestrians to cross. Children are being lifted up by their parents and carried to cross the water and other pedestrians are standing far back on the pavement to avoid being drenched with water as cars pass through the puddles.



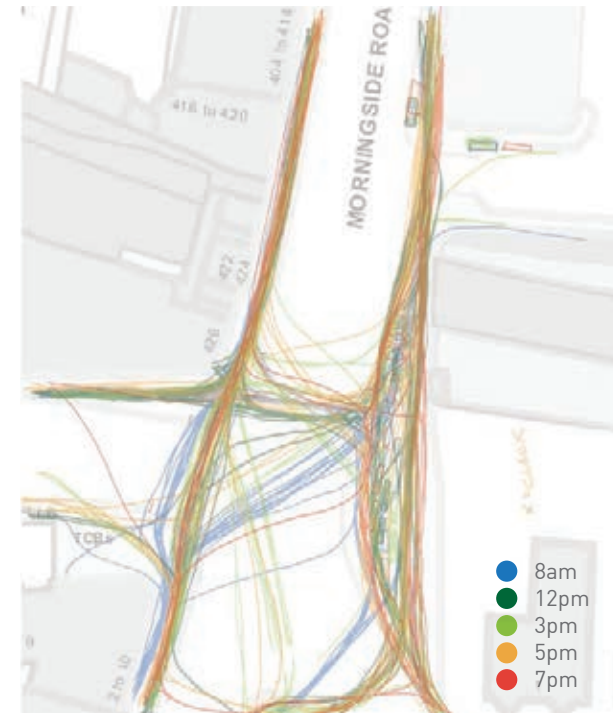
TRACING STUDIES: LOCATION E

BRUNTSFIELD + MORNINGSID

Tracing studies were conducted at each time slot on each of the three research days for a total timed length of ten minutes each.

Tracing studies mark pedestrian movement lines onto a map of the area. As these build up pedestrian desire lines and highly trafficked routes become more obvious, giving a graphical representation of the volume and direction of pedestrian movement.

Here these have been colour coded by time of day and compiled into a composite map to show usage throughout each day of the week. For a more detailed breakdown please see the Appendix.



TUESDAY 10 NOVEMBER

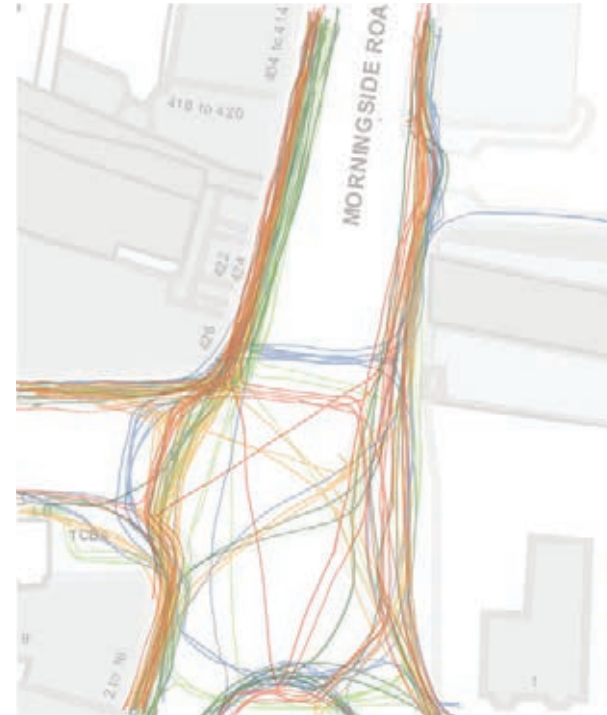
Foot traffic is intense throughout the whole day along both sides of Morningside Road, continuing along Comiston Road and the North side of Belhaven Terrace. The overall area occupied by vehicular traffic at the junction is considerably large with pedestrians walking long distances when crossing diagonally. Apart from the regular crossing at the traffic lights, foot traffic was registered from the corner of Braid Road to the corner of Bank of Scotland especially between 12noon and 3pm, and splitting at the West corner of Comiston Road along both sides of Morningside Road.

Extending the available pavement at the junction would offer more space for foot traffic and shorten the distance across the junction. The available seating area before Cluny Gardens presents heavy flows on both its edges, avoiding the benches and planters its central area. By formalising a clearer separation between fast movement routes by pedestrians passing through and a zone for pausing on this section, the available street furniture would be used to its full potential.



FRIDAY 13 NOVEMBER

The most visible flows of pedestrians along the area are registered at 8am making use of both sides of Morningside Road and converging at the North West corner of Comiston Road. A secondary flow at the same time is visible along Braid Road. Foot traffic along the West side of Morningside Road remains constant, whilst on the East side, it separates across the existing seating area on the edge further away from the street without stopping. The benches and street furniture in this area appear to create a hindrance to be dodged, more than an opportunity to sit and would benefit from a more efficient reorganisation of their layout. By extending the pavements at all nodes, there would be more opportunities to create recreational areas and the heavily intense flow crossing the junction diagonally would have a small distance so cover, ideally aided by a more walkable surface.



SATURDAY 14 NOVEMBER

Foot traffic along Location E is uniformly spread with a slight predominance of the West side of Morningside Road continuing down Belhaven Terrace without crossing or going down Comiston Road. Crossing takes place across all nodes with several individual cases of diagonal crossing rather than major streams of pedestrians towards specific points. The seating area before Cluny Gardens is crossed from North to South and vice versa with no noticeable preference for the edges of this space. Introducing a visually uniform surface uniform surface across the junction, recalling the materials used for the seating area but at a smaller scale or with some visible differences or texture, would introduce a material continuity where pedestrians can perceive visual links between all nodes and more opportunities to stop.



DESIGN RESPONSES

DESIGN RESPONSES

This section builds on the Public Life Street Assessment data analysis completed in the previous section to identify the key issues that need to be addressed in each place, developing these into design suggestions for both across the whole town centre and at the five specific key locations focussed on. There are various ways in which the issues identified in these assessments could be addressed. These Street Life Assessments are a starting point in the process of improving a street. As such, these design suggestions and approaches are included with an aim to inspire and catalyse further design development and ideas rather than being finalised design solutions.

The design suggestions put forward in this section of the report not only build on the analysis of data collected in each locality but also build on the 12 Design Principles for Healthy Public Spaces as developed by HERE+NOW. These 12 Design Principles summarise the entire contemporary academic research to date in terms of creating more healthy public spaces, and code these, synthesising them down into 12 design principles endorsed by public space research to improve health, well-being and public life through public space design. These 12 best practice Design Principles are presented on the following page.

When creating design responses for the Bruntsfield and Morningside town centre, a combination of both the site-specific and contextualised data analysis unique to this place was utilised in addition to these 12 guiding design principles which helped inform and guide design responses. This helps ensure the design responses put forward not only respond to the specific context of each locality, but also adhere to international best practice in public space design for public life.

Reference is made to precedents which help exemplify similar, and already implemented good quality public space design internationally, which has used techniques, strategies or designs similar to those recommended here, to demonstrate how both these 12 Design Principles and/or specific design responses can be implemented successfully in practice.

In addition to design responses and a design brief for each of the five key locations within each town centre, a section is also included for each town centre suggesting overall design approaches or strategies applicable across the whole town centre. Rather than just improvements at each of the five key locations, this more holistic and integrated strategy of improvement is needed to ensure consistent enhancing of the place and movement

function across the whole town centre.

Whilst integrated street layout redesign across the whole town centre would vastly improve both Bruntsfield and Morningside town centre, we recognise that for reasons of resources it is often needed to prioritise improvements, trial or test aspects before implementation or find ways to make smaller more immediate changes but which have a big impact on improving place or movement function. As such, we have also included a sliding scale of design responses, from those that are quick and affordable, to those that may be longer term due to large infrastructure changes or larger expense. Where appropriate this diagram also highlights where tests or trials of these larger projects would enable monitoring or evaluation to test the impact a change such as this might make. This helps ensure good decision making and prioritising of responses.

WHAT ARE WE AIMING FOR?

HERE+NOW'S 12 BEST PRACTICE DESIGN PRINCIPLES FOR HEALTHY PUBLIC SPACES



01

Plant selection to include those with colour, touchable texture, scent and both seasonal and year-round interest. Consider textural qualities of materials, patterns created by shadows, human-scale interest and fine detailing. Design areas for passive social interaction with maximum dimensions of 25m and larger spaces no more than 100m.

SENSORY RICH



02

Urban public places should be flexible and adaptable to different uses both now and in the future. Adaptable, flexible places provide space for temporary events such as markets or 'pop ups' which benefit well-being through social interaction. They also ensure places are best used by different users, for different activities at different times.

FLEXIBLE SPACES



03

Design public places with pedestrians as priority. Urban public places should be barrier-free, human-scale, with appealing pedestrian and cycling routes which link into the wider urban network. The walking surface should be at least 2.0m wide, bicycle lanes a minimum of 1.75m, and slopes with a maximum gradient of 1:20.

WALKABLE



04

Places to play should be located in local parks within 400m of a young persons home, and larger publically accessible sports facilities should be located within 1.2km. Natural play outdoors has been shown to be beneficial to children's neurological development and in promoting physical activity.

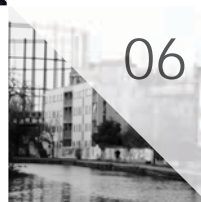
PLACES FOR PLAY



05

Create a series of different 'rooms' in urban public places which allow for different environmental conditions which appeal to different users. These clusters of space should include a range of public and more private spaces, enabling a choice of activity and degree of social interaction.

VARIETY OF SPACES



06

Design of urban public places should consider and respect the local context and unique features and character that already exist, whilst also creating new distinctive features and landmarks. Create a sense of discovery with vistas, glimpses of views and activities. This helps create a sense of place and with way-finding and navigation.

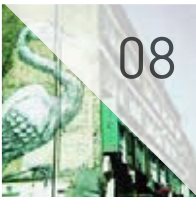
DISTINCTIVE



07

EVENTS +
ACTIVITIES

Create spaces suitable for differing size events and activities such as markets, concerts, and pop-up cultural and artistic projects. Encourage educational and community activities and events with dedicated areas maintained and managed by local groups. This promotes social interaction and encourages use of public urban green spaces.



08

EASILY
NAVIGATED

Ensure easy wayfinding for all but especially to benefit those who are older or experiencing psychological impairment. Design should include clear destinations and routes, distinctive landmarks such as large trees or distinctive features, active frontages onto the urban public space, and clear differentiation between types of space.



09

INCLUSIVE +
ACCESSIBLE

Create inclusive spaces by considering the needs of all users. Provide seating every 100-125m for those unable to walk long distances, ensure gates and public toilet doors have a maximum pressure of 2kg, ensure surfaces are level and wheelchair accessible, provide alternative quiet routes away from crowds, provide acoustic barriers with planting, and mitigate uncomfortable microclimatic factors through provision of shade, wind protection and vegetation to reduce urban heat by up to 3°C.



10

GREEN +
RESTORATIVE

Provide a variety of trees, shrubs, perennials and other vegetation, as well as water, to create soothing stress reducing effects and the sense of a whole other world and 'getting away' from urban environments. Maintenance should be minimal to give a wild, yet cared for, aesthetic, and extend and integrate this approach throughout the city.



11

EXCELLENT
FACILITIES

Provide cafes, toilets, and play areas and ensure a park is within 400m of homes to provide for the widest range of users. Larger sports or outdoor gym facilities should be within 1.2km of homes. Seating should be provided every 100-125m. Ensure bike paths are a minimum width of 1.75m and footpaths are at least 2.0m wide to make more appealing pedestrian and biking routes.



12

SAFE + SECURE

Create safe and secure feeling public places to encourage increased users. Light spaces at night and ensure natural surveillance through building frontages facing onto the public space and providing a mixture of uses and therefore people using the spaces at all times of days.

PRECEDENTS

EXAMPLE PROJECTS AND PLACES ENLIVENING PUBLIC LIFE WITH GOOD PUBLIC SPACE DESIGN

The following precedents are good examples of places displaying the qualities advocated by the HERE+NOW 12 Design Principles for Healthy Public Spaces.

Whether due to their inclusive and accessible design enhancing both walking and cycling experiences, their use of high sensory interest and green and restorative qualities create attractive spaces to sit and spend time, or their use of innovative solutions such as moveable planter boxes to trial ways to both increase vegetation, encourage citizen engagement and better define a variety of flexible spaces and opportunities for seating outside local businesses shops/cafes/restaurants.

Inspiration can be taken from many of these initiatives, where approaches similar to some of the design responses put forward in this report have been shown and already proven to have a large positive impact on public life.



NØRREBROGADE, COPENHAGEN, DENMARK

Nørrebro is a city centre neighbourhood in Copenhagen, Denmark. The municipality here renewed the street layout on a busy section of Nørrebrogade - a main movement route to/from the city. They aimed to improve the environment for pedestrians, cyclists and bus users in this section of the main street. For a trial period of three months, a section of the street was closed to all vehicles beside buses and loading trucks, which only were allowed a few hours a day. The street layout was adapted by changing the level of the cycle path, so it was level higher than the street but lower than the pavement. The pavement and cycle path were adjacent along the street and 'bus stop islands' were created so pedestrians cross the cycle path to get to the bus stop. This made the street safer for both pedestrians and cyclists, with cyclists stopping for pedestrians when a bus approaches. To show the change in the street layout, big red dots was painted on the street along with signs at both ends. The pavement was widened to include a 'flex-zone', which is an area that can be used for coffee tables, bicycle parking or store displays. After the trial period, the council decided to make the new design of the street permanent.



QUEEN LOUISE'S BRIDGE, COPENHAGEN, DENMARK

As a consequence of the change of Nørrebrogade into a more cyclist and pedestrian friendly area, Queen Louise's Bridges became a place for people to meet, sit and have coffee. The bridge is an extension of Nørrebrogade, and it became quieter when the focus changed from vehicles to more vulnerable road users. As a part of the change to the street layout of Nørrebrogade, the pavement and cycle path at Queen Louise's Bridges was also widened. The layout of the pavement divides it into smaller sections that increase the texture and human scale of the area. As people started to use the area and stay there for a longer amount of time the Council added fourteen new benches along the bridges. These were primarily placed on the sunny side of the bridge to exploit the microclimate. Change to street design reducing traffic also made it simpler to use the bridge for different events e.g. food markets and festivals, with wider paving also meaning it is not always being necessary to close the street to traffic to hold events. Today Queen Louise's Bridge is more of a meeting point and a place for both smaller and bigger events.



URBAN SENSORY PLANTING DESIGN, CITY OF LONDON, UK

This open space design in the heart of City of London adjacent to St Pauls Cathedral formed part of the Carter Lane Quarter Streetscene Enhancement Initiative. The design brief was to improve the pedestrian experience by providing high quality accessible public spaces, revitalising streets and reintroducing traditional materials appropriate to both the historic and contemporary parts of the City. The design aimed to improve the user experience of the site and the setting of St Pauls Cathedral. Designed by Townshends Landscape Architects in partnership with the City of London, this high footfall prestigious public realm space delivers on many of the HERE+NOW 12 Design Principles, including sensory interest, green and restorative properties, an inclusive and accessible design, and with annual events held here in this flexible space. The project also achieved planting of trees in a central London location beset with both complex services beneath street level and areas of archaeological and historic interest through use of containerised small tree pits. The garden forms a larger example of a number of small green pocket parks within this highly urban environment providing informal seating and opportunities for public life.



PLANT/FLOWERBOXES, VIBORG, DENMARK

Viborg has one of the oldest cities in Denmark, and is a place where alternative street design solutions have been sought to suit the traditional city centre. During a recent cycling event in Viborg city centre, the Council tried an untraditional method to create a cycle path through the pedestrian area in the city centre. They installed 56 plant and flower boxes on wheels in the street that created a secure and beautiful distance between the cyclist and the crowd. The boxes were financed in cooperation between the Council, a local contractor, and the shop owners. Today it is a permanent green installation in the city centre, and they can be used for upcoming events. The shop owners are in charge of the caretaking of the plant/flower boxes today, and because they are on wheels they can move them, helping to create defined areas outside their shops for seating or produce.

OVERARCHING DESIGN RESPONSES

BRUNTSFIELD + MORNINGSIDE

There is great potential to improve the movement and place function of the Bruntsfield and Morningside town centre through the design responses put forward. These include suggestions for each of the five key locations examined in closer detail, but also more overall strategies that could apply along the rest of the town centre.

As stated previously, these design suggestions and approaches are included with an aim to inspire and catalyse further design development and ideas rather than being finalised design solutions.

They are put forward as a response to both the research data and analysis of the key locations' identified movement and place function - providing an evidence base to support these proposals. In addition, they build on assessment of the town centre by the researchers on our team - all design professionals in urban design and landscape architecture.

In addition to more site-specific responses, there are some overarching design approaches that might benefit the Bruntsfield and Morningside town centre as a whole. These are based on common themes found across the town centre as observed by researchers during test walks and assessment in addition to user interviews.

These overarching design responses for Bruntsfield and Morningside include:



WIDEN PAVEMENTS TO
EASE PEDESTRIAN FLOWS



MAKE IT EASIER FOR
PEDESTRIANS TO CROSS
THE ROAD



MAXIMISE THE POTENTIAL FOR PUBLIC LIFE AT MORNINGSIDE PARK ROAD BY CREATING A PEDESTRIAN-PRIORITY FLEXIBLE SPACE



MAXIMISE OPPORTUNITIES FOR OUTDOOR SEATING INCORPORATED WITH TREES AND SHELTER.



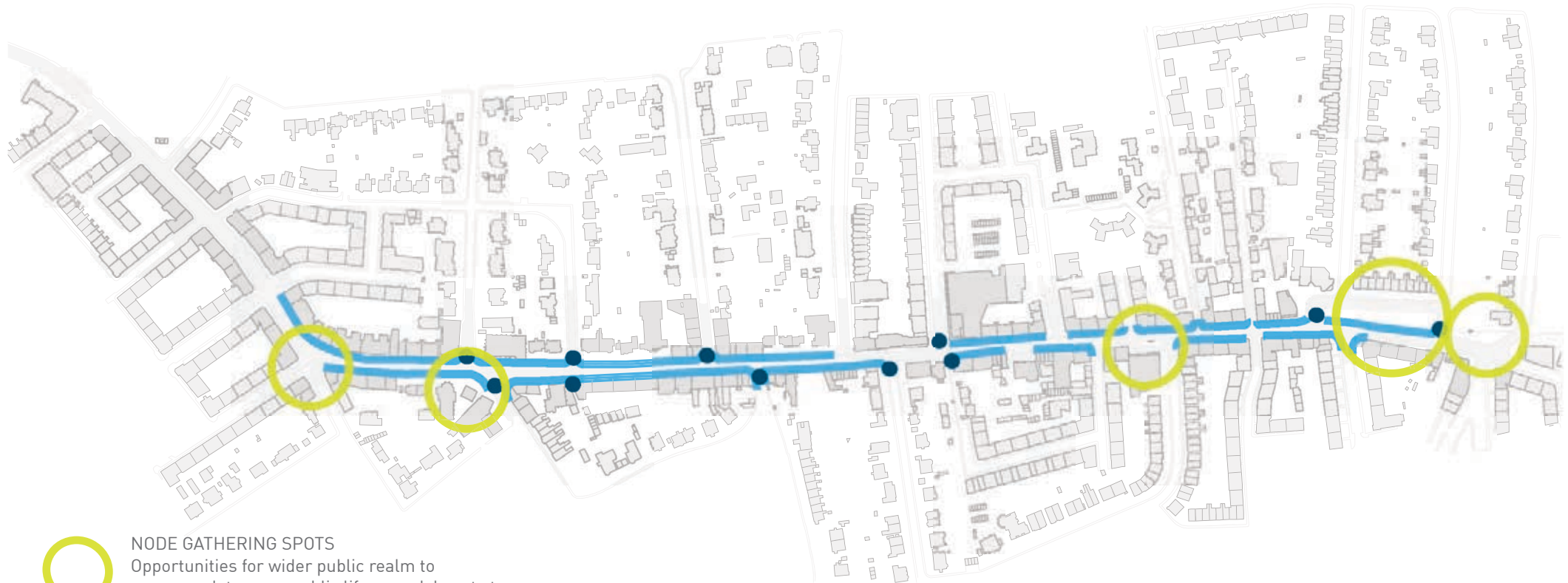
RETHINK THE SEMI-PUBLIC SPACE OUTSIDE BANK OF SCOTLAND AS A CIVIC SPACE INCLUDING SEATING + GREEN SPACE + CYCLE RACKS



IMPROVE CONDITIONS FOR CYCLING INCLUDING CYCLE LANES + RACKS

KEY STRATEGIES

BRUNTSFIELD + MORNINGSIDE



NODE GATHERING SPOTS

Opportunities for wider public realm to accommodate more public life as nodal spots to sit, stand, rest, enjoy, along the town centre.



WIDEN PAVEMENT + DECREASE CORNER RADII

Areas of pavement particularly narrow and which should be widened as far as possible within a street layout that also maximises cyclist space.



SRET (SIDE RAISED ENTRY TREATMENT)

Opportunities for SRETs and continuous pedestrian paving materiality suggested to better prioritise pedestrian movement flows across side streets.

PRIORITISING IMPROVEMENT

BRUNTSFIELD + MORNINGSIDE

TRIAL ZEBRA CROSSING POINT AT M&S / SUPERDRUG

Pilot a new zebra crossing opposite M&S / Superdrug to better match pedestrian desire lines to/from the bus stop and reduce risk of accidents. This would be particularly pertinent should this space become better used for outdoor markets or civic space.

REMOVAL OF UNNECESSARY STREET CLUTTER

Removal of all elements of existing street furniture currently not used, and consolidation of other street furniture to minimise obstacles to pedestrian movement. For example removal of phone box outside of M&S currently used only for anti-social behaviour, and rationalisation of signage poles.

CREATION OF SHARED PEDESTRIANISED SPACE OUTSIDE M&S / SUPERDRUG

Redesign of layout of wider area outside M&S to create a flexible level pedestrianised civic space suited to markets or other temporary uses. This could be trialled through use of raising bollards at the parking space entry and a painted surface treatment highlighting pedestrian priority, in addition to a trial 6 month permit allowing outdoor seating for use by The Counter cafe to the rear of the police box.

INTEGRATED STREET REDESIGN

Address issues of narrow pavements, poor quality materials and large car-dominated junctions (in particular from Holy Corner to the South of Morningside) through integrated street redesign. This should widen pavements, reduce corner radii, remove street clutter, integrate SRETs and improve where these already exist through continuation of materials indicating pedestrian priority. At major junctions and those with single-phase crossings use smaller-scale detailed material choices to indicate a level junction crossing space that differs from the main road treatment.



RAPID TRANSFORMATIONS

Quick and affordable

SLOWER EVOLUTION

Longer term | more resources required

RETROFIT CYCLE HOOPS TO EXISTING POLES

As a shorter term method to increase cycle parking provision, retrofit cycle hoops to existing poles. This increases cycle rack provision whilst aligning bikes in the direction of pedestrian flow to minimise creation of obstacles.

CREATE CIVIC SPACE AT PLAZA AT SOUTHERN JUNCTION

Short term - move benches to edges of plaza and increase amount of formal and informal seating. Add raised planters including small trees to partially screen busy junction.

Longer term - redesign of this plaza to better integrate green space elements and seating whilst maintaining movement route.

REDESIGN TO CREATE CIVIC SPACE IN FRONT OF BANK OF SCOTLAND AT HOLY CORNER

Redesign of this semi-public space and pedestrian traffic route to create a civic space with seating, green space, and bike racks whilst maintained a paved route along desire lines.

LOCATION A

CORNER OF BRUNTSFIELD PLACE | BRUNTSFIELD + MORNINGSIDE



Based on the research data collected and analysed for Location A we have created a design brief for this location aimed to enhance the existing condition to improve public life at this unique location within the Bruntsfield and Morningside town centre.

The biggest issues found at this location included users feeling they were not safe from busy traffic, combined with a lack of shelter and opportunities to sit/stay in comfort.

Our design brief aims to address these issues whilst also maximising on the widening of pavement area at this corner and junction location to enhance the opportunities for public life. A number of cafes, restaurants and other active frontages already open up onto this space, with some outdoor seating. Through provision of additional shelter, additional opportunities for outdoor seating and a more pedestrian-priority environment, a more conducive environment for staying activities and enjoyment of positive climatic conditions in summer could be created, maximising public life here.

This would also help provide a resting and stopping point along the linear town centre of Bruntsfield and Morningside, providing a place to stop and stay at this point where the narrow street opens up.

DESIGN BRIEF

- **Create more sheltered places for walking and staying.** Use of additional trees and vegetation both in the street and to provide protection to those sat at outdoor seating would help create shelter from poor climatic conditions such as light rain. Additionally, encouraging local shop owners and restaurants to install and use awnings would help provide a more sheltered movement route that enables people to stop and window shop or just move through the town centre in more comfort during heavy rain.
- **Maximise outdoor seating.** Provision should be made for both truly public realm seating available to those not purchasing items from cafes/restaurants (both in terms of primary seating such as benches and more informal secondary seating), as well as encouraging cafes/restaurants fronting on to this space to extend or increase their outdoor seating areas. This could be done through a trial incentive scheme to offer cafes/restaurants free permits for a limited period (over Edinburgh Festival or for the first year) to allow them to test if this is beneficial for their business and to help mitigate the set-up costs to them of purchasing seating, planters and umbrellas/awnings to protect customers from

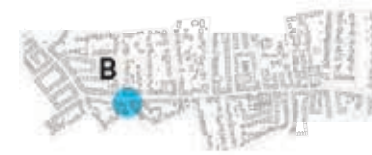
wind and rain. Additional outdoor seating would enhance public life, enabling additional natural surveillance of the area and creating a more vibrant street environment. It would also provide much needed rest spots for those with additional mobility needs or those of older age who need to rest frequently.

- **Create a more pedestrian-oriented environment.** Build upon the existing SRET at Merchiston Place and Montpelier Park to create an even more pedestrian-priority environment by continuing pedestrian pavement materials across the SRET junctions. Use of small scale detailing as part of this more 'pedestrian feeling' material would highlight to drivers that pedestrians have priority here. In combination with reducing corner radii where possible and making better use of the large expanses of pavement here, this could become a pedestrian-oriented node of activity along the town centre.
- **Provide additional facilities for cyclists.** Additional cycle racks should be provided to enable more places for cyclists to stop and leave their bikes.



LOCATION B

HOLY CORNER JUNCTION | BRUNTSFIELD + MORNINGSIDE



Based on the research data collected and analysed for Location B we have created a design brief aiming to enhance public life at this interesting and busy junction location within the Bruntsfield and Morningside town centre.

Key issues identified at Location B included frustrating and confusing pedestrian crossings, a fear of traffic accidents for both pedestrians and cyclists, narrow restricted pavements causing congestion, and a lack of shelter and green space. The junction currently acts as a barrier to free pedestrian movement. User interviews revealed a desire for more shelter, better lighting, clearer and simpler pedestrian crossings over the junction, wider pavements, more green spaces, level surfaces to increase accessibility, and better cycling facilities including bike lanes and racks.

A key feature at this location was the use of the semi-public area in front of the Bank of Scotland building set back from the Holy Corner junction as a key pedestrian desire line and route. Our design brief aims to address the issues identified at this location through provision of wider pavements, reducing corner radii to reduce traffic speeds and provide a safer more generous pedestrian environment, simplifying pedestrian crossings through using single phase crossing, and transformation of the space outside Bank of Scotland into a civic space incorporating seating, cycle facilities and green space.

DESIGN BRIEF

- **Simplify pedestrian crossings at Holy Corner junction.** Use single phase crossing to simplify the existing confusing crossing methods. Use of a unique and small-scale materiality across the single phase central junction area will help better identify the 'safe' pedestrian zone during the green man. Reduce waiting times for pedestrians to cross the road.
- **Redesign Holy Corner junction layout to slow traffic and prioritise pedestrians.** In combination with simplifying pedestrian crossings, widening pavements and reducing corner radii will help provide a less car-dominated carriageway, tightening up the junction to reduce traffic speeds and provide a more pedestrian-oriented environment.
- **Provide better facilities for cyclists.** Where possible, cycle lanes should be incorporated into a new junction layout to enhance feelings of safety for cyclists and promote their position within the road. More cycle racks should be provided and could form a feature within a newly designed civic space in front of Bank of Scotland.
- **Prioritise pedestrian movement.** Use of continuous paving treatments (incorporating smaller scale material choice) across key pedestrian desire lines over less heavily trafficked more minor roads such as Chamberlain Road and Colinton Road would provide visual cues to drivers to slow down and that pedestrians were the priority.
- **Create a civic space in front of Bank of Scotland.** This car park is currently heavily used as a cut-through between Bruntsfield Place and Colinton Road for those wishing to take a shorter route or avoid the narrow pavement close to the traffic and road. Build upon this footfall and potential to better use this relatively large opening of space along the linear town centre to create a civic space. Whilst maintaining the pedestrian movement route through the area, providing higher quality and variety of planting to create a greener more restorative environment with sensory interest and some shelter from light rain and wind, remove railings to provide informal seating along the low wall adjacent to the junction, add in more formal seating opportunities, and incorporate cycling parking.
- **Widen the pavements and reduce street clutter.** Both at the junction and in the streets approaching it along Bruntsfield Place and Morningside Road the pavement is incredibly narrow on both sides of the road causing pedestrian congestion when large groups pass or at peak times. Widening the pavement and removal/rationalising of street clutter would improve accessibility for more vulnerable users and enhance movement function.



LOCATION C

JUNCTION OF CHURCH HILL PLACE | BRUNTSFIELD + MORNINGSIDE



Based on the research data collected and analysed for Location C we have created a design brief aiming to enhance public life at this location within the Bruntsfield and Morningside town centre. The design responses here would apply to other similar junctions along the town centre.

Key issues identified at Location C were found to be narrow pavements causing pedestrian congestion and pedestrians frequently have to stand in the road, difficulty crossing the road and long waiting times, a lack of shelter, and the location's use as solely a movement route with no opportunities to stop and either stand, stay, window shop or appreciate the views to North and South from this vantage point as any stationary activity blocks the pedestrian movement route.

Our design brief aims to address these issues by widening the pedestrian route through increasing pavement widths, reducing corner radii at the junction to create more generous waiting points with seating and vegetation for those waiting to cross the road or as a nodal rest spot, and a consistent material treatment across the junction similar to small-scale pedestrian-feeling materials to slow traffic and highlight the pedestrian crossing zones at the junction.

DESIGN BRIEF

- **Reduce waiting times for pedestrians to cross the road.** Use single phase crossings with less waiting time between green men to improve conditions for pedestrians wishing to cross the road and reduce those risking running between traffic due to frustration.
- **Widen pavements and decrease corner radii.** Increasing pavement width will help aid pedestrian congestion during peak time and ensure a clearer route for those wishing to walk side by side, with prams or additional mobility needs.
- **Add trees and seating to create nodal rest spots.** Maximise on additional space created through decreased corner radii to provide more generous space for pedestrians to stop, stay or rest through addition of seating and trees. Trees will also provide some shelter from light rain and enhance the green and sensory properties and interest in what is otherwise a hard landscaped location.
- **Enhance opportunities to enjoy the view.** Opportunities to stop at these nodal rest points also enable people to stand or sit to enjoy the views or take photos from this high vantage point without obstructing pedestrian flow.
- **Improve provision of cycle facilities.** Both in terms of cycle lanes where road width would allow through redesign of the junction layout and in terms of bike racks and loops enabling cyclists to more easily leave their bikes here when visiting shops/cafes.



LOCATION D

PARKING BAYS + BUS STOP IN FRONT OF M&S | BRUNTSFIELD+MORNINGSIDE



Based on the research data collected and analysed for Location D we have created a design brief aiming to enhance public life at this location within the Bruntsfield and Morningside town centre. This location includes car parking and loading bays in addition to a busy bus stop and pavement in front of a two storey building housing Marks and Spencer and Superdrug which sits lower than the surrounding four storey tenements.

Key issues identified at Location D included a disconnected public realm for pedestrians, with minor roads and loading bays interrupting pedestrian flow and what could be a more coherent level surfaced pedestrian civic space. Most public life currently focusses around waiting activities at the bus stop, with users citing a lack of attractive shelter, seating and activities as to why they would not spend more time in the public realm here. Lighting was also considered an issue, particularly toward the dark back corner outside Superdrug and anti-social behaviour connected with a disused phone box.

Our design brief aims to address these issues. It is proposed that unnecessary street clutter (including the phone box) be removed, a shared level pedestrian space be created in front of M&S and Superdrug, and opportunities for increasing active shop/cafe frontages onto this space and the side area down Morningside Park behind The Counter cafe be explored including additional seating and planting to increase public life.

DESIGN BRIEF

- **Create a flexible pedestrianised civic space in front of the shops.** A redesign of the space in front of M&S and Superdrug to create a level surfaced pedestrian space for flexible uses including markets, seating and temporary activities would enhance public life.
- **Activate the space behind The Counter.** There is also a development opportunity for the M&S and Superdrug building to be replaced with a four story building sympathetic to the tenements adjacent, including ground floor retail and an opening up of the frontage onto the paving slab area behind The Counter police box at Morningside Park. This area could also be used in the shorter term to provide outdoor seating for The Counter police box customers and those sitting on their lunch breaks or as a rest stop along the town centre. This area could also incorporate more vegetation, planting such as trees and porous paving treatments to increase the green sensory interest here, improve stormwater management and provide some shelter from light rain.
- **Prioritise pedestrian movement flows.** Introduce raised SRETs across the minor junction with Morningside Park, with the

addition of pedestrian feeling small-scale materials to imply to drivers that they are crossing a pedestrian movement route.

- **Consider trialling a zebra crossing.** A zebra crossing should be trialled in front of the bus stop to better facilitate pedestrian movement crossing the road to and from the bus. Currently many people jaywalk when running for a bus or do not wait at the traffic lights to cross. This zebra crossing could be trialled in addition to monitoring and evaluation based on additional direct observation studies to analyse whether this has been an improvement to the existing condition. Should this space be redesigned as proposed with a more active pedestrian space behind the bus stop this easier and more direct crossing would be particularly relevant.



LOCATION E

JUNCTION OF CLUNY GARDENS + MORNINGSIDE ROAD



Based on the research data collected and analysed for Location E we have created a design brief aiming to enhance public life at this location to the South of the Bruntsfield and Morningside town centre. This location includes a busy junction between Morningside Road, Cluny Gardens and Balcarras St, and adjacent large plaza area and Hermitage Terrace open space.

Key issues identified at Location E included severe concerns about traffic safety for pedestrians, difficulty crossing this busy junction which acts as a barrier to pedestrian movement, a lack of shelter for standing/staying activities and a desire to increase green space through opening up Hermitage Terrace park and/or increase vegetation and seating opportunities at the plaza area to the East of the junction through either a comprehensive redesign or more temporary measures such as introduction of planters and trees to partially screen the junction and reconfiguration of seating.

Our design brief aims to address these issues by improving the pedestrian movement experience and crossings, proposing a redesign of the plaza, and using surface treatments and single phase crossings to ease pedestrian crossing of this busy junction.

DESIGN BRIEF

- **Create a more defined and higher quality civic space at the plaza.** Longer term a more comprehensive redesign of the plaza to the East of the junction is recommended, to better incorporate green space, seating and shelter to create a defined space for staying with partial screening of the junction to the West. In the shorter term, use of raised planters and additional tree pits combined with better clustering of benches in positions closer to the edges of the space further from the road would improve the public life at this location. When making any changes, the dominant pedestrian desire line near the edge of the plaza in a North-South direction away from the traffic should be maintained.
- **Improve pedestrian crossings at the junction.** Use of single phase crossing is advised with a change of material in the central junction space indicating a more small-scale pedestrian oriented surface would visually cue pedestrians that they can cross in all directions at this point and slow traffic.
- **Reduce corner radii at the junction.** This would increase pavement space for pedestrian movement and when waiting to cross the road. Should a change of use to the Bank of Scotland building happen with a more active frontage this would also enable more pavement space for outdoor seating. Wider pavements would enable additional trees and vegetation to be incorporated into a redesign of this junction layout, helping to create a more green and restorative environment with more sensory interest.
- **Open up Hermitage Terrace park.** Currently this park has railings along its Western edge prohibiting easy entry by the public. A redesign of the park edge would enable easier pedestrian flow along its edge parallel with Morningside Road and open the park up for events, activities or public use as a place to stop and spend time in favourable weather conditions.
- **Improve paving materiality and drainage using more porous surface treatments.** Currently the junction area and pedestrian desire lines are hindered by flooding and drainage issues during heavy rain. Use of more porous or semi-permeable paving materials and surfaces would encourage better stormwater management and provide additional sensory interest.





CONCLUSION

CONCLUSION

Through direct observation methodologies combined with user interviews and the expertise of using a research team comprising of landscape architects and urban designers, we feel that a large amount of useful data and analysis has been generated regarding the town centres of Leith Walk and Great Junction Street and Bruntsfield and Morningside in terms of their existing public life and user experience, and movement and place function. Please see the full report for more information on the Leith Walk and Great Junction St aspect of this.

Collection of this data, its analysis and interpretation in terms of both the whole town centre and selected site-specific locations, has been combined with HERE+NOW's 12 Design Principles for Healthy Public Spaces, to present a holistic series of design responses to improve each of the key locations focussed on within the two town centres, in addition to overall design responses that would benefit the town centres as a whole.

Analysis of the Leith Walk and Great Junction Street, and Morningside and Bruntsfield town centres revealed that they have very different movement and place functions, strengths and weaknesses when compared.

LEITH WALK AND GREAT JUNCTION ST

Leith Walk and Great Junction Street town centre was found to score highly in terms of movement function, with pedestrian and cycling conditions

markedly higher in the lower section of Leith Walk that has been recently renewed where pavements were wider, cycle lanes were more consistent and material quality was higher. However, Great Junction Street and upper parts of Leith Walk scored poorly in terms of movement function due to presence of street clutter, pinch points, poor material quality and due to a car dominated environment. On balance however, Leith Walk was shown to provide moderately good movement function for pedestrians, and is a key pedestrian route between work, home and shopping locations for users. Design responses proposed aimed to be sensitive to maintaining the ease of pedestrian movement through this area, whilst removing pinch points, widening pavements and reducing corner radii where needed, making more active use of those existing wide parts of pavement whilst keeping a pedestrian route clear, removing street clutter and improving material quality and pedestrian crossings. The high footfall along this movement route should be harnessed to promote public life through creation of more points to stop, rest or spend time along Leith Walk, with a series of 'rest nodes' proposed and more flexible civic spaces at Elm Row and Newkirkgate to both enliven public life and provide seating and vegetation.

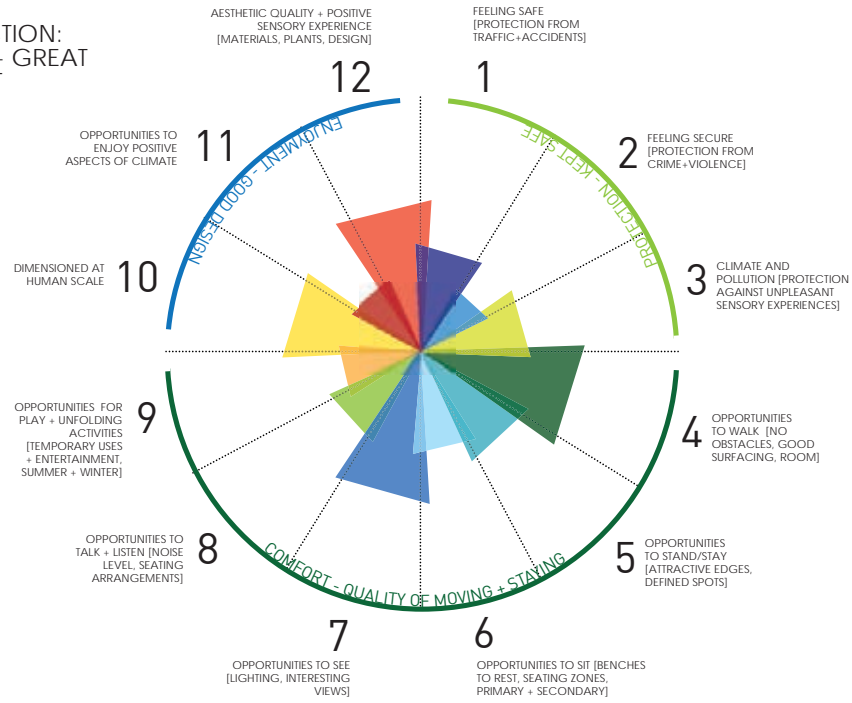
In terms of place function, Leith Walk and Great Junction St scored lower in general. In particular, this town centre was found to be lacking enough seating, with a high perception of crime limiting users within certain spaces and in the evening, a lack of shelter and a need for more activities. When compared to Bruntsfield and Morningside's

place function, the Leith Walk and Great Junction St town centre is shown to be lacking particularly in areas connected with anti-social behaviour, fear of crime, and lack of seating. The design responses proposed for the Leith Walk and Great Junction St town centre aim to enhance its place function whilst maintaining its moderate quality as a movement route. Design responses include screening of bins off the pavement with vegetated 'book end' metal screens with halftone artwork relating to the local identity, integration of raised planters with small trees and seating at key nodal points along the length of the town centre to offer a chance to rest or sit and enjoy positive microclimatic conditions, and introduction of two gateway civic spaces - one at Elm Row to create a more flexible pedestrianised civic space similar to Grassmarket, and one at the Foot of the Walk where integration of seating and vegetation to create a more welcoming civic space are proposed in addition to better junction surface treatments incorporating local mural art to better define the pedestrian crossing area.

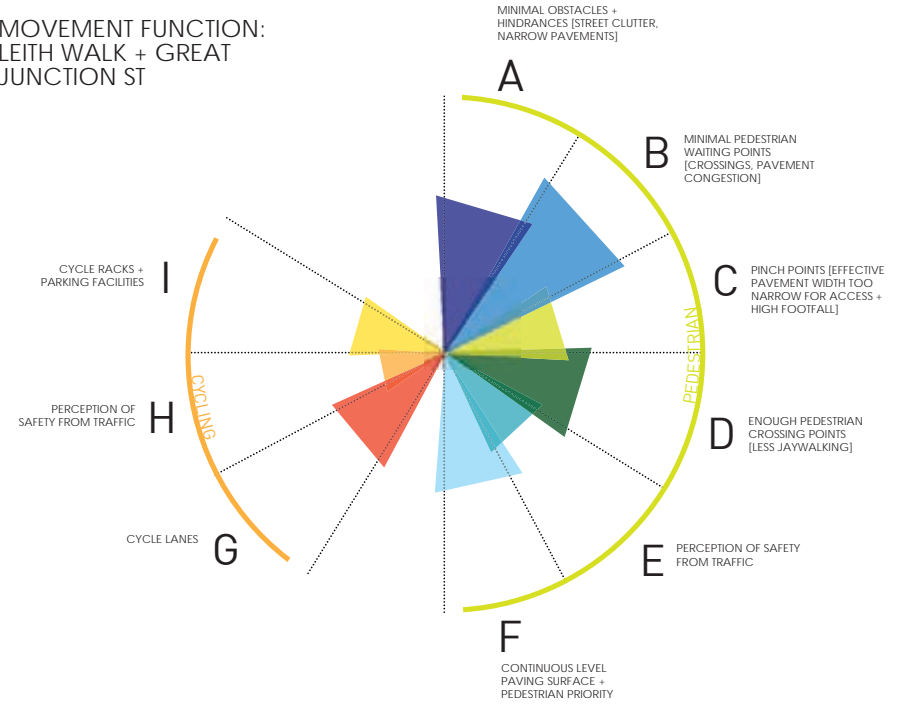
BRUNTSFIELD AND MORNINGSIDE

A key issue throughout the Bruntsfield and Morningside town centre was found to be narrow pavements restricting pedestrian flows. This was the most significant factor, in combination with poor material quality and uneven surfaces, which resulted in this town centre being assessed as having very poor movement function at present. Pedestrians frequently have to step into the road to pass those coming the other way, and there

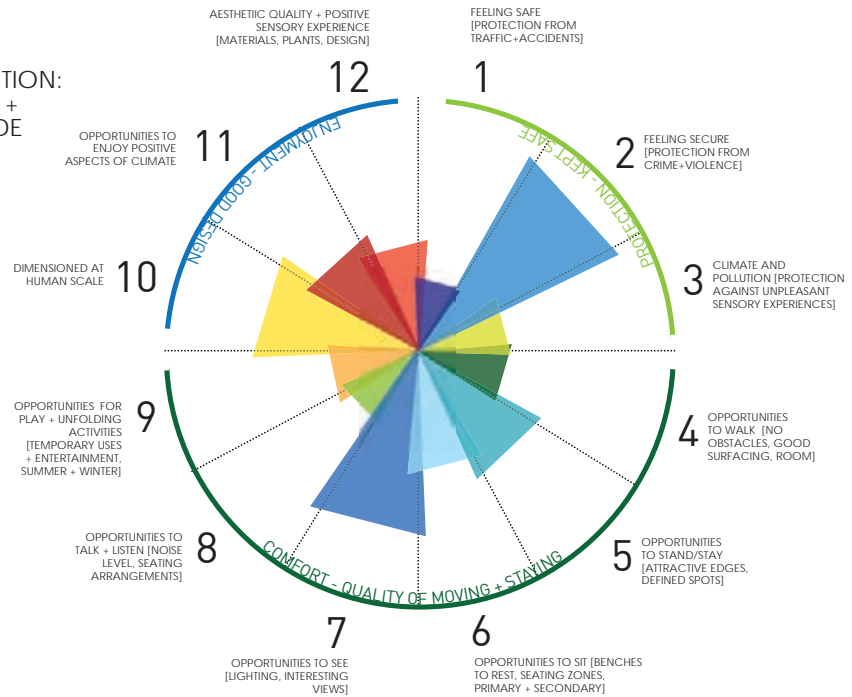
PLACE FUNCTION:
LEITH WALK + GREAT
JUNCTION ST



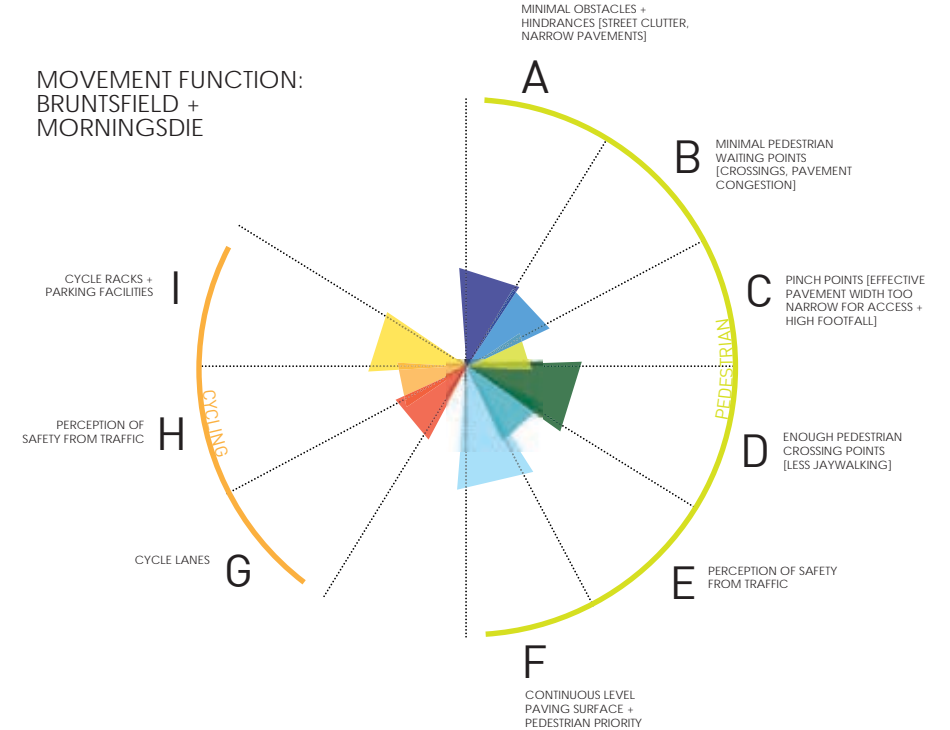
MOVEMENT FUNCTION:
LEITH WALK + GREAT
JUNCTION ST



PLACE FUNCTION:
BRUNTSFIELD +
MORNINGSIDE



MOVEMENT FUNCTION:
BRUNTSFIELD +
MORNINGSIDE



is not enough room at pedestrian crossings to accommodate numbers wishing to cross. Conditions for cyclings are equally poor, with few cycle facilities such as lanes or racks. Most users at this location expressed fear of traffic accidents and a desire for easier pedestrian crossings to enable them to move more freely.

Despite high levels of visual interest in terms of small shops and cafes, narrow pavements also restricted the place function of Morningside and Bruntsfield. It is often hard for pedestrians to stop and window shop or enjoy the positive place qualities at this location as any stopping activities quickly cause congestion on the pavement. Better utilisation of wider more accommodating spaces along this predominantly linear town centre (for example at Holy Corner in front of Bank of Scotland, or in front of M&S and Superdrug) would allow creation of more civic spaces and places to stop, gather, chat or enjoy public life. As such, despite many positive qualities, the place function of Bruntsfield and Morningside was moderate overall.

LESSONS LEARNED

The full Street Assessment Lot One report forms the first of two street assessment 'lots'. This first report looks at the town centres of Leith Walk and Great Junction St and Bruntsfield and Morningside, however a second 'lot' of Public Life Street Assessment will be carried out at three additional town centres in the new year - Portobello, Nicolson St and Clerk St, and Stockbridge. Whilst conducting this first lot of Street Assessments we have made observations and learnt lessons that will improve this research for the second round of town centres.

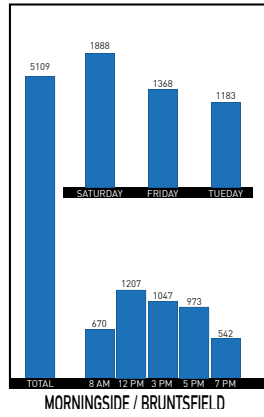
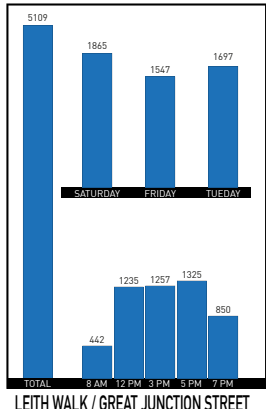
We found that the tracking studies completed were found to show few significant patterns or trends. This appears to be because the timed speed that users walk at varies considerably based on their age, mobility and activity, and that this outweighs any trend based on location. Without first categorising users into profiles such 'older person with additional mobility needs', 'younger person walking alone', 'group of teenagers walking slowly to chat', for example, the results of tracking studies are inconclusive and hard to successfully compare. We also found that enough data was available from other studies that we feel this would not add a great amount of insight to the data collected already, and as such may not be necessary.

Whilst finding the user interview standardised questions useful, we have a few tweaks to the phrasing and ordering of these which we will make prior to the next round of assessments to ensure

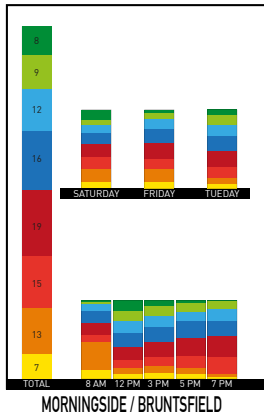
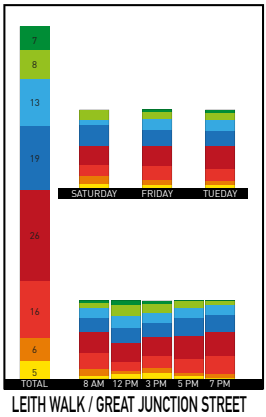
we gain as much information as possible from users.

Whilst we understand the reasons for timing these studies between November - March due to Council timelines and requirements, should another series of Street Assessments be conducted we would recommend these are carried out at a more favourable time of year for public life. Conducting these studies during Winter months means our research will not observe the full range of public life that may be present at these locations during warmer sunnier months. However, this research is still useful, as it demonstrates issues connected with use of these public spaces during rainy and cold periods, such as areas of flooding and lack of shelter. Given these conditions are present for a considerable part of the year we feel this research is still valuable and useful. To gain a fuller understanding a study conducted during summer would be beneficial however.

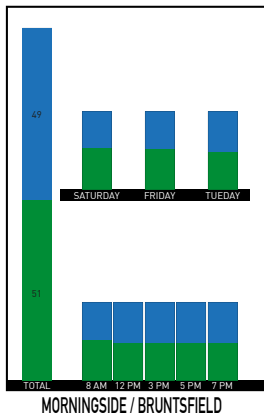
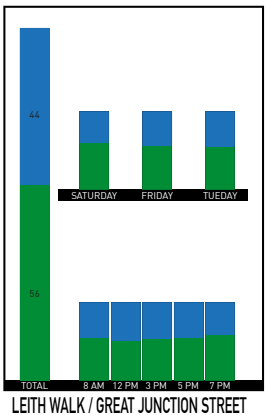
Additional time to conduct these Street Assessments, from project inception and research days through to final report is also recommended, as tight timescales for this assessment in combination with poor typical weather at this time of year have meant that research could not be delayed during bad weather to the same day the following week.



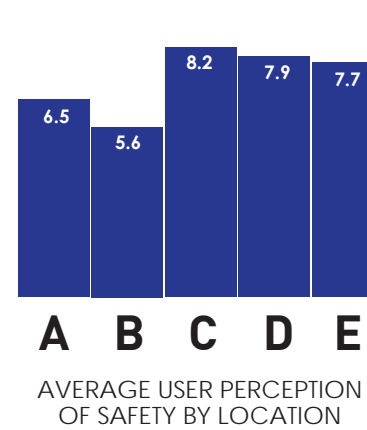
When totalled over all time slots and days, Leith Walk and Great Junction St town centre experienced more pedestrian traffic than Morningside and Bruntsfield.



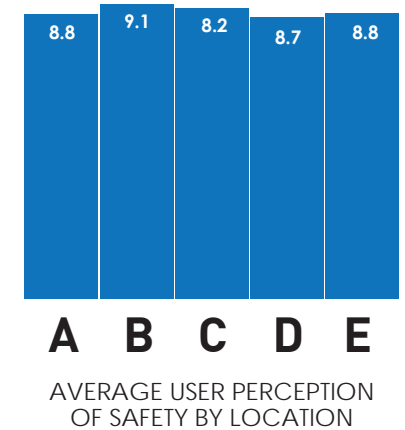
Morningside and Bruntsfield town centre was found to have a more diverse mix of ages using the public realm than Leith Walk and Great Junction St.



Leith Walk and Great Junction Street town centre was found to have more males to females overall, possibly indicating fear of crime by more vulnerable users. Bruntsfield and Morningside had a much more even split.



LEITH WALK



BRUNTSFIELD/MORNINGSIDE

Users expressed that they felt the Leith Walk and Great Junction Street town centre felt significantly less safe than Bruntsfield and Morningside. Locations along Leith Walk and Great Junction St had average safety scores of between 5.6 and 8.2, whereas Bruntsfield and Morningside safety scores were much higher, between 8.7 and 9.1 on average across all locations.

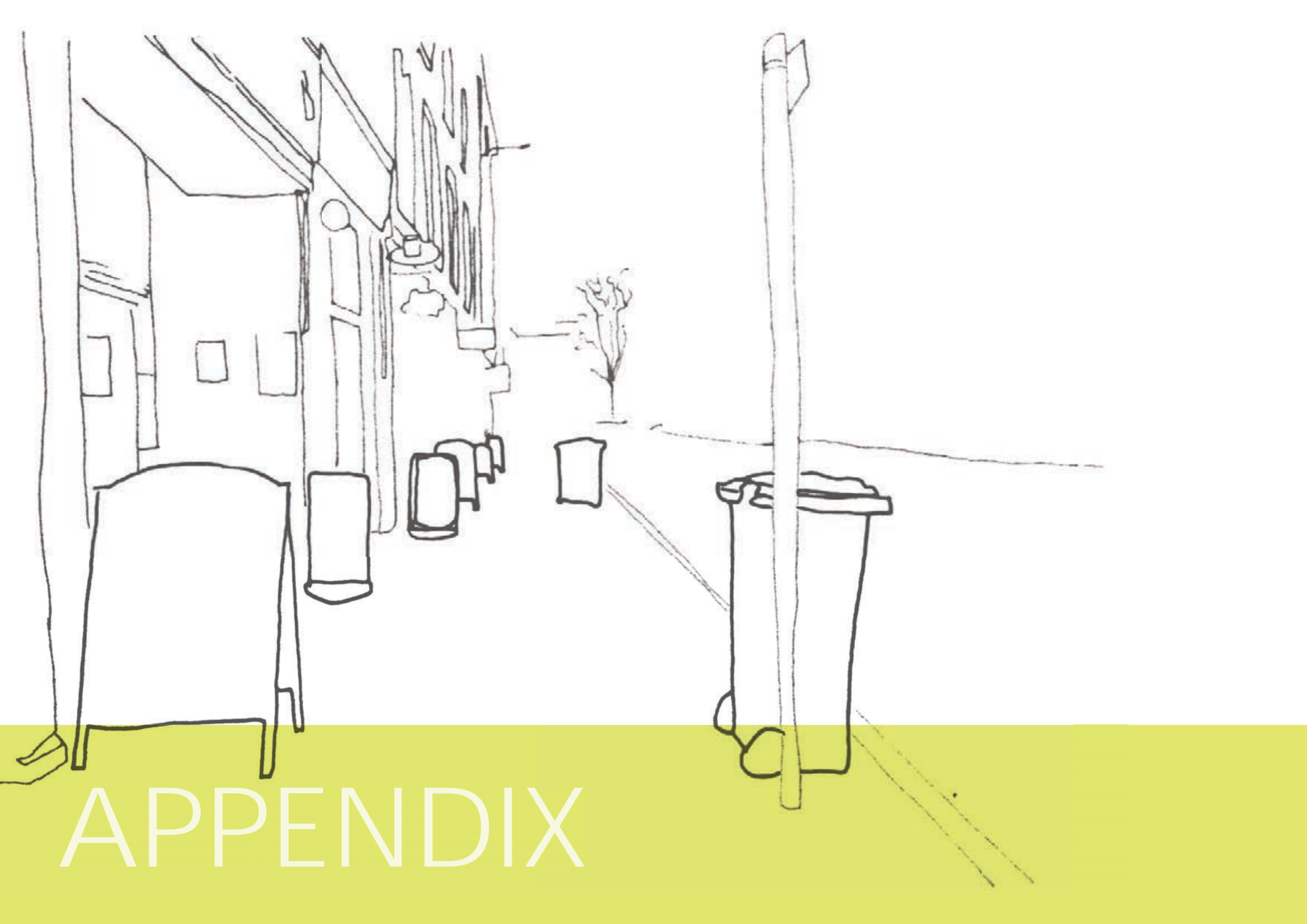
FINAL REMARKS

Overall we feel the Public Life Street Assessments have been very successful in identifying the key strengths, weaknesses, opportunities and threats at each location within the Leith Walk and Great Junction St and Morningside and Bruntsfield town centres. They have built on a solid methodology of research and analysis to examine how users are currently experiencing these spaces to make targeted design responses for their improvement based on this evidence of prioritised needs for improvement.

We hope that this research is useful to both feed into the ongoing existing work that City of Edinburgh Council is doing in these town centres, in addition to inspiring some new ideas for ways these places might be improved in terms of movement and place function. We hope that our design responses help stimulate more conversations and positive action to address the ways that these two centres can be improved for pedestrians and cyclists, to create higher quality public spaces and which enhance public life in these settings.

We have found this project particularly inspiring to work on and thank The City of Edinburgh Council for this opportunity. At HERE+NOW we strongly believe in the importance of making evidence based built environment design decisions following research into the user experience of places - valuing the opinions and thoughts of those who live locally - and so are proud to have been a part of this project and process.





APPENDIX

CLIMATIC CONDITIONS

BRUNTSFIELD + MORNINGSIDE

Whilst a consistent methodology has been used through each research day in the town centre and at the five time slots research was recorded, the weather on each day may impact public life research patterns. Whilst heavy rain was avoided where possible, due to the time of year rain was experienced during some time slots on some days.

TUESDAY 3 NOVEMBER

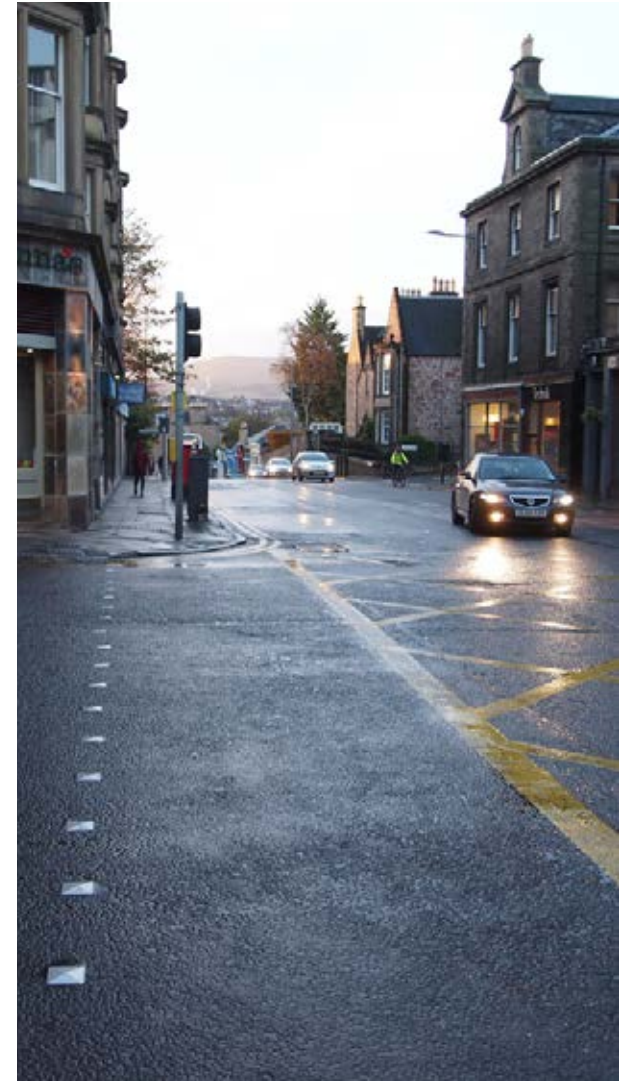
8am - Cold (4°C), cloudy, windy, light rain.
12pm - Very strong wind, cold.
3pm - Cold, windy.
5pm - Dark, cold.
7pm - Dark, cold.

FRIDAY 6 NOVEMBER

8am - Very cold (0°C), sun out, blue sky, windy.
12pm - Heavy rain and very windy.
3pm - Lighter rain, cold, windy.
5pm - Dark, cold, light rain, windy.
7pm - Dark, cold, light rain, windy.

SATURDAY 7 NOVEMBER

8am - Cold (4°C), cloudy.
12pm - Cold, light rain, cloudy.
3pm - Cold, cloudy.
5pm - Dark, cold, misty rain.
7pm - Dark, cold, rainy.



USER INTERVIEWS: LOCATION A

BRUNTSFIELD + MORNINGSIDE

BRUNTSFIELD			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.	COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking designed to facilitate basic human activities under good conditions. Pedestrians				
Key Location	Date	Time	1 - Feeling safe - protection against traffic and accidents	2 - Feeling secure - protection against crime and violence	3 - Climate and pollution - protection against unpleasant sensory experiences	4 - Opportunities to Walk	5 - Opportunities to stand/stay	6 - Opportunities to sit
A	10.11.2015	08.00	The traffic is alright. Not bad for a city.	10 out of 10 safe. ... 9 out of 10 safe.	Protection from the weather is needed!	It's very easy to walk through here.	I like to spend time here. I go to cafes and drink coffee.	I like to spend time here. I go to cafes and drink coffee.
A	10.11.2015	12.00	Traffic is not ideal - it's quite loud. ... Traffic is fine. ... Traffic isn't bad.	10 out of 10 safe. 8 out of 10. 8 out of 10 safe. School kids are the biggest threat here. Occasionally I'm aware of crime.		It's easy to walk through here. ... It's okay to walk through, but the streets and pavements are narrow - feels dangerous and its annoying.	I come here all the time to spend time with friends [though in cafes rather than outside].	I come here all the time to spend time with friends [though in cafes rather than outside].
A	10.11.2015	15.00	Noise from the traffic and buses are the biggest nuisance here. ... Traffic is not great at peak times. ... Traffic is okay, it's good considering it's a city.	8 out of 10 safe in the day, 7 at night. I don't worry about crime here, just strange people. ... 10 out of 10 safe. I don't worry about crime here.	The weather is the biggest threat to using this place.	Everything is quite spread out here [you have to walk a long way]. ... I like walking through here, it's pleasant - lots of green spaces.	I'd definitely want to spend time here.	
A	10.11.2015	17.00						
A	10.11.2015	19.00						
A	13.11.2015	08.00	I think the traffic is the biggest nuisance here. ... Traffic can be very busy in the morning.	9 out of 10 safe. I never worry about crime here.				
A	13.11.2015	12.00	The traffic gets very busy when weather is bad.	10 out of 10 safe. Lots of people are around and there are safety in numbers. There is good lighting at night, few bars and drunk people at night. ... I don't worry about crime here.	I wouldn't go outside if the weather was bad. ... I'd get the bus instead if weather was bad.	I walk through Bruntsfield to work in Morningside. It's fairly easy to walk through but the junction [Holy Corner] isn't great.	It's too expensive so I wouldn't spend time here. ... I enjoy spending time here, I like the community and cafe culture, especially on Sunday mornings.	There are nice cafes and bars here. I like how close it is to the Links.
A	13.11.2015	15.00	7 out of 10. I'm worried about traffic when I'm with the kids. ... I think the traffic is the biggest nuisance here.	8 out of 10. Sometimes if you go off the main road it can be really bad [unsafe]. ... 10 out of 10 safe. I've never had any problems or seen/heard anything. ... I don't worry about crime here. ... I've had friends that were broken into [burgled] but that was Marchmont.	I'd stay inside or minimise activity outside if it was bad weather.	I walk to drop my kids off at the play group nearby.	There's little or no shelter from the elements.	There's little or no shelter from the elements.
A	13.11.2015	17.00						
A	13.11.2015	19.00						
A	14.11.2015	08.00	The junction is the biggest threat here [Holy Corner]. 8am on a Saturday the traffic is fine though [quiet].	10 out of 10 safe. I never worry about crime here.	I have to walk the dogs, even when it's raining.	It's fine to walk through, close to the park.	I'd spend time at the cafes and shops.	I'd spend time at the cafes and shops.
A	14.11.2015	12.00	9 out of 10. I worry about traffic accidents. I'm from Germany so everyone is on the 'wrong' side! ... Further down into Morningside the pavements are very narrow. I had to walk on the road to pass other pedestrians. ... There's a lot of traffic here so it must be a main road out of the city [tourist].	I have heard Edinburgh is safe [tourist].		Further down into Morningside the pavements are very narrow. I had to walk on the road to pass other pedestrians.		
A	14.11.2015	15.00		8 out of 10. It's a nice area. I don't worry about crime.	I take my dogs for shorter walks when the weather is bad.	It's easy to walk through here - good for my dog - we use the park [the Links].	I walk through here but just pass through.	I wouldn't sit and stay anywhere here but I might bring a friend for a walk.
A	14.11.2015	17.00						
A	14.11.2015	19.00						
RESEARCH DIARY OBSERVATIONS			12noon Saturday. The junction here is relatively busy. People at this time walk together. A good mix of people, though high school students are missing at this time of day. People are walking relatively slow.		12pm. Streets empty when it rains. Little opportunity to continue window shopping or moving without protection from climate.	12pm. Pedestrians walking with purpose, little perusal of shops. 7pm. Everyone is walking with purpose, going home from work etc. 8am. The junction is very busy with school kids. Cars often block the crossing both at Merchiston Place and Montpellier Park. 12pm. Children are observed walking home from school. 3pm. Lots of people are using the pavements - need to be wider. 8am Saturday much quieter.	3pm. Almost no people stop on the street except at the bus stops. 7pm Saturday. The street is very empty but restaurants and takeaways are busy. Few cars.	8am. Two homeless men sit outside RBS.
KEY TRENDS			Users at Location A see traffic as a big nuisance in the area, particularly during morning rush hour or when weather is bad. The nearby junction at Holy Corner (location B) is often cited as the biggest nuisance to pedestrians. Pedestrians at Location A note that further down into Morningside there are issues with narrow pavements meaning they have to step into the road and busy traffic to pass.	Users at Location A generally felt very safe. A couple cited concerns regarding school children, 'strange' people, or quieter darker streets off the main road. However almost all felt very safe and not somewhere they would worry about crime.	Users at Location A stated that they were strongly affected in use of the public realm during bad weather, with many choosing not to go outside or reducing time spent outdoors as far as possible. This indicates public life is reduced during poor weather due to a lack of protection against unpleasant sensory experiences and weather. Making a more sheltered comfortable place to spend time would help maintain public life during these poor periods of weather, for example more shop awnings to protect from rain whilst walking or window shopping or trees to act as sheltered partial protection from light rain.	Large numbers of school children are noted by users at Location A as a significant group using the public space. Researchers also noticed these influxes of both school children and university students at morning rush hour, lunch time and in the afternoon when school finished. This caused issues with having enough room on the pavement for those walking and indicates a need for wider pavement to accommodate peak pedestrian flows. This would also benefit those requiring wider clear routes along the pavement such as those with prams or walking aids, or those who would like to walk two a-breast to talk with friends. Some users at Location A noted the narrow pavements further toward Morningside as an issue, as well as the junction at Location B (Holy Corner) being hard to cross as a pedestrian.	When talking about opportunities to stand or stay at or around Location A, many users stated that they really liked the area and would particularly spend time at cafes, shops or - to a lesser extent - bars. Few would spend time outside in the public realm however, citing reasons such as 'no shelter'. People see Location A and the rest of Bruntsfield as a positive place they like to spend time, but only see the cafes, shops and bars as the places that they can do this. There is a lack of sheltered places to stand or stay comfortably in the public realm.	No users at Location A expressed that they ever sit outside in the public realm. The only exception to this were two homeless men observed by researchers sat outside RBS on the ground. Places such as cafes were frequently mentioned - as places they would sit with friends [sometimes outside], but generally the public realm is not seen as a place to sit or spend time. Lack of shelter is given as a primary reason for this. More incidental seating opportunities could be provided in the public realm through low walls, benches or similar in combination with planting and trees to offer some feeling of protection from traffic and mitigation of light rain.

1. Playing and unwinding are also included. Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is need to move freely, as well as stand and sit where it feels good and natural.			ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.				
7 - Opportunities to see	8 - Opportunities to talk and listen	9 - Opportunities for play, exercise and unfolding activities	10 - Dimensioned at the human scale	11 - Opportunities to enjoy the positive aspects of climate	12 - Aesthetic qualities and positive sensory experience	What are you doing here today? Necessary / optional / recreational activity?	What is this place lacking?
					Protection from the weather is needed!	Necessary - going to work. Necessary - taking children to school.	More recycling bins, especially for glass.
						Optional - shopping here then will go home. Optional - I fancied a walk. Necessary - I'm outside on my lunch break.	There's too many charity shops. ... I'm not sure what it's lacking. ... Better pavements.
		I'm not aware of any temporary activities here, no markets or similar.			The weather is the biggest threat to using this place.	Necessary - grocery shopping. Optional - window shopping.	
					I really like Bruntsfield and would like to move here.	Necessary - going to uni.	Less cars.
						Necessary - going to work.	Wider pavements.
	Yes, I'd come and have a chat here. I often meet friends in Bruntsfield and Morningside [cafes].					Optional - out with the kids going to Nardinis cafe and icecream parlour.	Make the crossing outside Nardinis better. ... More trees. ... Reduce traffic. Add benches.
		There's a farmers market?					Optional - tourist from Germany. Area recommended to walk around by AirBrB host.
It feels very active and cosy. Many nice shops and art.					It's light in the evening here which I like.	Necessary - walking the dogs.	
						Optional - tourist visiting.	
					I don't like the narrow pavements.	Optional - walking the dog.	Needs wider pavements.
	3pm Saturday. This location is relatively quiet and people stop to talk to each other.	3pm. Lots of children using scooters were observed. Some people running.				3pm Saturday. This location is relatively quiet and people stop to talk to each other.	Necessary - 7 Optional - 6
No users at Location A mention particular vistas or views from this spot, however many comment on liking this place because of the nice shops for window shopping and visual interest. This also helps add to the human scale and sensory interest of this place.	Despite some users mentioning noise from traffic, generally Location A is seen as a relatively quiet spot suitable for conversations.	Few users at Location were aware of opportunities for play, exercise or temporary activities or interest here. However, researchers did observe many children using scooters in the streets, those going for runs, or out for walks. One user mentioned a nearby farmers market but did not know about any additional temporary activities in the public realm at Location A specifically.	Many users at Location A commented on liking the cafes, bars and shops, both to spend time and as visual interest in the area. The area is known for its series of small independent shops which acts a destination for many people and also helps achieve greater sensory interest and dimensioning at the human scale. When talking about traffic many users mentioned the nearby junction at Holy Corner as a bigger space where they felt threatened by cars. This agrees with other comments from users that they feel traffic and the road as the biggest nuisance in the area and the prioritising of a car environment over more human scale pedestrian environment.	There are currently few opportunities to enjoy the positive aspects of climate at Location A. Researchers observed some outdoor seating at nearby cafes, and informal use of lower walls for very occasional use to sit on (though these are too low and uncomfortable for longer stays), however there is very little shelter for those walking, window shopping or wanting to spend longer time here - both in terms of protection from rain and/or wind. Montpellier was noted as having the best local example of outdoor seating combined with a protective awning from the rain and small planters on the pavement to create a defensible outdoor space for people to enjoy the public realm. Some other cafes had other outdoor seating but this was often cold and exposed.	Many users at Location A cited needing protection from the weather as their most significant (negative) sensory experience. Others commented on narrow pavements as a negative aspect of the environment.	A mix of necessary and optional activities were observed, with the majority of people en route to destinations but also a number window shopping, taking a leisurely walk or exploring the area.	Users at Location A commented that they felt aspects lacking were wider pavements, better quality paving materials, more trees, reduced traffic, more benches for sitting, and more recycling bins.

USER INTERVIEWS: LOCATION B

BRUNTSFIELD + MORNINGSIDE

BRUNTSFIELD			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.	COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking designed to facilitate basic human activities under good conditions. Pedestrian				
Key Location	Date	Time	1 - Feeling safe - protection against traffic and accidents	2 - Feeling secure - protection against crime and violence	3 - Climate and pollution - protection against unpleasant sensory experiences	4 - Opportunities to Walk	5 - Opportunities to stand/stay	6 - Opportunities to sit
A	10.11.2015	08.00	The traffic is alright. Not bad for a city.	10 out of 10 safe. ... 9 out of 10 safe.	Protection from the weather is needed!	It's very easy to walk through here.	I like to spend time here. I go to cafes and drink coffee.	I like to spend time here. I go to cafes and drink coffee.
A	10.11.2015	12.00	Traffic is not ideal - it's quite loud. ... Traffic is fine. ... Traffic isn't bad.	10 out of 10 safe. 8 out of 10. 8 out of 10 safe. School kids are the biggest threat here. Occasionally I'm aware of crime.		It's easy to walk through here. ... It's okay to walk through, but the streets and pavements are narrow - feels dangerous and its annoying.	I come here all the time to spend time with friends [though in cafes rather than outside].	I come here all the time to spend time with friends [though in cafes rather than outside].
A	10.11.2015	15.00	Noise from the traffic and buses are the biggest nuisance here. ... Traffic is not great at peak times. ... Traffic is okay, it's good considering it's a city.	8 out of 10 safe in the day, 7 at night. I don't worry about crime here, just strange people. ... 10 out of 10 safe. I don't worry about crime here.	The weather is the biggest threat to using this place.	Everything is quite spread out here [you have to walk a long way]. ... I like walking through here, it's pleasant - lots of green spaces.	I'd definitely want to spend time here.	
A	10.11.2015	17.00						
A	10.11.2015	19.00						
A	13.11.2015	08.00	I think the traffic is the biggest nuisance here. ... Traffic can be very busy in the morning.	9 out of 10 safe. I never worry about crime here.				
A	13.11.2015	12.00	The traffic gets very busy when weather is bad.	10 out of 10 safe. Lots of people are around and there are safety in numbers. There is good lighting at night, few bars and drunk people at night. ... I don't worry about crime here.	I wouldn't go outside if the weather was bad. ... I'd get the bus instead if weather was bad.	I walk through Bruntsfield to work in Morningside. It's fairly easy to walk through but the junction [Holy Corner] isn't great.	It's too expensive so I wouldn't spend time here. ... I enjoy spending time here. I like the community and cafe culture, especially on Sunday mornings.	There are nice cafes and bars here. I like how close it is to the Links.
A	13.11.2015	15.00	7 out of 10. I'm worried about traffic when I'm with the kids. ... I think the traffic is the biggest nuisance here.	8 out of 10. Sometimes if you go off the main road it can be really bad [unsafe]. ... 10 out of 10 safe. I've never had any problems or seen/heard anything. ... I don't worry about crime here. ... I've had friends that were broken into [burgled] but that was Marchmont.	I'd stay inside or minimise activity outside if it was bad weather.	I walk to drop my kids off at the play group nearby.	There's little or no shelter from the elements.	There's little or no shelter from the elements.
A	13.11.2015	17.00						
A	13.11.2015	19.00						
A	14.11.2015	08.00	The junction is the biggest threat here [Holy Corner], 8am on a Saturday the traffic is fine though [quiet].	10 out of 10 safe. I never worry about crime here.	I have to walk the dogs, even when it's raining.	It's fine to walk through, close to the park.	I'd spend time at the cafes and shops.	I'd spend time at the cafes and shops.
A	14.11.2015	12.00	9 out of 10. I worry about traffic accidents. I'm from Germany so everyone is on the 'wrong' side! ... Further down into Morningside the pavements are very narrow. I had to walk on the road to pass other pedestrians. ... There's a lot of traffic here so it must be a main road out of the city [tourist].	I have heard Edinburgh is safe [tourist].		Further down into Morningside the pavements are very narrow. I had to walk on the road to pass other pedestrians.		
A	14.11.2015	15.00		8 out of 10. It's a nice area. I don't worry about crime.	I take my dogs for shorter walks when the weather is bad.	It's easy to walk through here - good for my dog - we use the park [the Links].	I walk through here but just pass through.	I wouldn't sit and stay anywhere here but I might bring a friend for a walk.
A	14.11.2015	17.00						
A	14.11.2015	19.00						
RESEARCH DIARY OBSERVATIONS			12noon Saturday. The junction here is relatively busy. People at this time walk together. A good mix of people, though high school students are missing at this time of day. People are walking relatively slow.		12pm. Streets empty when it rains. Little opportunity to continue window shopping or moving without protection from climate.	12pm. Pedestrians walking with purpose, little perusal of shops. 7pm. Everyone is walking with purpose, going home from work etc. 8am. The junction is very busy with school kids. Cars often block the crossing both at Merchiston Place and Montpellier Park. 12pm. Children are observed walking home from school. 3pm. Lots of people are using the pavements - need to be wider. 8am Saturday much quieter.	3pm. Almost no people stop on the street except at the bus stops. 7pm Saturday. The street is very empty but restaurants and takeaways are busy. Few cars.	8am. Two homeless men sit outside RBS.
KEY TRENDS			Users at Location A see traffic as a big nuisance in the area, particularly during morning rush hour or when weather is bad. The nearby junction at Holy Corner (location B) is often cited as the biggest nuisance to pedestrians. Pedestrians at Location A note that further down into Morningside there are issues with narrow pavements meaning they have to step into the road and busy traffic to pass.	Users at Location A generally felt very safe. A couple cited concerns regarding school children, 'strange' people, or quieter darker streets off the main road. However almost all felt very safe and not somewhere they would worry about crime.	Users at Location A stated that they were strongly affected in use of the public realm during bad weather, with many choosing not to go outside or reducing time spent outdoors as far as possible. This indicates public life is reduced during poor weather due to a lack of protection against unpleasant sensory experiences and weather. Making a more sheltered comfortable place to spend time would help maintain public life during these poor periods of weather, for example more shop awnings to protect from rain whilst walking or window shopping or trees to act as sheltered partial protection from light rain.	Large numbers of school children are noted by users at Location A as a significant group using the public space. Researchers also noticed these influxes of both school children and university students at morning rush hour, lunch time and in the afternoon when school finished. This caused issues with having enough room on the pavement for those walking and indicates a need for wider pavement to accommodate peak pedestrian flows. This would also benefit those requiring wider clear routes along the pavement such as those with prams or walking aids, or those who would like to walk two a-braist to talk with friends. Some users at Location A noted the narrow pavements further toward Morningside as an issue, as well as the junction at Location B (Holy Corner) being hard to cross as a pedestrian.	When talking about opportunities to stand or stay at or around Location A, many users stated that they really liked the area and would particularly spend time at cafes, shops or - to a lesser extent - bars. Few would spend time outside in the public realm however, citing reasons such as 'no shelter'. People see Location A and the rest of Bruntsfield as a positive place they like to spend time, but only see the cafes, shops and bars as the places that they can do this. There is a lack of sheltered places to stand or stay comfortably in the public realm.	No users at Location A expressed that they ever sit outside in the public realm. The only exception to this were two homeless men observed by researchers sat outside RBS on the ground. Places such as cafes were frequently mentioned as places they would sit with friends [sometimes outside], but generally the public realm is not seen as a place to sit or spend time. Lack of shelter is given as a primary reason for this. More incidental seating opportunities could be provided in the public realm through low walls, benches or similar in combination with planting and trees to offer some feeling of protection from traffic and mitigation of light rain.

7 - Opportunities to see			8 - Opportunities to talk and listen			9 - Opportunities for play, exercise and unfolding activities			10 - Dimensioned at the human scale			11 - Opportunities to enjoy the positive aspects of climate			12 - Aesthetic qualities and positive sensory experience			What are you doing here today? Necessary / optional / recreational activity?			What is this place lacking?					
<p>g. Playing and unwinding are also included. Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is need to move freely, as well as stand and sit where it feels good and natural.</p>									<p>ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.</p>																	
						I'm not aware of any temporary activities here, no markets or similar.									Protection from the weather is needed!			Necessary - going to work. Necessary - taking children to school.			More recycling bins, especially for glass..					
															The weather is the biggest threat to using this place.			Optional - shopping here then will go home. Optional - I fancied a walk. Necessary - I'm outside on my lunch break.			There's too many charity shops. ... I'm not sure what it's lacking. ... Better pavements.					
												I really like Bruntsfield and would like to move here.						Necessary - going to uni.			Less cars.					
																		Necessary - going to work.			Wider pavements.					
			Yes, I'd come and have a chat here. I often meet friends in Bruntsfield and Morningside [cafes].															Optional - out with the kids going to Nardinis cafe and icecream parlour.			Make the crossing outside Nardinis better. ... More trees. ... Reduce traffic. Add benches.					
						There's a farmers market?												It's light in the evening here which I like.			Necessary - walking the dogs.			Optional - tourist from Germany. Area recommended to walk around by AirBnB host.		
It feels very active and cosy. Many nice shops and art.																					Optional - tourist visiting.					
															I don't like the narrow pavements.			Optional - walking the dog.			Needs wider pavements.					
			3pm Saturday. This location is relatively quiet and people stop to talk to each other.			3pm. Lots of children using scooters were observed. Some people running.												3pm Saturday. This location is relatively quiet and people stop to talk to each other.			Necessary - 7 Optional - 6					
<p>No users at Location A mention particular vistas or views from this spot, however many comment on liking this place because of the nice shops for window shopping and visual interest. This also helps add to the human scale and sensory interest of this place.</p>			<p>Despite some users mentioning noise from traffic, generally Location A is seen as a relatively quiet spot suitable for conversations.</p>			<p>Few users at Location were aware of opportunities for play, exercise or temporary activities or interest here. However, researchers did observe many children using scooters in the streets, those going for runs, or out for walks. One user mentioned a nearby farmers market but did not know about any additional temporary activities in the public realm at Location A specifically.</p>			<p>Many users at Location A commented on liking the cafes, bars and shops, both to spend time and as visual interest in the area. The area is known for its series of small independent shops which acts a destination for many people and also helps achieve greater sensory interest and dimensioning at the human scale. When talking about traffic many users mentioned the nearby junction at Holy Corner as a bigger space where they felt threatened by cars. This agrees with other comments from users that they feel traffic and the road as the biggest nuisance in the area and the prioritising of a car environment over more human scale pedestrian environment.</p>			<p>There are currently few opportunities to enjoy the positive aspects of climate at Location A. Researchers observed some outdoor seating at nearby cafes, and informal use of lower walls for very occasional use to sit on (though these are too low and uncomfortable for longer stays), however there is very little shelter for those walking, window shopping or wanting to spend longer time here - both in terms of protection from rain and/or wind. Montpellier was noted as having the best local example of outdoor seating combined with a protective awning from the rain and small planters on the pavement to create a defensible outdoor space for people to enjoy the public realm. Some other cafes had other outdoor seating but this was often cold and exposed.</p>			<p>Many users at Location A cited needing protection from the weather as their most significant (negative) sensory experience. Others commented on narrow pavements as a negative aspect of the environment.</p>			<p>A mix of necessary and optional activities were observed, with the majority of people en route to destinations but also a number window shopping, taking a leisurely walk or exploring the area.</p>			<p>Users at Location A commented that they felt aspects lacking were wider pavements, better quality paving materials, more trees, reduced traffic, more benches for sitting, and more recycling bins.</p>					

USER INTERVIEWS: LOCATION C

BRUNTSFIELD + MORNINGSIDE

			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.	COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking designed to facilitate basic human activities under good conditions. Pedestrians				
BRUNTSFIELD								
Key Location	Date	Time	1 - Feeling safe - protection against traffic and accidents	2 - Feeling secure - protection against crime and violence	3 - Climate and pollution - protection against unpleasant sensory experiences	4 - Opportunities to Walk	5 - Opportunities to stand/stay	6 - Opportunities to sit
C	10.11.2015	08:00	Traffic is busy but its okay.	8 or 9 out of 10 safe. Very very safe here. We often finish work at 1am or 2am in the morning but I always feel safe.	Bins are a problem - they aren't emptied often enough and cause a mess and obstacle on the pavement.	It's really narrow here and gets congested on the pavements. ... Pavements are really narrow. The quality of pavement is really poor - people are often tripping over	Outside? There isn't really anywhere to sit or spend time outside here.	
C	10.11.2015	12:00						
C	10.11.2015	15:00						
C	10.11.2015	17:00	Traffic is really busy, but its a key route. ... Traffic is the biggest nuisance here. I don't like it. It's noisy and people often don't indicate and run people over.	9 out of 10 - really safe. I don't worry about crime here. ... 6 out of 10. Really safe, I'm here during the day and it's fine. ... 9 out of 10 - really safe.		Yes it's easy to walk through here, but it's hard to pass people sometimes, it's really narrow. ... I pass through here to go to the shops.	I just pass through here to go to the shops. ... I go inside to cafes / bars [not outside].	
C	10.11.2015	19:00	Traffic is absolutely horrific. I always see near miss accidents. And the buses really don't help. Parking needs to be improved. But I use the side streets rather than Morningside Road a lot. When you get to know the lanes there are a lot of other safer nicer ways to walk. ... Sort the traffic so it works for local access / parking AND pedestrian crossings AND cyclists					
C	13.11.2015	08:00		10 out of 10 safe. The traffic isn't good but its a place where children can walk by themselves.		I use the side streets rather than Morningside Road a lot. When you get to know the lanes there are a lot of other safer nicer ways to walk [away from traffic]. ... I use the side streets like Caravan Lane.	I feel really positively about Bruntsfield/Morningside. I've always felt Edinburgh is a series of villages and I love 'Morningside village' - it's a great place.	I'd spend time here at the cafes - they're great.
C	13.11.2015	12:00	Cars are the only reason I don't feel safe here, otherwise a 10 out of 10. ... Traffic is the biggest threat here. Horrific - no where to walk, often you have to walk in the middle of the road, difficult with a double pushchair.	I don't worry about crime here.		Traffic is the biggest threat here. Horrific - no where to walk, often you have to walk in the middle of the road, difficult with a double pushchair. ... Traffic means I never cross the road. I walk up one side and then the other if it's too hard to cross.		
C	13.11.2015	15:00	Traffic is the worst thing about Morningside Road. But [I imagine] it's impossible to do anything about the pavements - which should be wider - because historically they built a narrow street.			Traffic is the worst thing about Morningside Road. But [I imagine] it's impossible to do anything about the pavements - which should be wider - because historically they built a narrow street. ... It's not an easy place to walk through because it's hard to cross the road.	I like the Waitrose here - it's the only one to the South side of Edinburgh and it's a bit of a honeypot - I'm always amazed how many people I meet whenever I go. [not outside].	
C	13.11.2015	17:00						
C	13.11.2015	19:00						
C	14.11.2015	08:00	Pavements are too narrow - no good. ... I feel okay about the traffic.	9 out of 10. ... 10 out of 10. I don't worry about crime here.		Pavements are too narrow - no good.		
C	14.11.2015	12:00				It can be congested to walk through. ... I just pass through. ... Improve walking conditions. I often walk the back roads as they are better.		
C	14.11.2015	15:00	10 out of 10 safe. Difficult to cross the road but I don't worry about crime. Traffic is fairly heavy and loud. ... 10 out of 10 safe. I don't worry about crime but I do worry about the wind, traffic, noise. The traffic disrupts my home life.					
C	14.11.2015	17:00	I feel fine about the traffic.	8 out of 10. I don't fear crime here more than anywhere else.		The pavement is poor. But otherwise its fine to walk.		
C	14.11.2015	19:00						
RESEARCH DIARY OBSERVATIONS			8am Friday. Cars sometimes stack over the main junction at Location C meaning people have to dodge between parked vehicles.		8am Friday. Corner of Location C is exposed and windy. Narrow pavement around junction and puddles in the road that pedestrians have to walk through. ... 3pm Friday - fewer people on the street due to rainy weather. Pedestrians were observed darting between cars, doorways, shelter.	3pm Friday - fewer people on the street due to rainy weather. Pedestrians were observed darting between cars, doorways, shelter. 7pm Friday. Waiting at the bus is the main activity - few people around or standing/staying. ... 12pm Saturday - more pedestrians on Western side of the road. Long waiting times between pedestrian crossing times result in large groups of pedestrians gathering waiting to cross. Many are forced to stand very close together and/or on the road due to narrow pavements. Many people will cross the road without waiting for the lights. 3pm Saturday. Numbers of pedestrians waiting to cross at the lights blocked the narrow pavement as movement routes. 5pm Saturday. Relatively large footfall South-North and North-South during the day. Traffic lights seem set to prioritise vehicles over pedestrians. Green light for pedestrians is approximately 1min15secs. In comparison drivers on Morningside Road have a green light every 45 seconds. Difficulty crossing the road between the two sides may limit shopping and movement choices.	7pm Friday. Waiting at the bus is the main activity - few people around or standing/staying. Pedestrians were observed darting between cars, doorways, shelter.	
KEY TRENDS			Users at Location C felt that traffic was heavy, loud and impeded crossing the road with ease. Many users felt that pedestrians and cyclists should be given better priority and that the road layout would benefit from being reconfigured to this. Many users feared traffic accidents whilst either walking or cycling. Some users mitigated this perceived threat by taking routes down the quieter back streets and avoiding the main road. Researchers observed pedestrians having difficulty crossing the road between stationary cars at green pedestrian lights who had stacked up due to congestion. Many users reported having seen 'near misses' and said they worried far more about traffic than crime. The biggest fear was traffic accidents, with noise cited as also a negative factor relating to the traffic.	All users at Location C stated they did not worry about crime here, with some giving examples such as feeling safe letting their children walk around alone as indicators of the degree of safety they felt here. Many users commented that they felt safe both at night and during the day.	The most commonly referenced unpleasant sensory experiences at Location C were cited by users as the number of bins - which were seen as messy, smelly, obstacles to pedestrian movement, and not emptied enough - and the narrow pavements and puddling in roads making pedestrian movement a challenge. Where puddles formed pedestrians had to navigate around these away from their desire lines or walk through cold water, and narrow pavements often forced pedestrians waiting to cross the road to have to stand in the road itself then jump back when cars approached.	Researchers observed highly congested pavements at the junction with Church Hill Place where very narrow pavements and large corner radii meant that pedestrians had to stand in the road to let others pass. Many also stood in the road trying to see down the street so they could walk over on a red man crossing light due to the length of waiting time to cross the road. Pedestrians found it hard to cross the road here and would often run between gaps in traffic to get to the other side. This may restrict the ability of both sides of the street to be easily moved between for window shopping or to change direction. Shorter waiting times for pedestrians would improve this situation and changes in materials at the junction to indicate pedestrian priority rather than car priority. Users at Location C reported key concerns including a need to widen pavements and that it was hard to walk as a pedestrian at times due to congested road pavements.	Most users at Location C felt that there were limited places to stand or stay outside. Most referred to enjoying going to spend time at the shops or cafes but felt there was a lack of shelter or seating creating a conducive environment outside for more 'staying' activities. Elements such as increased tree cover, awnings for shops and seating would help create these sheltered spots enabling more window shopping under cover, places to pause and spend more time outdoors.	Users at Location C did not feel there were any opportunities to sit at present here. Providing additional seating, sheltered spots and trees/vegetation to offer a more protected opportunity to sit and spend time outdoors would benefit public life and help diversify the places people do currently sit to spend time at this location - primarily these are indoors at cafes or in shops at present. Researchers observed large distances between seating opportunities which may make walking larger distances along this town centre hard for older users or those in need of a rest as part of a walk.

9 - Playing and unwinding are also included. Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is need to move freely, as well as stand and sit where it feels good and natural.			ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.				
7 - Opportunities to see	8 - Opportunities to talk and listen	9 - Opportunities for play, exercise and unfolding activities	10 - Dimensioned at the human scale	11 - Opportunities to enjoy the positive aspects of climate	12 - Aesthetic qualities and positive sensory experience	What are you doing here today? Necessary / optional / recreational activity?	What is this place lacking?
					Pavements are really narrow. The quality of pavement is really poor - people are often tripping over.	Necessary - working, owns florist.	Pavements are really narrow. The quality of pavement is really poor - people are often tripping over. ... Parking is a problem - a few years ago they changed the parking hours so you can't park before 9.15 or after 4.30. I used to get all my customers between 4.30 and 6 on their way back from work but now they can't park.
				I just pass through here to go to the shops. ... I go inside to cafes / bars [not outside].		Necessary - I work nearby - going to get lunch. Necessary - on way to work in the salon. Necessary - going to the shops.	Seating is lacking here! Better footpaths. Needs places to sit. Cafes provide some seating but there's nowhere to sit outside.
		There's a market behind the Merlin Bar. I think it's the first Saturday of every month. It's popular - doing well.			Sort the traffic so it works for local access / parking AND pedestrian crossings AND cyclists.	Necessary - walking to the post office.	Sort the traffic so it works for local access / parking AND pedestrian crossings AND cyclists
					Traffic is the biggest threat here. Horrific - no where to walk, often you have to walk in the middle of the road, difficult with a double pushchair.	Optional - on way home from Christmas shopping.	Better mix of shops. I was Christmas shopping but feel disappointed.
						Necessary - going to the bank.	
						Necessary - going to uni. Necessary - going to work.	Improve walking conditions. I often walk the back roads as they are better.
					Pavements are too narrow - no good.		
I like the different shops.		I'm not aware of any markets or temporary activities.				Optional - looking around. Optional - window shopping. Optional - window shopping.	Better pedestrian access. Get rid of loud traffic. More cafes - improve cafe culture here.
						Necessary - leaving work.	More green!
8am Friday. Two young males stop on the corner at Location C to take a photo for the sunlight on the Holy Corner churches, the sunlight on buildings is beautiful as is the view to the Pentland Hills from this vantage point.						Necessary - 9. Optional - 4.	
Whilst no users directly commented on views from this point, researchers observed people stopping from this high ground vantage point to take photos of the view toward the Churches at Holy Corner or to appreciate the view toward the Pentlands over Morningside. Views from this location should be preserved.	No users at Location C commented directly on noise levels in relation to having conversations, though many commented on the busy traffic and narrow pavements which are larger factors in preventing conversations at this location. Narrow pavements mean that it is hard to walk side by side for any period of time due to obstacles such as bins, poles and other street clutter or other pedestrians during busy periods. There are no points to stop without blocking the pedestrian path at present so conversations are hard to achieve at this location. Wider pavements, spots to rest along the long linear street with additional space for benches, trees and gathering of those wishing to have a conversation would help public life here.	Few users at Location C were aware of temporary markets in the area, with the exception of one user who mentioned the Saturday market behind the Merlin Bar.	Researchers observed Location C feels very centred around cars, with the junction with Church Hill Place prioritising cars over pedestrians in terms of waiting times, and with by far the largest area of outdoor space given to cars despite congested pavements. Smaller shop units underneath tenement housing help create a more human scale but more could be done to improve the sensory interest at pedestrian level, with the removal of street clutter to clear pavements and addition of positive sensory elements including shelter, vegetation and seating.	Researchers observed there was no shelter at Location C except for the nearby bus stops and shop doorways, which were sometimes used by those outside for cigarettes or stopping for other reasons to shelter from the weather. On a sunny day there are no places to sit or spend time outside, rather Location C feels like a congested pedestrian movement route with narrow pavements restricting opportunities to enjoy window shopping, talking with friends whilst walking or spending time sat outside.	A large number of users commented on poor road surface materials with potholes, a lack of provision for cyclists on the street due to road layout, narrow poor quality pavement pushing pedestrians waiting at crossings into the street, and frequent trip hazards and uneven surfaces causing risk to all those walking but especially more vulnerable groups. A positive sensory experience includes the vistas to the Pentlands in particular and down to Holy Corner, however there are no opportunities to easily stop and appreciate these without blocking the narrow pedestrian movement corridors. Researchers observed large numbers of bins and street clutter such as poles further effectively narrowing pavements and creating unpleasant smells, obstacles and hindrances in the street. A lack of bike facilities such as bike racks and cycle lanes makes this a difficult and hazardous place to be a cyclist, deterring many from cycling here.	Users told researchers they were at Location C for mostly necessary activities such as walking to work, the bank, shops or being en route to other destinations. However a range of optional activities was also recorded, including window shopping in the small shops and cafes nearby,	Users at Location C were particularly keen on changes to the public realm including widening of pavements, more places to sit and take a rest, increased green space, better pedestrian access and crossings, less traffic and quieter traffic, and better cycling facilities and routes.

USER INTERVIEWS: LOCATION D

BRUNTSFIELD + MORNINGSIDE

BRUNTSFIELD			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.	COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking designed to facilitate basic human activities under good conditions. Pedestrians					
Key Location	Date	Time	1 - Feeling safe - protection against traffic and accidents	2 - Feeling secure - protection against crime and violence	3 - Climate and pollution - protection against unpleasant sensory experiences	4 - Opportunities to Walk	5 - Opportunities to stand/stay	6 - Opportunities to sit	
D	10.11.2015	08:00	Noise and traffic are a problem. For example that traffic light for blind people is far too loud compared with another one.	9 out of 10. I don't worry about crime but I just moved here. My neighbour uses her bicycle in the hall with a chair so... [assume there is little crime].	If the weather is nicer I walk to work instead of getting the bus.	It's okay to walk through, but the traffic and traffic lights aren't great.			
D	10.11.2015	12:00	It's a main road so its busy.	I feel safe here. The only thing is people from the Hospital, but I feel safe. ... I feel safe - 10 out of 10.		Yes, easy to walk here, except for the hills!	Bettors shelters needed. ... I'm meeting a friend for lunch [at a cafe, not spending time outside].		
D	10.11.2015	15:00	It's a main road so the traffic is busy.	I feel safe here but I don't walk that well anymore, so don't go out at night. ... 8 out of 10 safe.	I don't walk well so the weather affects me a lot. ... No - it doesn't affect how I use the street - I still have to go to school.	The pavements are too narrow for me [walks with zimmerframe]. ... Pinchpoints make it difficult for me to walk along the pavement.	I visit friends [not to spend time outside].		
D	10.11.2015	17:00							
D	10.11.2015	19:00							
D	13.11.2015	08:00	Traffic gets very congested with huge lorries - it's not wide enough.	5 out of 10. It's okay. I worry about people asking for money. 10 out of 10. I don't worry about crime.		Narrow pavements. ... Very easy to walk here.	I come here for shopping. ... I meet friends here but not in the street.		
D	13.11.2015	12:00	Traffic makes it hard to cross the road. ... Traffic is heavy.	10 out of 10. It feels safe.			Just pass through.		
D	13.11.2015	15:00	It would be better if traffic went slower.	10 out of 10. Feels very safe. There's a lot of care in the community. Local people look out for each other. I never worry about crime here.	People use the canopy of the shops route to move around in the rain rather than cut across the taxi rank.	People use the canopy of the shops route to move around in the rain rather than cut across the taxi rank.	I go with friends to cafes [but don't spend time in the street].	I go with friends to cafes [but don't spend time in the street].	
D	13.11.2015	17:00							
D	13.11.2015	19:00	Morningside Road is a nightmare! You always see people nearly being hit. I'd never cycle here.	8 or 9 out of 10. This is a safe part of town.		Morningside Road is a nightmare! You always see people nearly being hit. I'd never cycle here.			
D	14.11.2015	08:00	Traffic is the biggest nuisance here. It's really congested.	8 out of 10. I work in a bar so head home at 2am, sometimes there are homeless people that worry me.		It's okay to walk here... I usually run across the road between stationary vehicles - more crossings / zebra crossings needed if they would work.			
D	14.11.2015	12:00	Traffic is really bad. The noise isn't too bad though.	8 out of 10 safe. ... It's better than Tollcross where people spill out of bars. ... Yes I worry about crime - I've been broken into 8 times.		It's just busy. I don't walk through here locally very much.			
D	14.11.2015	15:00							
D	14.11.2015	17:00							
D	14.11.2015	19:00							
RESEARCH DIARY OBSERVATIONS			Huge van is loading for Superdrug and a big Waitrose truck. Bus stop is very busy. Peak time is for around 20mins between 8am and 9am.		8am Tuesday - even though it is raining people get takeaway coffee from 'The Counter' - a small coffee shop/stand. ... 12noon - wind is very strong on the opposite side of the bus stop - better near Superdrug and M&S. 7pm Tuesday. Dark areas in the corner near Superdrug. Some light from the advertisement board. ... 12pm Friday - little shelter from rain and snow.		8am Friday. Parked cars in bays caused obstacles to people leaving shopfronts.	3pm Tuesday. Pedestrians cluster at the bus stop waiting for the bus. 5pm. Bus stop still active. M&S and Superdrug shops start to close. Wind is strong. 8am Saturday. Activity focusses around the bus stop.	
KEY TRENDS			Users at Location C felt that the traffic was a large nuisance, particularly in terms of the noise and congestion it creates, but also in making it hard to cross the road as a pedestrian. Traffic was also cited as a reason to not cycle in the area due to perceptions of dangerous road conditions and volumes of car traffic. Other users had seen other cyclists or pedestrians being hit which deterred them from cycling here.	Users at Location C felt very safe on the whole. Many users commented that they did not worry about crime here, and saw Morningside and Bruntsfield as a safe place due to the lower numbers of bars and therefore drunk people late at night compared with other nearby neighbourhoods such as Tollcross. Those users who did cite reasons for worrying about crime at Location C mentioned fear of burglary or people asking them for money or those from the hospital.	Researchers observed poor sensory experiences at Location D in terms of exposed wind conditions at the bus stop, and also poor lighting in the corner adjacent to buildings at Superdrug. The canopy above Superdrug and M&S provides some shelter from the rain and becomes the primary movement route during rainy weather, replacing the dominant pedestrian desire line from Morningside Park cutting past the bus stop to the main road. Some users at Location D noted that they don't walk during inclement weather [as there is no shelter], instead taking the bus.	Some users, particularly those with walking aids told researchers that they found it hard to walk on the narrow pavements, particularly at pinch points or whether these become very narrow. Other users at Location D observed that the busy nature of the pedestrian paths discouraged them from walking here. Some users noted that the traffic and risk of traffic accidents, combined with poor pedestrian crossings meant that they were discouraged to walk here. Issues connected with narrow pavements seem to be even more of an issue at Location D compared to other locations in this town centre, with almost no users saying they felt it easy to walk here. This may be due to the extremely narrow part of pavement close to this location - opposite Waitrose - where researchers noted people often had to walk in the road to pass other single file pedestrians in busy periods.	Researchers observed The Counter coffee shop in the police box and also bus stop act as a central point of public life and interest, even in adverse weather conditions. Most people planning to spend time in the area were going to do so in cafes or other indoor spaces, and did not see the street environment as providing opportunities to stand or stay for longer periods due to a lack of shelter and seating.	No users at Location D felt there were opportunities to sit outside at this location. Instead users saw the only opportunities to sit as in cafes or bars. Researchers noted a visible lack of seating at this town centre that could be used in the public realm (as opposed to outdoor seating at bars like the Merlin Bar). More seating and sheltered spots are needed to encourage public life. Location D is an interesting spot with wider pavements and opportunity for a more civic and pedestrian-friendly space within which to provide these opportunities, building on the positive public life features such as The Counter cafe, busy footfall and large areas of underutilised pavement and facades.	

7 - Opportunities to see			8 - Opportunities to talk and listen			9 - Opportunities for play, exercise and unfolding activities			10 - Dimensioned at the human scale			11 - Opportunities to enjoy the positive aspects of climate			12 - Aesthetic qualities and positive sensory experience			What are you doing here today? Necessary / optional / recreational activity?			What is this place lacking?																										
The shops are nice - small independent shops with local products - expensive but very nice.						I go to the charity shops and the market on a Saturday and there is a nice park over there.												Necessary - waiting for bus.			Need a bicycle path here! There is no space for cyclists on the road.																										
																		Necessary - going home. Necessary - meeting a friend for lunch at a cafe.			Bigger shelters. Less charity shops, more proper shops.																										
						I sometimes go to the farmers market.												Necessary - going to M&S shop. Necessary - on way home from school.			More space for people to walk who need additional space due to disabilities or other.																										
						The hospital sometimes has an affordable market.												Necessary - waiting for the bus to Dundee. Necessary - waiting for a bus after having been shopping at M&S and Waitrose.			State of the pavement and trip hazards need to be improved.																										
																		Necessary - going from the mosque to hospital. Necessary - visiting the hospital. Necessary - unloading goods from van.			Get rid of the cars.																										
												More cycle racks needed.						Necessary - cycling to the shops.																													
																		Necessary - getting bus into town with friends.			Make it easier to cross the road. Maybe more crossings? Or slower/less cars? Its not safe.																										
																		Necessary - bus into town.			Do something about the congestion.																										
																		Necessary - shopping. Necessary - going to Stockbridge to meet a friend.			Narrow pavements. Make more space where people can talk and meet when they're outside anyway (standing under building overhang in front of Superdrug).																										
5pm Saturday. Conversations taking place against the building line under the overhang at M&S. Some people also use the overhang for shelter from rain.																		3pm Saturday. No lighting in the building overhang outside Superdrug / M&S. The back corner is quite dark.			Necessary - 15.																										
Users did not particularly note any positive vistas or views. Small independent shops were seen as positive visual stimuli rather than vistas or views.						The building overhang above M&S and Superdrug is used for shelter and as a protected place to stop and talk with friends or others. Aside from this overhang, the majority of conversations and social interaction happen at the bus stop whilst people wait, or next to The Counter coffee box. This location is a little more set back from the road which helps create a more comfortable location for conversation. This advantage and space could be built upon to develop a more civic space in and around the M&S and Superdrug building and outdoor area.						Users at Location D reported going to the Saturday market but otherwise weren't aware of opportunities for unfolding or interesting outdoor activities to take part in.						The area at Location D was observed by researchers to have a large car focus, with traffic infrastructure as the key priority. This includes large traffic oriented signs and a sometimes bewildering environment for pedestrians trying to cross between the pavement and pedestrian "island" at the bus stop, with conflict between pedestrians and cars both feeling they have the right of way. More clear use of paving and road surface materials to indicate a continuation of the pedestrian environment along key movement routes and as part of a civic space in this widened area would encourage better use of this place for public life, with traffic indicated as secondary priority through smart use of road materials and markings indicating pedestrian movement is key. Use of smaller scale materials would provide a more pedestrian oriented human scale experience indicating this priority.						The building overhang above M&S and Superdrug provides some additional shelter enabling public life in more weather conditions than would otherwise be possible. However researchers observed few other opportunities to enjoy the positive aspects of climate at Location C, with the only seating provided as part of the bus stop, and no other opportunities to stop and spend more time, despite the suitability of this widened and potentially pedestrian space as a key civic spot and node of public life along Morningside Road. Additional seating to build on the popularity of The Counter and those exiting M&S or Superdrug on lunch breaks with take-away lunches could be built upon with a sheltered seating area behind The Counter including cafe style temporary seating and/or more permanent seating opportunities.						Researchers observed a need to improve lighting in the Superdrug corner of the space where this was particularly dark. It would improve perceptions of safety and the sensory experience of the place to have this better lit when it becomes dark. Many users reported a need for improvement pavements and expansion of the pedestrian zone, with pedestrians being prioritised over cars. Location C could become more a pedestrian oriented space through use of paving and road materials to indicate a shared pedestrian zone operating as a flexible space where cafe seating, markets or other temporary activities could take place. Through use of raising bollards traffic could be restricted so that only loading in early morning was permitted in the area in front of M&S and Superdrug, and during times more suited to longer staying periods and public life over lunch breaks and in the afternoon no traffic is permitted.						Only necessary activities were observed at Location D. These were primarily people en route to other places just passing through or taking the bus from the bus stop. Utilising the high footfall moving through Location D due to this being a key movement route along Morningside Road, combined with the potential outdoor cafes and food shops at this location provide in terms of people wanting to find somewhere to sit and eat their lunch or stop and drink a coffee from The Counter could provide a vibrant public space with some redesign to make this a conducive environment for more optional or recreational activities.						Users at Location D felt that there was a need for wider pavements, space for people to talk and meet when they're outside, reduced traffic congestion, improved paving materials and reduced trip hazards, a more accessible level paving environment, more cycle lanes and more shelter.					

USER INTERVIEWS: LOCATION E

BRUNTSFIELD + MORNINGSIDE

BRUNTSFIELD			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.			COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking designed to facilitate basic human activities under good conditions. Pedestrian		
Key Location	Date	Time	1 - Feeling safe - protection against traffic and accidents	2 - Feeling secure - protection against crime and violence	3 - Climate and pollution - protection against unpleasant sensory experiences	4 - Opportunities to Walk	5 - Opportunities to stand/stay	6 - Opportunities to sit
E	10.11.2015	08:00	Traffic is the biggest nuisance here. I avoid driving here.	8 or 9 out of 10. 10 out of 10.	There is no shelter here.	Pavements are too busy when school kids come out.	I spend time at cafes [not outside].	If it's a sunny day I might use the benches. ... I sit outside the Hermitage Bar when the weather is good.
E	10.11.2015	12:00	8 out of 10. I don't like the cyclists. Traffic is the biggest issue here. ... I cycle to work and try to avoid Morningside Road if possible.	10 out of 10. I don't worry about crime here.	I get the bus to work instead of cycling when the weather is bad.		I might go to cafes here.	I'd spend time at the Hermitage.
E	10.11.2015	15:00		10 out of 10.	I wouldn't walk through when the weather is bad.	Takes a while to cross the road when busy.	I go to cafes and bars here but I wouldn't spend time hanging around outside. It's just pavement.	
E	10.11.2015	17:00	7 out of 10. Traffic is bad this time of day and in the morning. ... 7 out of 10 - I've had close calls with bikes when crossing. They go too fast. ... I don't worry about crime, I worry about traffic accidents.	I don't worry about crime, I worry about traffic accidents.	I don't like the lighting here.			
E	10.11.2015	19:00		8 out of 10. Sometimes I have trouble from Royal Ed patients. ... Occasional vandalism.				
E	13.11.2015	08:00		I feel safe but find it hard to walk. I would never walk outside when it is dark.	This place needs shelters to help with the strong wind. Combine shelter and seating. I like the junction - different traffic and happy children. I would never walk outside when it is dark. ... I am only outside when the weather is fine. The wind is okay, but not the strong wind and rain.	I would never walk outside when it is dark.	I use the benches to relax and look at people and traffic. ... I like the activity and benches.	I use the benches to relax and look at people and traffic. ... I like the activity and benches.
E	13.11.2015	12:00						
E	13.11.2015	15:00	Bus connection is good.		Water on the street is the biggest nuisance here - it's too much in the rain and puddles form. I like to go outside but it's not always possible because of the rain.	Water on the street is the biggest nuisance here - it's too much in the rain and puddles form.	I'd meet a friend for coffee [but not outside].	
E	13.11.2015	17:00						
E	13.11.2015	19:00						
E	14.11.2015	08:00	10 out of 10. Positive but improvements to the street could be made. ... 9 out of 10. Trip hazards in the street. People speed down the road.	10 out of 10 - safe.	The food bins smell and need cleaning. Too many boxes in the street (electrical and other street clutter). Phone boxes don't get used and are unsightly. Police box was sold to a girl as a nail bar nothing is happening with it for a while now.	There are trip hazards in the street. I've seen lots of people having accidents through tripping and falling, including myself.		
E	14.11.2015	12:00		10 out of 10. Very safe.	There are quite a few pot holes in the road but this is an Edinburgh -wide problem.			
E	14.11.2015	15:00	I feel wary of the traffic here.	7 out of 10. I feel safe in daylight [not at night].	I don't walk here in bad weather - my son thinks it's too slippery for me.	I don't walk here in bad weather - my son thinks it's too slippery for me. ... It can be very busy and crowded.	It's mostly just a junction, not a place to stay.	
E	14.11.2015	17:00						
E	14.11.2015	19:00						
RESEARCH DIARY OBSERVATIONS			People just cross the road rather than waiting for the lights to change at pedestrian crossings.		5pm Friday. Large puddles form in the middle of pedestrian desire lines trying to cross the road. People have to walk around or lift their children over. Causes a large obstacle.	8am Friday. A large group of children and their teachers are crossing the road. ... Benches to the East side of the junction divide pedestrians. People walk to the far East side next to the stonewall away from the traffic.	8am Friday. A man with all his possessions stands under cover at RBS for the whole hour slot.	Benches to the East side of the junction divide pedestrians.
KEY TRENDS			Users at Location E felt that traffic was the biggest nuisance here. Many people mentioned feeling unsafe due to a perceived high risk of traffic accidents, with cars and cyclists speeding and going too fast. Some users said they avoided coming here by car or bike due to traffic congestion and safety fears.	Almost all users felt very safe at Location E. Most said they did not worry about crime at all, more about other issues like traffic accidents. A couple of users expressed concern about crime connected with vandalism or people from the hospital' but otherwise users felt very safe here.	Some users at Location E expressed that the climate often stopped them from walking here due to large puddles forming in the road or perception that the pavements were slippery and a trip hazard for older people. Poor sensory experiences such as a lack of shelter, potholes in the road, large puddles and water on the road were also cited as reasons people would avoid cycling or walking at Location E in poor weather. A need was identified for better lighting at Location E as well as more seating and shelter to give greater protection from unpleasant sensory experiences.	Users at Location E all felt there were challenges to walking here. These varied from congested narrow pavements - especially when large groups of school children took up the pavement space, to trip hazards in the street leading to accidents witnessed, poor quality paving materials and slippery surfaces in rain. Others noted it was hard to cross the road as a pedestrian. No-one told us it was easy to walk at Location E.	Users at Location E expressed a feeling that there were no places to stand or stay at this location. Many mentioned that they enjoyed spending time at cafes nearby but felt there was no opportunity to spend time outside. Location E was viewed more as 'just a junction' rather than a place to stay by most users, however one older woman did tell us she would use the benches on the junction to watch people pass by.	Researchers noted that the benches to the East side of the junction at Location E divided the pedestrians, with some walking in front of the benches but most behind. This can be discouraging for those wishing to sit on the benches as people often prefer to sit on the edge of a space looking in, rather than having people walk behind them. Users at Location E mostly commented that they might sit within the vicinity of Location E, but primarily at the Hermitage bar when the weather was good. Only one user reported spending time in the public realm at a place outside of a bar or cafe, this was an older lady who told us she enjoyed people watching from the benches on the junction. An improved environment more conducive to sitting might be created through better use of the wide pavement section to the East of the junction with more seating and benches positioned in more defensive clusters with additional planting providing a semi-permeable screen to the main junction activity through use of planters and/or trees. This will help create the area East of the junction as a small semi-protected gathering spot for people to sit and have a rest or enjoy their lunch break whilst people-watching. In combination with opening up of Hermitage Terrace park nearby to the public this would mean there would be a range of more soft green space and harder urban public realm to sit and spend time in.

LOCATION A - TUESDAY 10 NOVEMBER

BRUNTSFIELD + MORNINGSIDE



8AM

The majority of foot traffic is located on the left hand side of Bruntsfield Place with a considerable flow along Merchiston Place and Montpelier Park. Considerable desire line crossing through the junction with Merchiston Place and Montpelier Park.



12PM

Pedestrian flow is more uniform on both sides of the road. Secondary traffic from Merchiston Place and Montpelier Park is less noticeable. Individual cases of crossing the main thoroughfares with and without the aid of traffic islands. Desire line crossing the junction on the left hand side.



3PM

Crossing of Bruntsfield Place focused on the North end of the area. Predominant desire line from the left hand side of Bruntsfield Place crossing through Merchiston Place and Montpelier Park. Secondary traffic of moderate intensity from Merchiston Place.



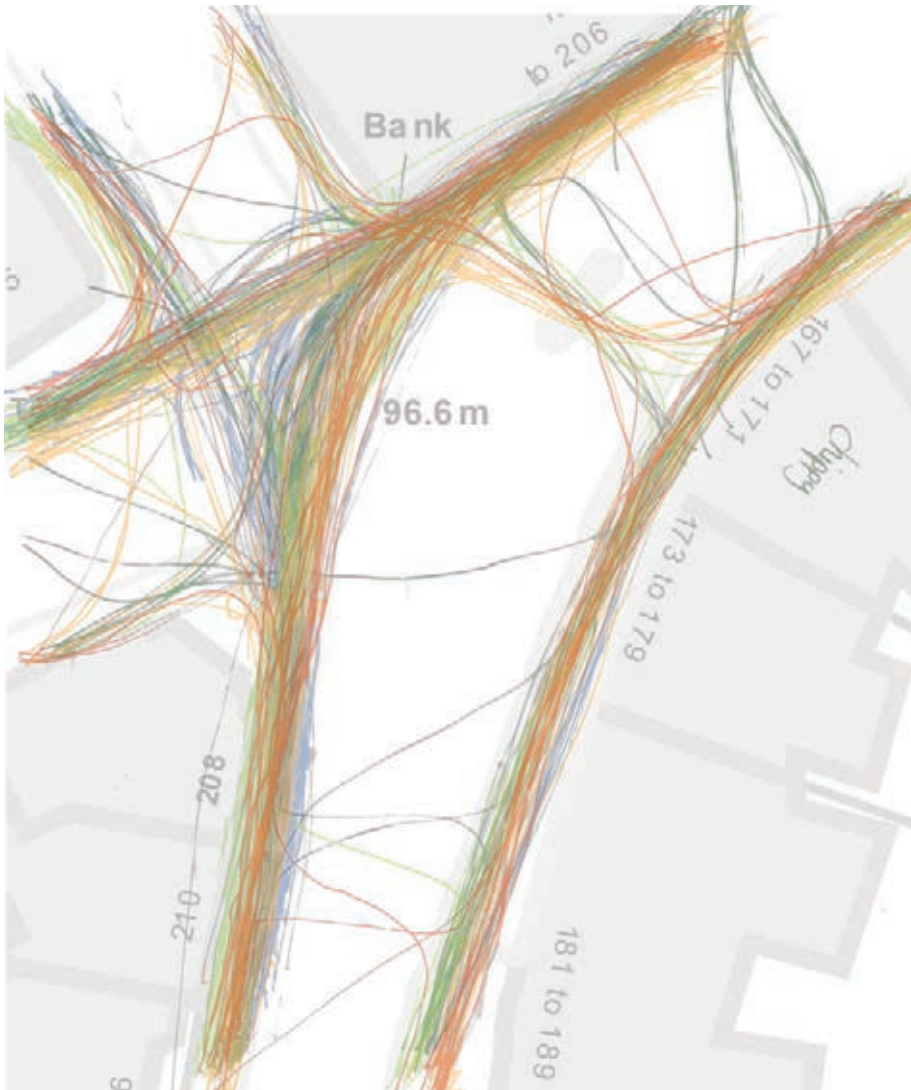
5PM

Slight imbalance of foot traffic preferring the left hand side of Bruntsfield Place. Main desire line cutting through Montpelier Park and Merchiston Place with variety of secondary desire lines through the extension of pavement at junction.



7PM

Scattered desire lines across the whole area and extension of pavement with predominant desire line on the left hand side of Bruntsfield Place leading down Morningside Road. Crossing lines in front RBS with the aid of existing traffic island.



LOCATION A, TUESDAY 10 NOVEMBER

Location A is crossed by intense pedestrian flows during the whole day. The West side of Bruntsfield Place appears more popular. The East side presents a visible pinch point at the level of numbers 181-189 of Bruntsfield Place.

Secondary traffic along Merchiston Place and Montpelier Park is consistent throughout the whole day, with the exception of the South side of Merchiston Place which appears less crowded.

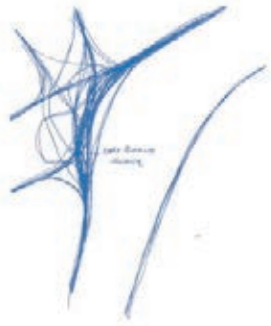
The extended pavement between the secondary thoroughfares is consistently used on all directions with a richness of desire lines.

It would be advisable to maximise the existing potential of this area to enhance a variety of local activities and promote chances to pause.

The noticeable flow of pedestrians across this extended part of pavement at the junction calls for ways of improving the use of the space by conveying a visually clear continuation of the pavement, to prioritise the pedestrian desire lines over vehicular traffic.

LOCATION A - FRIDAY 13 NOVEMBER

BRUNTSFIELD + MORNINGSIDE



8AM

Foot traffic is predominant on the left hand side of Bruntsfield Place, splitting along Merchiston Place and Montpelier Park. Scattered desire lines at the junction over the extended pavement with no registered crossing on Bruntsfield Place.



12PM

Pedestrian traffic is less intense across the whole area with movement across Bruntsfield Place with the aid of traffic islands. Main flow of pedestrians cutting through the junction towards Morningside Road.



3PM

Moderate movement of both sides of Bruntsfield Place. Intense activity across the junction with Merchiston Place and Montpelier Park with variety of desire lines and diagonal crossing in proximity of the junction. Individual limited cases of crossing Bruntsfield Place on the traffic island.



5PM

High intensity of activity and desire lines across the extended pavement between Montpelier Park and Merchiston Place. The left hand side of Bruntsfield Place is quieter with limited crossing on the traffic islands both sides of the junction.



7PM

Lower intensity of foot traffic with predominance of both sides of Bruntsfield Place and Merchiston Place. Minor secondary traffic to and from Montpelier Park with less varied movement across the extended pavement. Very limited crossing on Bruntsfield place.



LOCATION A, FRIDAY 13 NOVEMBER

Location A is crossed by intense pedestrians flows during the whole day. The West side of Bruntsfield Place is visibly more popular, buzzing with activity at the junction with Merchiston Place and Montpellier Park.

Secondary traffic along Merchiston Place and Montpellier Park is very consistent throughout the whole day, keeping on the West side of Bruntsfield Place.

A wide variety of desire lines are registered during the day, with curvilinear and at times circular trajectories. Their close relation to the secondary routes on the West suggests opportunities for linking visually the area with the residential parts in its backdrop.

On the East side of Bruntsfield Place, the pinch point between 181 and 189 is still noticeably causing disruption and would benefit from a widening of the pavement or a more rounded-off corner to facilitate a smooth flow.

LOCATION A - SATURDAY 14 NOVEMBER

BRUNTSFIELD + MORNINGSIDE



8AM

Intense foot traffic on both sides of Bruntsfield Place with a noticeable flow along Merchiston Place. Direct crossing across Bruntsfield Place via the available traffic islands.



12PM

Intense foot traffic on both sides on Bruntsfield Place. Minor secondary traffic from Montpelier Park with a peak on the North side of Merchiston Place. Diagonal crossing through the traffic islands.



3PM

Milder foot traffic on both sides of Bruntsfield place and Merchiston Place with limited secondary traffic detected on Montpelier Park. Main crossing point on Bruntsfield place in front of the RBS.



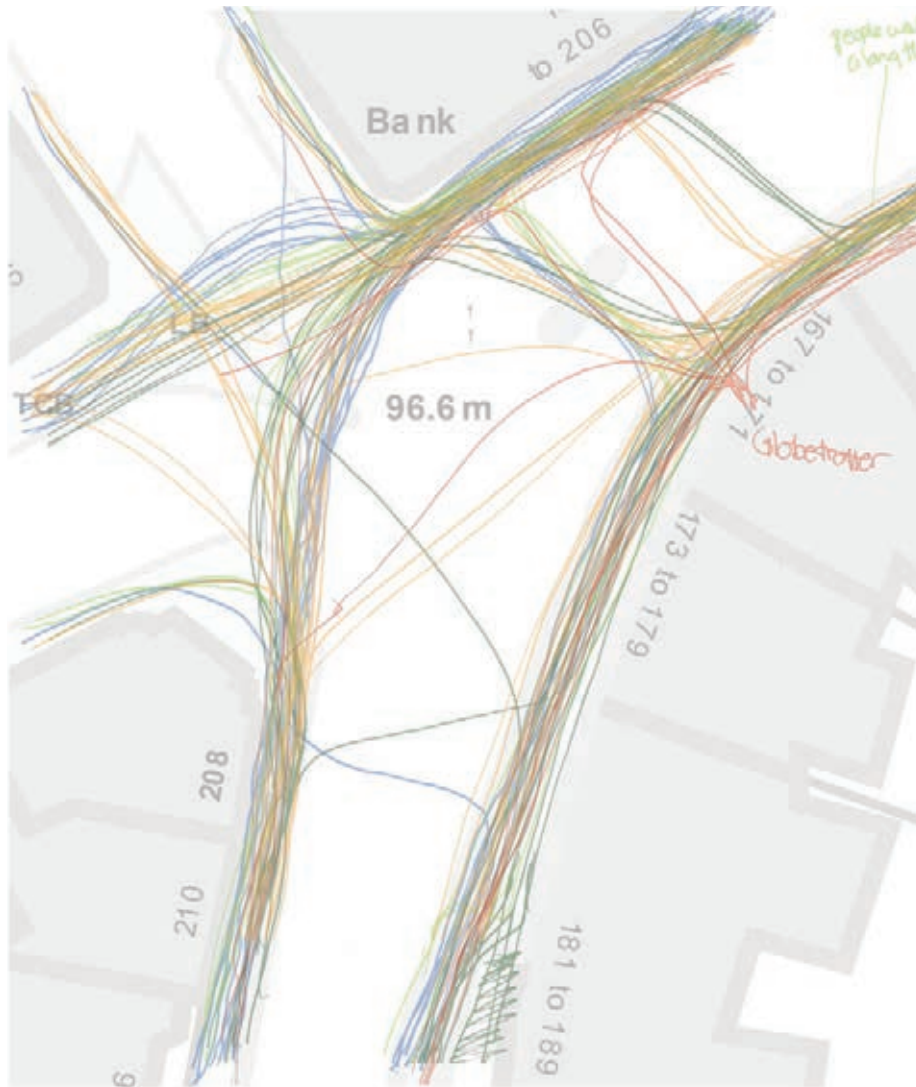
5PM

More intense pedestrian flow through the area with activity along Montpelier Park and desire lines across the extended pavement at the junction. More intense crossing through the area sometimes covering the whole length of the junction.



7PM

Secondary traffic from merchiston Place and Montpelier limited to individual cases. Limited pedestrian traffic equally split between both sides of Bruntsfield Place. Crossing mainly in front of the RBS via traffic island.



LOCATION A, SATURDAY 14 NOVEMBER

A peak of foot traffic is registered in the area in the 8am time slot, with consistent flows of pedestrians on both sides of Bruntsfield Place and on the North side of Merchiston Place.

The traffic island before RBS is still the main way of crossing Bruntsfield Place, but it is now accompanied by more increased jaywalking, especially on the North of the island throughout the whole day. Jaywalkers cover considerable lengths across the junction with individual cases between the South end of Merchiston Place and the East side of Bruntsfield Place.

By introducing uniform paving across the whole junction, the whole area would become more pedestrian friendly, increasing safety on crossing points.

A visible flow of pedestrians along Merchiston Place and Bruntsfield Place, merging with the foot traffic from Morningside Road would be more easily accommodated by increasing the radius of the corner in front of RBS.

LOCATION B - TUESDAY 10 NOVEMBER

BRUNTSFIELD + MORNINGSIDE



8AM

Uniform foot traffic along Bruntsfield Place then converging on the left hand side of the junction towards Colinton Road and Morningside Road. Crossing registered almost exclusively at regular traffic lights. Desire line through the Bank of Scotland car park leading to Colinton Road.



12PM

Foot traffic predominantly on the left hand side of the junction to Colinton Road and Morningside Road. The crossing in front of Christ Church as the most used at this time slot. Some individual cases of diagonal crossing at the lights. Pedestrian cutting the corner with the Morningside United church through the covered archway.



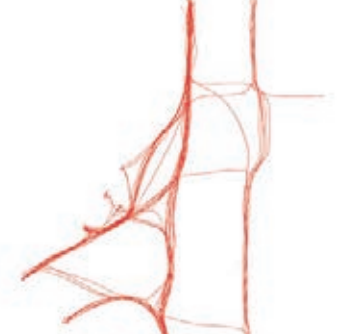
3PM

Intense flow of pedestrians through the Bank of Scotland car park with activity around the ATM and Tesco's. Heavy foot traffic on both sides of Bruntsfield Place and down Colinton Road. Regular use of marked street crossings with limited individual cases of diagonal crossing.



5PM

Slightly less intense foot traffic on all pavements with a higher number of diagonal crossing in front of Christ Church. The two more predominant flows are in front of the Bank of Scotland, using both the car park and the available pavement next to the junction.



7PM

The flow of pedestrians is visibly less intense with a slight predominance of the West side of the junction. Crossing is more sporadic at all nodes with now more frequent desire lines cutting through Colinton Road.



LOCATION B, TUESDAY 10 NOVEMBER

Location B is an intensely used junction with intense foot traffic to and from both sides of Bruntsfield Place and with an equally heavy use of Colinton Road and Morningside Road throughout the whole day.

Chamberlain Road presents a secondary flow of pedestrians, especially in the first part of the day with barely any traffic registered from 7pm onwards.

Crossing takes place mostly using the provided points at the traffic lights, especially in front of Christ Church and across Colinton Road.

The area presents a series of major pinch points where primary flows meet on the West side, with hindrances narrowing the usable radii of the pavement.

This issue would be resolved by removing superfluous portions of railing and by unifying the available paths across the Bank of Scotland car park and along the regular pavement, which would simplify the crossing pedestrian flows in these nodes.

LOCATION B - FRIDAY 13 NOVEMBER

BRUNTSFIELD + MORNINGSIDE



8AM

More intensity of foot traffic along Bruntsfield Place on the left side of Colinton Road. Main desire line cutting through the Bank of Scotland car park and Colinton Road. Main crossing point in front of Christ Church with limited diagonal crossing towards the Eric Liddell Centre.



12PM

Main flow of pedestrians visibly from the left hand side of Bruntsfield Place towards Colinton Road and Morningside Road, evenly splitting between the Bank of Scotland car park and the outer pavement. No diagonal crossing on the main junction and limited individual cases on Colinton Road.



3PM

Foot traffic predominantly on the left hand side of the junction with a preference for cutting through the Bank of Scotland car park to and from Colinton Road. Crossing is limited to the designated points at the traffic lights with individual less noticeable cases of diagonal crossing.



5PM

Slightly more intense pedestrian traffic on the left hand side of the junction, evenly split between the Bank of Scotland car park and the outer pavement. Regular crossing at the traffic lights and the crossing point in front of Christ Church remains the most popular.



7PM

Left hand side of the junction as the most popular with both sides of Colinton Road as a source of significant secondary traffic. Diagonal crossing covering significant lengths across the Holy Corner.



LOCATION B, FRIDAY 13 NOVEMBER

Foot traffic at Location B appears more moderate on a Friday with primary flows along Bruntsfield Place, Colinton Road and Morningside Road and secondary flows from Chamberlain Road, mainly from 5pm onwards.

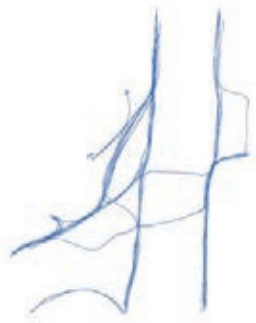
Despite the overall decrease of intensity of traffic, the area around the Bank of Scotland and Tesco's is used consistently. Major pinch points remain visible immediately before and after the car park with pedestrians using all available pedestrian areas.

Crossing is less consistent in front of Christ Church and more intense across Colinton Road at the traffic lights. The number of scattered minor traffic island at this junction would benefit from a unifying approach creating safer zones to accommodate the flow passing through.

Considering the constant use of the Bank of Scotland car park, regulating the parking areas and designated pedestrian zones would ease the flow through the existing pinch points.

LOCATION B - SATURDAY 14 NOVEMBER

BRUNTSFIELD + MORNINGSIDE



8AM

Even flow of pedestrians on both sides of Bruntsfield place with crossing limited to the traffic lights adjacent Colinton Road, Morningside Road and Chamberlain Road. Heavy use of the desire line cutting through the Bank of Scotland car park.



12PM

More intense foot traffic with predominance of crossing taking place in front of Christ Church. Variety of minor diagonal crossing from Colinton Road to the traffic islands in the junction. Heavy use of Bank of Scotland car park as a short-cut.



3PM

Uniform pedestrian flow on all pavements in the area. Secondary, but equally intense flows from both sides of Colinton Road and minor ones from and to Chamberlain Road. Diagonal crossing through the junction from the main nodes.



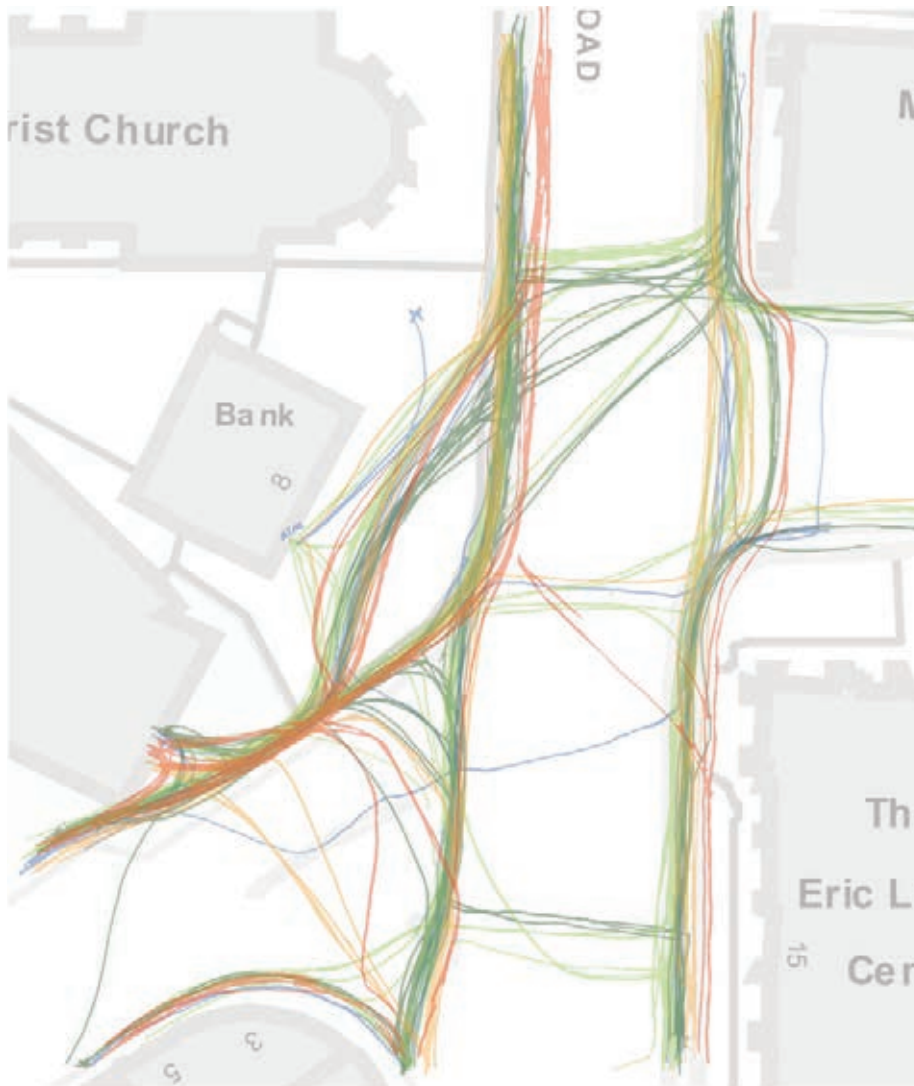
5PM

Even flows from both sides of Bruntsfield place splitting at the Bank of Scotland car park without losing intensity. Main traffic from Colinton Road coming from the North side. Only crossing detected opposite the Ban of Scotland on an East-West axis.



7PM

Milder foot traffic with a predominance on the left hand side of Bruntsfield Place. Main crossing point between the two sides of the main road in front of the Eric Liddell Centre with minor desire lines across Colinton Road and the available traffic islands.



LOCATION B, SATURDAY 14 NOVEMBER

Foot traffic across the area is visibly less intense with peak times registered at 12noon and 3pm. The West side of the junction is the visibly more active with pedestrians on Bruntsfield Place, the Bank of Scotland car park and both sides of Colinton Road. The East side of Bruntsfield Place and Morningside Road is busy with foot traffic, with limited flows coming from Chamberlain Road.

Diagonal crossing is registered almost exclusively after 12noon and links the East corner of Bruntsfield Place with the pavement adjacent the Bank of Scotland. A clear split in flows between the car park and the designated pavement is still a prominent feature in the area and considering the heavy foot traffic which is visible between Colinton Road, Tesco's and the car park, a reorganisation of the area and the existing barriers would facilitate the flow.

The presence of desire lines across Colinton Road suggest a need for safer and clearer traffic islands to accommodate pedestrians crossing.

LOCATION C - TUESDAY 10 NOVEMBER

BRUNTSFIELD + MORNINGSIDE



8AM

Uniform flow of pedestrians on both sides of Morningside Road with regular crossing at the traffic lights and minor diagonal crossing. Secondary foot traffic to and from Church Hill Place.



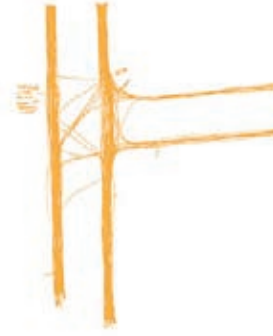
12PM

Crossing through the junction is more erratic at the traffic lights with diagonal crossing. Desire lines on Church Hill Place in proximity to the junction. Flow of pedestrians from Church Hill Place is less noticeable.



3PM

Foot traffic is heavier on both sides of Morningside Road with diagonal and erratic crossing at the traffic lights. Secondary foot traffic from Church Hill Place is more intense.



5PM

Constant flow of pedestrians on both sides of Morningside Road with diagonal crossing at all levels of the junction. Secondary foot traffic from Church Hill Place is less noticeable but present.



7PM

Decrease of secondary foot traffic from Churchill Place. Flow along Morningside Road is constant with a slight predominance of the right hand side. Individual cases of jaywalking in the South end of the area and diagonal crossing present at the traffic lights.



LOCATION C, TUESDAY 10 NOVEMBER

Both sides of Morningside Road are heavily used during the day by an intense flow of pedestrians which occupy the particularly narrow pavements in the area.

Foot traffic along Church Hill Place is moderately intense throughout the whole day and uses of the narrow pavements on both sides of the street.

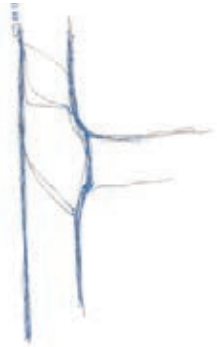
Crossing at the junction is particularly intense with a visible peak between 8am and 12noon. Pedestrians are often registered crossing the area diagonally with desire lines covering longer distances through the main thoroughfare from 7pm onwards.

The main point of crossing is at the traffic lights on the East side along Morningside Road where a large number of individuals wait at the corners of Church Hill Place. The existing tight corners would benefit from an increased radius.

Considering the intense foot traffic it would also be advisable to widen the section of the pavements where possible and simplify the street clutter on the West side of the road.

LOCATION C - FRIDAY 13 NOVEMBER

BRUNTSFIELD + MORNINGSIDE



8AM

Main flow of pedestrians along both sides of Morningside Road with diagonal crossing from the left hand side to the right hand side. Secondary traffic from Church Hill Place.



12PM

Foot traffic has a moderate intensity, but it is moderately spread across all pavements on the area. Individual cases of diagonal crossing with regular crossing at the traffic lights as the most popular way of passing the junction.



3PM

Very mild foot traffic on the whole area with limited cases of diagonal crossing to and from Church Hill Place.



5PM

Moderate intensity of pedestrian traffic with considerable diagonal crossing from the left hand side of Morningside Road from the city to and from Church Hill Place.



7PM

Equal intensity of foot traffic on both sides of Morningside Road and on the North side of Church Hill Place. Significant diagonal crossing before the lights to and from the city and Church Hill Place.



LOCATION C, FRIDAY 13 NOVEMBER

Foot traffic along both sides of Morningside Road is more moderate than during the week with a now considerably intense flow along the North side of Church Hill Place.

The North corner between Morningside Road and Church Hill Place is heavily used by pedestrians at the traffic lights and linear movement along the available thoroughfares. The South corner is the landing point of considerable traffic crossing at the lights, with less linear movement to and from Church Hill Place. These points would both benefit from increased radii to accommodate the different types of foot traffic making use of them.

Diagonal crossing and the presence of desire lines are particularly noticeable on the North side of the junction, and converging at the South corner of Church Hill Place.

Considering the number of pedestrians crossing the area at different levels, it would be advisable to increase the perceived priority of crossing foot traffic over vehicular traffic with a clearer use of materials and paving.

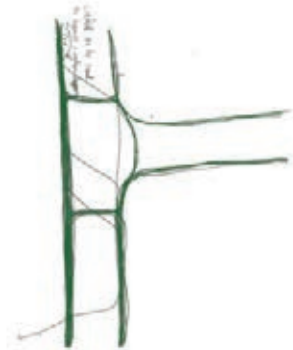
LOCATION C - SATURDAY 14 NOVEMBER

BRUNTSFIELD + MORNINGSIDE



8AM

Foot traffic uniformly spread across the whole area with the slight predominance of the pavement of the left hand side of Morningside Road. Diagonal crossing registered across Morningside Road and the first part of Church Hill Place.



12PM

More intense pedestrian flow with a more easily visible predominance of the left hand side of Morningside road. Main crossing at the traffic lights with individual cases of traffic lights and jaywalking on the South end of the area.



3PM

Foot traffic now evenly spread on both sides of Morningside Road. Secondary traffic coming from both sides of Church Hill Place. Diagonal crossing the junction is more visible.



5PM

Milder pedestrian flows along Morningside Road with secondary traffic from both sides of Church Hill Place. Crossing is limited to the designated area with an individual case of diagonal crossing.



7PM

Mild pedestrian traffic uniformly spread across all the thoroughfares with crossing on the designated areas and an individual case of jaywalking on Church Hill Place.



LOCATION C, SATURDAY 14 NOVEMBER

Foot traffic along Location C is uniformly spread along both sides of Morningside Road and Church Hill Place.

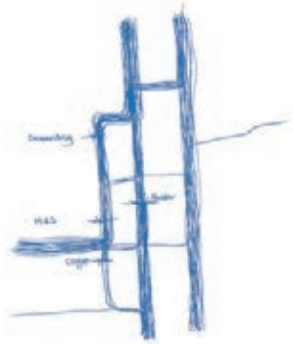
Flow along the West side of Morningside Road is made more difficult by the presence of A boards, scaffolding, goods from the local shops and a bus stop.

The corners with Church Hill Place are both the converging point of foot traffic along Morningside Road, pedestrians waiting at the traffic lights and individuals creating desire lines from the opposite side of Morningside Road and through the junction.

Seeing the variety of trajectories across the area, a uniform surface visually uniting all nodes would create an enhanced priority for pedestrians crossing the area and coming and going from Church Hill road, through ideally increased corner of the pavement.

LOCATION D - TUESDAY 10 NOVEMBER

BRUNTSFIELD + MORNINGSIDE



8AM

Uniform flow of pedestrians coming from Morningside Road splitting on the left hand side towards the shops to the left and the bus stop. Consistent secondary foot traffic to and from Morningside Park. Jaywalking along a horizontal East-West axis in front of the bus stop.



12PM

Predominant flows of pedestrians to the right hand side along Morningside Road and to the left along the shop frontages and towards Morningside Park. Regular crossing at the traffic lights North of the bus stop and presence of several desire lines from the shops to the left and the bus stop and on the junction with Morningside Park.



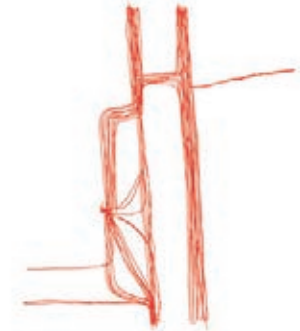
3PM

The foot traffic along Morningside Road is on the right along the shop fronts and on the left cutting through the bus stop and traffic island and across the Morningside Park junction. Limited desire lines cutting through Morningside Park Junction. Barely noticeable traffic along Steel's Place.



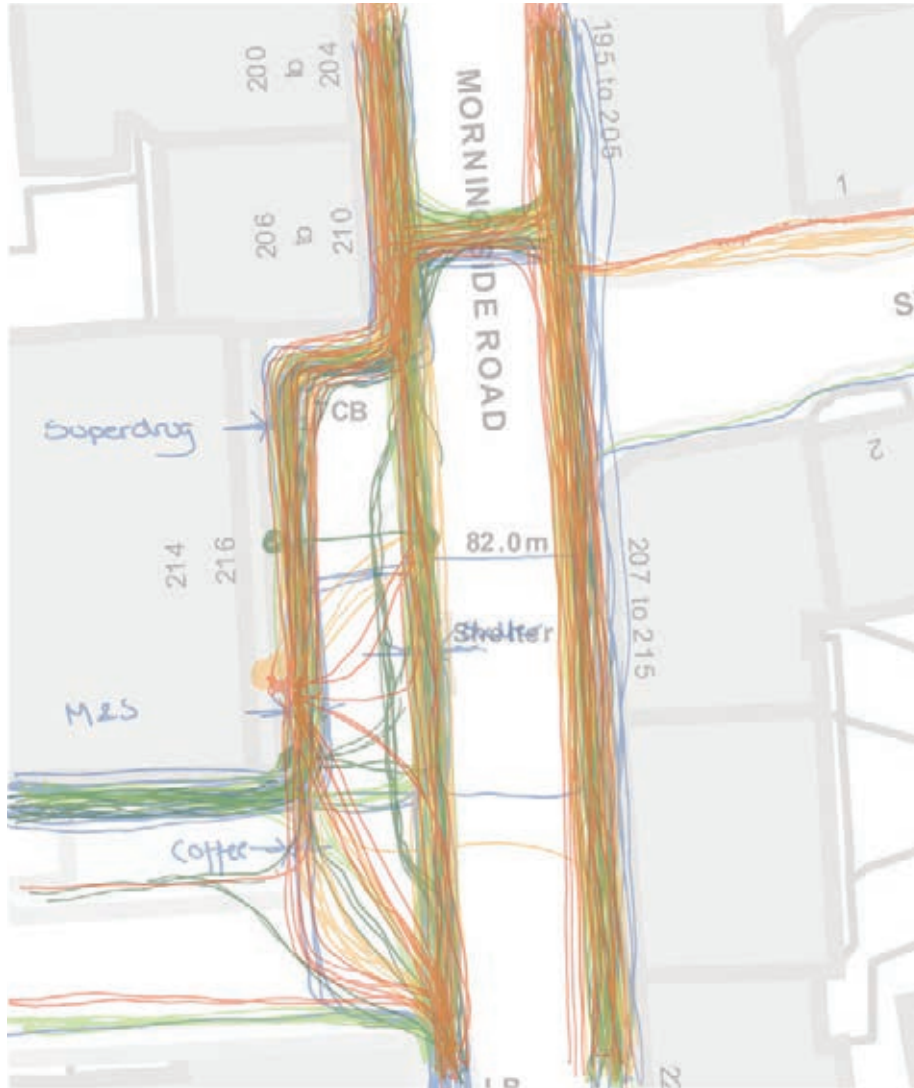
5PM

Evenly split foot traffic along Morningside Road both to the left and right and along the shop frontages to the left. Visibly more desire lines to and from the shops across the Morningside Drive junction with limited cases of jaywalking to the bus stop and across Morningside Road. Noticeable secondary traffic from Steel's Place.



7PM

Evenly split foot traffic along Morningside Road both to the left and right and along the shop frontages to the left. Very limited secondary pedestrian flow from Morningside Drive and Steel's Place. Jaywalking from the shops to the bus stop.



LOCATION D, TUESDAY 10 NOVEMBER

The primary flows of foot traffic in Location D are visible throughout the whole day along the East side of Morningside Road and converge at the North end of the loading area and bus stop.

Morningside Park and Steel's Place contribute only moderately to the overall pedestrian traffic, with the exception of a consistent use of the North pavement of Morningside Park between 8am and 12noon.

The major crossing points through Morningside Road is at the North of the junction with Steel's Place and it is the main way to change side of the road. A variety of desire lines also shows a more erratic pattern of movement between the shops and the bus stop, the bus stop and the East side of Morningside Road and the junction with Morningside Drive.

It would be beneficial to clarify this junction and the loading area in front of the shops to make it safer for pedestrians and offer other more informal ways of crossing at different levels of Morningside Road, such as zebra crossings.

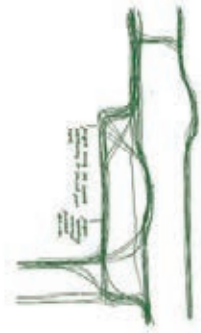
LOCATION D - FRIDAY 13 NOVEMBER

BRUNTSFIELD + MORNINGSIDE



8AM

Intense flow of pedestrians from both sides of Morningside Road converging at the top right corner of the loading area and bus stop of the left hand side in a pinch point. Activity to and from the shops linked to desire lines and diagonal crossing on Morningside Park and the crossing opposite Steel's Place.



12PM

Intense traffic on both sides of Morningside Walk with horizontal East-West crossing opposite Steel's Place. Desire lines cutting through the North end of the loading area and across the junction with Morningside Park.



3PM

Milder foot traffic spread evenly across the whole area with jaywalking in front of the bus stop as the only registered way to go to the right hand side of Morningside road. Flow of pedestrians cutting through the loading area on the left to the shops and across Morningside Park.



5PM

Milder pedestrian traffic with looser desire lines around the bus stop, the loading area and the regular pavements on both sides of the road. Regular crossing at the traffic lights.



7PM

Uniform flows along both sides of Morningside Road. On the West side of the thoroughfare pedestrians split equally between the pavement at the bus stop and the pavement immediately next to the shops. Secondary traffic along the North side of Morningside Park is noticeable again.

LOCATION D - SATURDAY 14 NOVEMBER

BRUNTSFIELD + MORNINGSIDE



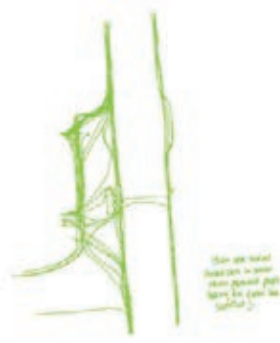
8AM

Mild foot traffic along both sides of Morningside Road with secondary desire lines cutting through the loading area to and from the shops on the left hand side. Limited cases of jaywalking in front of the bus stop and no registered desire lines to Morningside Park.



12PM

Heavier pedestrian flow on the whole area with equally intense foot traffic on both sides of Morningside Road and the pedestrian area adjacent the shops on the left. Desire lines are heavily present across the loading area and there are limited cases of jaywalking in front of the bus stop.



3PM

Predominant flow of pedestrians along the left hand side of Morningside Road walking in proximity to the shops and either continuing down Morningside Road or on Morningside Park. Limited jaywalking in front of the bus stop.



5PM

Slightly predominant flow constant on the left hand side of Morningside Road and close to the shop splitting into a series of desire lines to the bus stop, Morningside Park and Morningside Road. Jaywalking on a more extended area.



7PM

Pedestrian traffic is more moderate, preferring now Morningside Road on both sides than the pavement closer to the shops to the left. Variety of desire lines still present across the loading area. Jaywalking in front of the bus stop and diagonal crossing at the lights at Steel's Place.



LOCATION D, SATURDAY 14 NOVEMBER

Foot traffic in the area is mainly located along both sides of Morningside Road and along the shop frontages and the bus stops on the west side of the Area with a minor contribution from Morningside Drive and no registered traffic from Steel's Place.

The peak activity times around the shops near the bus stops is between 12noon and 3pm, with diagonal and horizontal movement of pedestrians across the loading area.

Crossing is now more frequent on Morningside Road creating a variety of desire lines covering considerable lengths and taking place along the whole area. The crossing lights at the level of Steel's Place does not stand out at during the day. The junction with Morningside Drive is heavily crossed by desire lines.

Creating more secondary ways of crossing Morningside Road with for instance zebra crossings would help to concentrate the scattered movement through the area on safer and clearer points.

LOCATION E - TUESDAY 10 NOVEMBER

BRUNTSFIELD + MORNINGSIDE



8AM

Foot traffic evenly split along both sides of Morningside Road splitting in several desire lines across the junction converging at beginning of Comiston Road. Variety of paths also across the extended pavement with and sitting area before Cluny Gardens.



12PM

Uniform foot traffic on both sides of Morningside Road with constant flows continuing on the North side of Belhaven Terrace and along the edges of the extended pavement and seating area before Cluny Gardens. Crossing at the junction is limited to the marked crossings with limited cases of diagonal crossing in front of Bank of Scotland.



3PM

Foot traffic is less intense in the whole area. Noticeable increase of desire lines and diagonal crossing through the junction especially covering a significant distance from Belhaven Terrace to the Corner of Comiston Road and Cluny Gardens.



5PM

Uniform pedestrian flow on both side of Morningside Road with considerable secondary traffic to and from Belhaven Terrace. Diagonal crossing through the junction on the top side through Morningside Road and Belhaven Terrace with limited cases to Comiston Road.



7PM

Less intense foot traffic across the whole area. Secondary traffic to and from Belhaven Terrace is limited to individual cases. Movement at the edges of the seating area before Cluny Gardens. Crossing is limited to the marked crossings at the junction with individual cases of crossing diagonally to and from Comiston Road.



LOCATION E, TUESDAY 10 NOVEMBER

Foot traffic throughout the whole day is intense along both sides of Morningside Road and continuing along Comiston Road and the North side of Belhaven Terrace without losing intensity.

The overall area occupied by vehicular traffic at the junction is considerably large with pedestrians walking long distances when crossing diagonally. Apart from the regular crossing at the traffic lights, foot traffic was registered from the corner of Braid Road to the corner of Bank of Scotland especially between 12noon and 3pm, and splitting at the West corner of Comiston Road along both sides of Morningside Road.

Extending the available pavements at the junction would offer more space for foot traffic and shorten the distance across the junction.

The available seating area before Cluny Gardens presents heavy flows on both its edges, avoiding the benches and planters its central area. By formalise a clearer separation between fast movement and zone for pausing on this section, the available street furniture would be used at its full potential.

LOCATION E - FRIDAY 13 NOVEMBER

BRUNTSFIELD + MORNINGSIDE



8AM

Visibly distinctive flow pedestrians connecting both sides of Morningside Road and the left hand side of Comiston Road. Secondary flow along Cluny Gardens and Braid Road and secondary crossing on a East-West axis before the junction.



12PM

Exclusive flow between the left hand side of Comiston Road and both sides of Morningside road, also via Cluny Gardens. No registered foot traffic along Belhaven Terrace and no crossing between the seating area to the East and Bank of Scotland.



3PM

Foot traffic more evenly spread with more frequent crossing at all nodes of the junction. Individual cases of diagonal crossing towards Comiston Road. Secondary traffic along Belhaven Terrace,



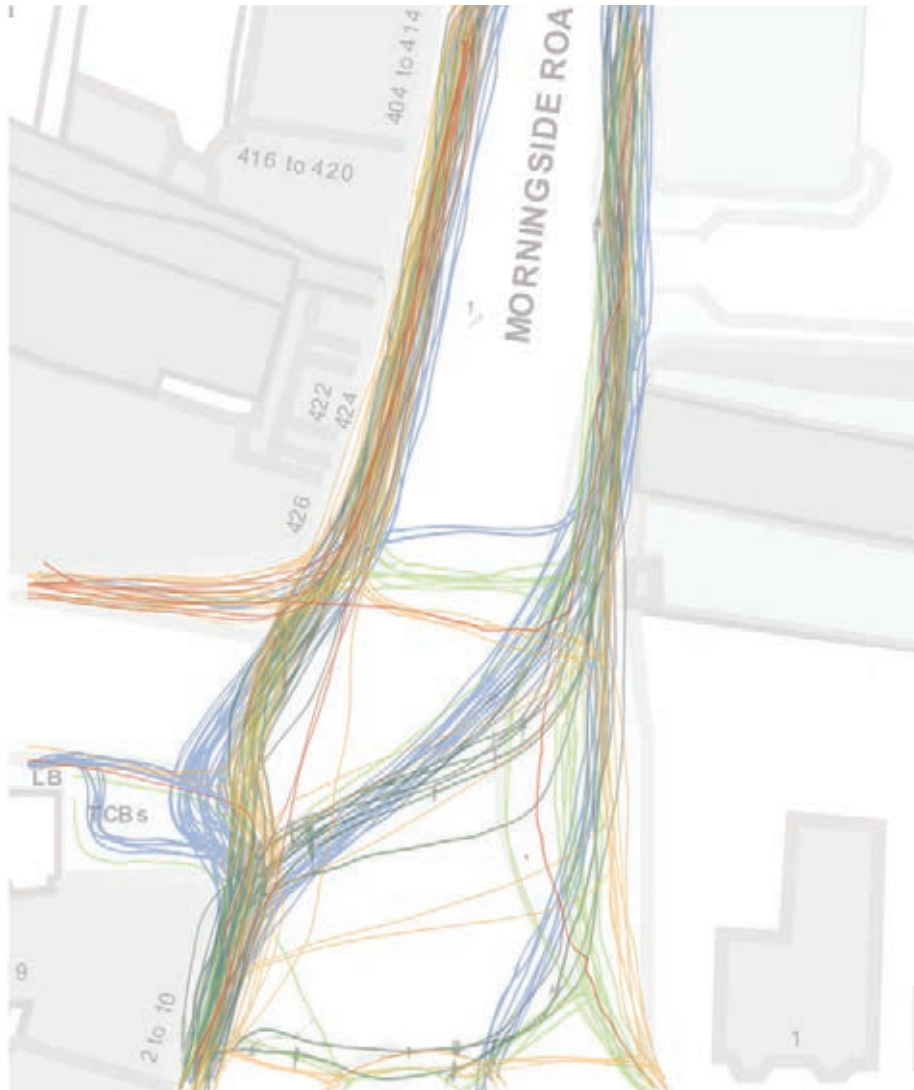
5PM

Visibly more prominent flow connecting Morningside Road with Belhaven Terrace and Comiston Road. Less intense flow on the right hand side of the junction with diagonal crossing to and from Comiston to the seating area close to Cluny Gardens.



7PM

Noticeably less intense foot traffic across the whole area. Predominance of pedestrians on the left hand side of Morningside Road and Belhaven Terrace.



LOCATION E, FRIDAY 13 NOVEMBER

The most visible flows of pedestrians along the area are registered at 8am making use of both sides of Morningside Road and converging at the North West corner of Comiston Road. A secondary flow at the same time is visible along Braid Road.

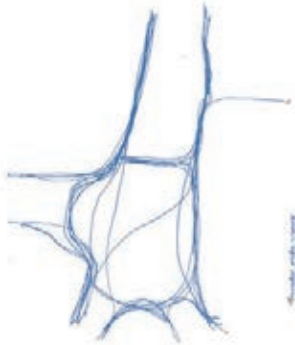
Foot traffic along the West side of Morningside Road remains constant, whilst on the East side, it separates across the existing seating area on the edge further away from the street without stopping.

The benches and street furniture in this area appear to create a hindrance to be dodged, more than an opportunity to sit and would benefit from a more efficient reorganisation of their layout.

By extending the pavements at all nodes, there would be more opportunities to create recreational areas and the heavily intense flow crossing the junction diagonally would have a small distance so cover, ideally aided by a more walkable surface.

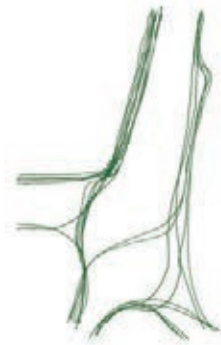
LOCATION E - SATURDAY 14 NOVEMBER

BRUNTSFIELD + MORNINGSIDE



8AM

Evenly spread pedestrian flow across the whole area with uniform crossing at all nodes of the junction. Limited cases of diagonal crossing.



12PM

Foot traffic is predominant on a North-South axis in the area, with a slight predominance on the left hand side of Morningside Road. Considerable secondary traffic from and to Belhaven terrace, Diagonal crossing along the corner of Comiston Road.



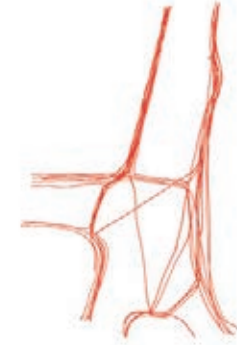
3PM

Heavily predominant foot traffic on the left hand side of Morningside Road and Comiston Road with noticeable links to Belhaven Terrace. Flows long Cluny Gardens are moderate. Diagonal crossing is present and focused on the right hand side of the junction.



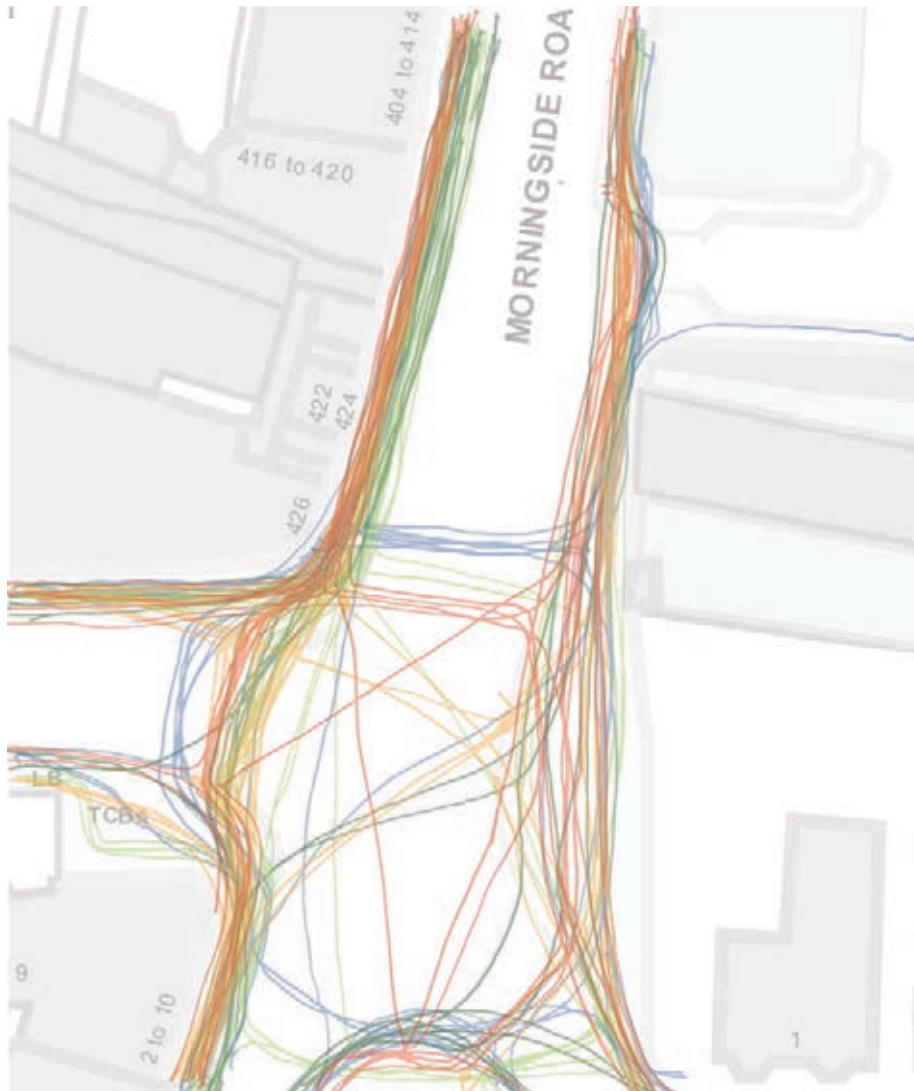
5PM

Foot traffic is predominant on the left hand side of Morningside Road and Comiston Road. Diagonal crossing takes place from both sides of the junction. Secondary traffic is considerable from Belhaven Terrace.



7PM

More uniformly spread Foot traffic on both sides of Morningside Road with a more spread out use of all nodes at the junction for crossing. Diagonal crossing is limited to individual cases to and from Comiston Road and Cluny Gardens.



LOCATION E, SATURDAY 14 NOVEMBER

Foot traffic along Location A is uniformly spread with a slight predominance of the West side of Morningside Road continuing down Belhaven Terrace without crossing or going down Comiston Road rather than using the thoroughfares leading to Cluny Gardens.

Crossing takes place across all nodes with several individual cases of diagonal crossing rather than major streams of pedestrians towards specific points.

The seating area before Cluny Gardens is crossed from North to South and vice versa with no noticeable preference for the edges of it.

Introducing a visually uniform surface uniform surface across the junction, recalling the materials used for the seating area, would introduce a material continuity where pedestrians can perceive visual links between all nodes and more opportunities to stop.

PEDESTRIAN DATA

MORNINGSIDE + BRUNTSFIELD

			PEDESTRIAN COUNT				
BRUNTSFIELD							
Key Location	Date	Time	Walking	Standing	Sitting	Playing	Notes
A	10.11.2015	08.00	72	1			
A	10.11.2015	12.00	69				
A	10.11.2015	15.00	89	3			
A	10.11.2015	17.00	89	1			
A	10.11.2015	19.00	57				
A	13.11.2015	08.00	43	1	2		
A	13.11.2015	12.00	142	6	1		
A	13.11.2015	15.00	52				
A	13.11.2015	17.00	39				
A	13.11.2015	19.00	39	3			
A	14.11.2015	08.00	10		1		Walking: 4 running // Sitting: homeless man
A	14.11.2015	12.00	78	12			
A	14.11.2015	15.00	22	3		1	
A	14.11.2015	17.00	67	3			
A	14.11.2015	19.00	29				
RESEARCH DIARY OBSERVATIONS							

Key Location	Date	Time	Walking	Standing	Sitting	Playing	Notes
B	10.11.2015	08.00	65	6			Standing: using ATM
B	10.11.2015	12.00	142	21			
B	10.11.2015	15.00	151	26			
B	10.11.2015	17.00	162	8			
B	10.11.2015	19.00	52	10			Large bursts of people as lights change // Standing: all waiting to cross + 2x on Tesco bench
B	13.11.2015	08.00	53				
B	13.11.2015	12.00	158	6			
B	13.11.2015	15.00	98				
B	13.11.2015	17.00	98				
B	13.11.2015	19.00	46				
B	14.11.2015	08.00	4				
B	14.11.2015	12.00	60				
B	14.11.2015	15.00	89	3		2	
B	14.11.2015	17.00	46	2	1		
B	14.11.2015	19.00	15				
RESEARCH DIARY OBSERVATIONS							Heavy rain

Key Location	Date	Time				
C	10.11.2015	08.00	30	27		Standing: waiting at crossing
C	10.11.2015	12.00	31	35		Standing: most waiting to cross, some on phone and looking at wondows
C	10.11.2015	15.00	46	23		Standing: most waiting to cross, 2x using ATM, 1x texting
C	10.11.2015	17.00	57	48		Standing: most waiting to cross, 1x ATM, 1x smoking, 1x putting bins out
C	10.11.2015	19.00	41	20		Standing: most waiting to cross, 1x smoking
C	13.11.2015	08.00	19			1 Playing: 1 runner
C	13.11.2015	12.00	19			1x double buggy struggling to be pushed through
C	13.11.2015	15.00	32			
C	13.11.2015	17.00	33			
C	13.11.2015	19.00	9			1 Playing: 1 runner
C	14.11.2015	08.00	4	1		
C	14.11.2015	12.00	53			
C	14.11.2015	15.00	61			
C	14.11.2015	17.00	53			
C	14.11.2015	19.00	32			
RESEARCH DIARY OBSERVATIONS						

Key Location	Date	Time				
D	10.11.2015	08.00	120	14	2	
D	10.11.2015	12.00	98	22		
D	10.11.2015	15.00	59	25	2	
D	10.11.2015	17.00	83	28		
D	10.11.2015	19.00	29	8		
D	13.11.2015	08.00	58	9	2	
D	13.11.2015	12.00	80	22	1	
D	13.11.2015	15.00	45	12		
D	13.11.2015	17.00	46	8		
D	13.11.2015	19.00	82	13	3	
D	14.11.2015	08.00	22			1 Playing: 1x running
D	14.11.2015	12.00	92	7	3	
D	14.11.2015	15.00	128	11	3	2 Lots of people walking in twos // Playing: two children playing running up the street
D	14.11.2015	17.00	82	5	2	Standing: 4x bus stop, 1x smoker // Sitting: 2x bus stop
D	14.11.2015	19.00	25	5		No sitting because of wet weather.
RESEARCH DIARY OBSERVATIONS						

Key Location	Date	Time				
E	10.11.2015	08.00	105	5		
E	10.11.2015	12.00	58	3		
E	10.11.2015	15.00	98	14		3 Playing: children playing hide and seek
E	10.11.2015	17.00	66	1		
E	10.11.2015	19.00	19		2	
E	13.11.2015	08.00	54			People stand for very short periods and are therefore counted as 'walking'
E	13.11.2015	12.00	43			
E	13.11.2015	15.00	42			Nobody is really waiting for the lights because of the bad weather
E	13.11.2015	17.00	24			
E	13.11.2015	19.00	14			
E	14.11.2015	08.00	11		1	Sitting: homeless mn on bench
E	14.11.2015	12.00	84	3		Standing: people sheltered from weather outside Bank of Scotland
E	14.11.2015	15.00	35	4		
E	14.11.2015	17.00	28			
E	14.11.2015	19.00	53	11		Standing: waiting at bus stop and ATM
RESEARCH DIARY OBSERVATIONS						

PEDESTRIAN DATA

MORNINGSIDE + BRUNTSFIELD

