

# PUBLIC LIFE STREET ASSESSMENT

CORSTORPHINE FULL REPORT

CLIENT: CITY OF EDINBURGH COUNCIL | PRODUCED BY: HERE+NOW C.I.C. | JUNE 2017



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www.thehereandnow.org.uk



Client: The City of Edinburgh Council Project: Public Life Street Assessments (Tollcross, Gorgie/Dalry, Corstorphine)

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# INTRODUCTION

# INTRODUCTION

This report comprises part of a series of studies investigating the public life of eight town centres and streets in Edinburgh. This research and report has been compiled by HERE+NOW on behalf of The City of Edinburgh Council. The report presented here relates specifically to the Corstorphine town centre. Additional reports are available for; Leith Walk/Great Junction St, Bruntsfield/Morningside, Portobello, Stockbridge, Nicolson St/Clerk St, Tollcross and Gorgie/Dalry.

These Public Life Street Assessment studies include a mix of direct observation methodologies, user interviews and more focussed substudies such as facade, land use and activity studies. Together this mix of research methods helps reveal how each town centre and street environment currently functions in terms of pedestrian/cyclist movement and as a place. In-depth analysis of data collected as part of this methodology enables identification of trends present in the way people currently use the street environment. This in turn, helps inform and develop suggested opportunities for improvement.

Consistent methodologies, techniques and research team were used for each of the eight town centre studies to date. This enables comparable research findings between the different Edinburgh town centre street environments. This consistent and thorough research methodology provides an excellent baseline set of data, giving a clear picture of how each town centre is used at present and its current level and diversity of public life. The strength of using a defined established research methodology is that this can be repeated in the future following any improvement works, piloting or other changes to the area to give a follow-up post-evaluation study for comparison.

These Public Life Street Assessments deliberately focus on and integrate the user experience of each street environment, rather than an audit of just 'what's there' in terms of infrastructure. This approach uses a mix of user interviews and direct observation studies (including behavioural mapping, demographic mapping, pedestrian counts, tracing studies and test walks) to enable valuable indepth analysis and suggestions of opportunities to improve each town centre from a user perspective. This user-centred design approach helps identify common frustrations for pedestrians and cyclists in each street environment, and common aspirations for improvement. This approach helps indicate the street design improvements that might be most effective, and deliver most positive impact from a pedestrian or cyclist user perspective.

This research has 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 that reveal the potential for increased public life in these town centres. Our method involves our senior Landscape Architect and Urban Designer team conducting all the 'onthe-ground' research and rigorous data analysis to enable us to have the fullest understanding of how the street functions and how users experience this. This ensures that no information is lost along the way, and means that the suggested opportunities for improvement that result are grounded in extensive research and 'on the ground' understanding of each Edinburgh town centre. We feel this comprehensive approach undertaken by one consistent team of Landscape Architects and Urban Designers ensures the richest capturing and analysis of data, and the transformation of this detailed information into the identification of key opportunities and potential 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. We hope these studies can add value and insight, offering local contextualisation for the Edinburgh Street Design Guidance and providing opportunity for further monitoring and improvement 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, Town Centre Toolkit and Edinburgh Street Design Guidance, 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 identification of possible opportunities that can help ensure the maximisation of public life across Edinburgh town centres in the future. We hope this research study 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 opportunities that have come out of this research will help stimulate discussions about the possible ways to improve each town centre.





# EXECUTIVE SUMMARY

# **EXECUTIVE SUMMARY**

This report is one of a series of Public Life Street Assessments. It includes the methodology, analysis of data and design responses proposed for the town centre of Corstorphine.

This assessment has included analysis of the movement and place function of this town centre using a standardised methodology. This consistent methodology enables comparison with the other seven town centres completed 2015-2017 on behalf of City of Edinburgh Council. It also provides opportunity for future assessment using the same methodology to evaluate any changes made at these locations such as public realm improvements, or the impact of any pilots.

These Public Life Street Assessments are just a starting point in the process of improving a street - giving robust data about its current usage, user opinions and aspirations, and key findings about both its existing condition and potential for improvement. As such, the opportunities suggested have been put forward with an aim to inspire and catalyse further design development, ideas and discussion to improve these town centres for public life and pedestrian movement.

### METHODOLOGY

A range of direct observation techniques were used in combination with qualitative semi-structured user interviews and the expertise and observations of the HERE+NOW research team of landscape architects and urban designers. Together this mixed method approach enabled a large amount of useful data and analysis to be collected in terms of the existing public life, user experience, and movement and place functions of the Corstorphine town centre.

Research took place during February 2017 on **both a** weekday and weekend day (Wednesday, Saturday), and at **four different times of day** (8am, 12pm, 5pm, 7pm) and across 4 locations within the town centre to ensure the **maximum diversity of different usage patterns** was captured.

At **each timeslot and location** within the town centre, research techniques included:

- user interviews
- pedestrian counts
- tracing studies
- behavioural mapping
- researcher diaries
- demographic mapping.

In addition **overall test walks** of the entire town centre were conducted, looking at:

- waiting points
- obstacles
- pinch points
- surfaces and material quality
- walking speeds
- general pedestrian experience.

These were combined with a series of **sub-studies** and further assessment by the research team, including:

- land use studies
- activity studies
- facade studies
- user interviews with specific user groups

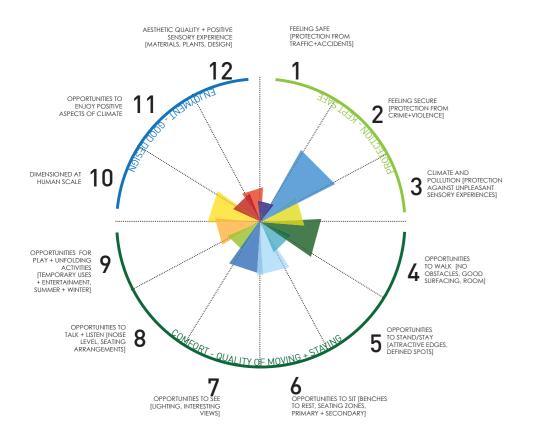
### PLACE FUNCTION

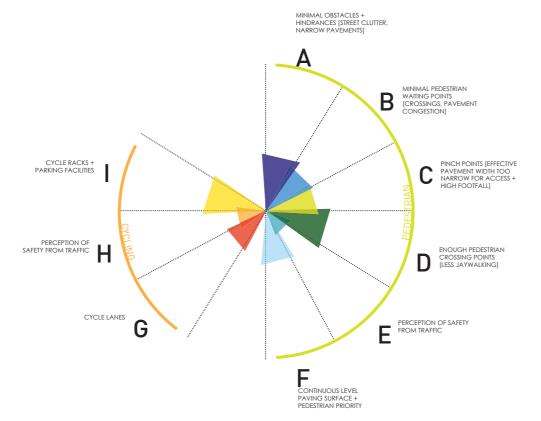
Place function for Corstorphine was established by synthesising research findings from this mixed method approach, and assessing these against Gehl's 12 Quality Criteria.

Corstorphine scored favourably for feeling secure from crime, with most users interviewed stating they felt very safe here. Only a few comments were made relating to the presence of groups of young adults in the street and those outside pubs being seen as intimidating. However the town centre scored less well for other qualities, in particular 'feeling safe from traffic', 'opportunities to talk and listen', 'opportunities to enjoy positive aspects of climate', and 'aesthetic quality and sensory experience'. The heavy traffic and pollution, and car dominance of the street environment were significant factors in these lower place scores.

## PLACE FUNCTION

# MOVEMENT FUNCTION





### MOVEMENT FUNCTION

In terms of movement function. Corstorphine scored moderately for cycle racks and facilities, enough pedestrian crossing points and minimal obstacles and hindrances. These scores were an average for the whole town centre, and it is worth noting whilst some areas score highly for these aspects, other sections scored less well or had particular issues. For example, whilst sections of south side of St John's Road have wider pavements with minimal clutter, these frequently narrow on both the south side of the road and north, creating pedestrian congestion and difficulties walking due to the reduced width combined with A-frames and other street clutter and uneven surfaces.

Corstorphine scored less favourably for the other movement criteria, particularly 'perception of safety from traffic', with cars driving fast, aggressively, and frequently mounting the pavement to park. Additionally there was significant concern regarding pollution throughout the town centre, and this was commonly cited by users as a reason they would not want to walk outside, or spend any more time in the street than necessary. This has a big impact on public life which depends on creating a street environment that is appealing to spend time in.

These results for place and movement function highlight some of the strengths and key issues found in the town centre, and were used to inform the opportunities for improvement suggested.

### **CURRENT USAGE**

The most common user activities across the whole town centre included going to work, catching the bus, and going to the shops. These show the street environment along St John's Road and the retail area to the west is currently used more for 'necessary' activities that involve being either en route to another destination or for chores such as grocery shopping. This highlights the importance of the town centre as a movement route for those on foot or taking the bus. Users typically felt St Margaret's Park and the historic village centre to the south of St John's Road are the destinations they would spend time on more leisure or recreational activities.

Nonetheless, many users felt the small-scale independent shops and cafes on St John's Road (between Manse Road and Kirk Loan in particular) add a positive character and draw footfall and interest. The research showed locations with small-scale shops on St John's Road were the only locations throughout the town centre where recreational activities were observed occurring. These locations at Manse Road/St John's Road and Kirk Loan/St John's Road are also situated at the junctions of key north-south routes between the historic village centre and heritage trail to the south, and main retail town centre along St John's Road running east-west. This connection brings a greater variety of public life.

Improvement of pedestrian routes (particularly Kirk Loan and Manse Road) between the two distinct areas of Corstorphine (the historic village, and retail street), to create a more walkable, accessible. and distinct 'loop' that takes in the historic character and quieter greener 'place' function of the historic village, and connect this with St John's Road which acts as a functional, necessary 'movement' route for accessing shops and buses.

### **OPPORTUNITIES + NEXT STEPS**

Research findings were combined with HERE+NOW's 12 Design Principles for Healthy Public Spaces and inspiration from international precedents, to give a series of suggested opportunities for improvement.

An overview of a select number of opportunities for improvement are presented overleaf. These include more information and visual representation of the selected opportunities considered 'key moves' that would have most impact. Please see the full report for more detail on the full, wider range of potential opportunities identified.

These opportunities for improvement have been suggested based on the findings of this contained research sub-study. We would recommend a follow-on stage to this report including facilitated internal Council workshops to establish which opportunities would have value in being further developed or implemented, ways to deliver these including cross-department working as necessary, and to agree a plan of action enabling opportunities to be refined and taken forward as relevant. This would allow incorporation of the existing knowledge within Council teams, who could together agree which of these 'basic', 'standard' and 'innovative' opportunities (categorised according to the Edinburgh Street Design Guidance) might fit within existing Council plans and initiatives.

We would like to thank City of Edinburgh Council for asking us to undertake these Public Life Street Assessments, and hope they will be of use in further improving these important local town centre

### OPPORTUNITIES: OVERVIEW

### BASIC:

- Enhance pedestrian gateway to retail park near bus stop at Meadow Place Road.
- Create walkable link prioritising pedestrians through the western large retail park.
- Improved cycle route east-west via Corstorphine historic centre away from arterial road.
- Small-scale improvements to remove clutter, address uneven pavements, and provision of raised tables over driveways to private/commercial car parks.
- Targeted pavements and accessibility improvement on Manse Road + Kirk Loan.
- General: declutter, remove railings, poles, A-frames, fix potholes and uneven paving.

### STANDARD:

- Create a more easily walkable and distinct loop route connecting St John's Road, Manse Road, Kirk Loan to build on the existing heritage trail.
- Transformation into pedestrian friendly green refuge at Featherhall Avenue and Kirk Loan car parks.

### INNOVATIVE:

- Scheme encouraging air filtering tree species and plants on private land.
- 'Celebrate Corstorphine' one day street closure for festival Manse Road to Kirk Loan.
- Avenue street trees and street re-design at Corstorphine retail town centre 'heart' Manse Road to Kirk Loan.

### **PILOTS**

- Pilot enhancement of pedestrian gateway to retail park.
- Test+iterate location for cycle route east-west via Corstorphine historic centre.
- Pilot transformation of car parks at Featherhall Avenue and Kirk Loan into pedestrian friendly green refuges.
- Pilot scheme encouraging air filtering tree species and plants on private land.
- 'Celebrate Corstorphine' one day street closure for festival Manse Road to Kirk Loan to test longer term approach.

### OPPORTUNITIES: KEY MOVES



Avenue street trees and street re-design at Corstorphine retail town centre 'heart' along St John's Road between Kirk Loan and Manse Road.

Widen pavements and create continuous walking surface with raised tables. Addition of avenue trees lining St John's Road enabled by wider pavements to create human scale sensory interest. Remove railings/clutter. Create defined nodal seating/plant areas at active frontages to sit, rest, enjoy public life. This would better define the character of the central 'heart' of the retail street in Corstorphine and indicate via narrowed lanes and avenue trees that this is a more pedestrian oriented stretch of street. This may slow drivers and improve perceptions of safety from traffic, making people more likely to engage in public life. Consider this approach running from Kirk Loan to Manse Road along St John's Road at a minimum.





# Transformation into pedestrian friendly green refuge at Featherhall Avenue and Kirk Loan car parks to catalyse public life.

The potential for public life is stunted by use of these wider street spaces for car parking. Prioritise pedestrian activities by providing seating in sunny spots near the bus stop, combined with opening up the existing wall to better access this seating from the pavement. Ensure seating is set back slightly from the road and set within street trees/planting to partially screen and buffer traffic. Ensure car parking is significantly reduced or eliminated to create a defined space for more pedestrian-focussed and optional activities in the public realm. These could double as spaces for markets on Saturdays, or just as a welcome respite from a hostile car dominated environment to pause en route to/from the shops. Ensure wider pavements and continuous pedestrian priority over minor junctions and car park surface.





# Create walkable link prioritising pedestrians through the western large retail park.

Currently there is no pavement route for pedestrians between north and south parts of the retail park despite this being a popular desire line. The alternative pedestrian route via Gylemuir Road has narrow pavements and poor pedestrian priority over the minor junction of Gylemuir Road/Meadow Place Road and fast turning cars. Work with large retailers to improve pedestrian environment within the retail car parks, whilst simultaneously improving the public realm aspects. Prioritise improvement of ramped route to/from the south/north car parks via Gylemuir Road and widening pavements plus raised table at junction of Meadow Place Rd/Gylemuir Road.







# **ANALYSIS**

This section details the results and analysis of all data collected within the Corstorphine town centre.

This includes summary and analysis of data from:

- pedestrian counts
- behavioural mapping
- demographic mapping
- tracing studies
- researcher diary entries and observations
- 'freeze frame' photo analysis
- overall test walks of the town centre
- timed test walks
- mapping of obstacles and waiting points
- user interviews
- additional in-depth interviews and walkabout workshops with specific user groups.

Together this gives a holistic understanding of the current condition of the town centre and its street environment in terms of both **movement** and **place function**. It also reveals user perspectives of the existing street condition and the current level and potential for public life.

This analysis section of the report is split into first an 'overview' sub-section, synthesising information gathered for the town centre as a whole, followed by further breakdown of analysis and findings from each of the four key locations studied in more detail

As part of the 'overview', analysis of each of the composite research techniques and data has been brought together to graphically show the overall

results for the town centre's movement and place function. This is shown in summary via the **two graphic 'wheel' 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. These diagrammatic overviews build on all the data analysis completed for each town centre, in addition to a SWOT analysis compiled by the research team during a post-assessment workshop to build on their combined experience of these town centres.

The analysis then breaks down the research into more detail, showing summary results for each of the **four key locations** throughout the town centre. This brings an additional level of detail to analyse the street environment in more depth. These four locations were chosen at key points throughout the town centre, where there is either greatest potential for public life, or where 'typical' street characteristics exist from which research findings can inform improvement of other similar parts of the town centre.

The research analysis undertaken reveals a number of emerging opportunities for improvement to public life and the movement and place function of the town centre. These are further outlined in the subsequent 'Opportunities' section of this report.

# **OVERVIEW**CORSTORPHINE

The overall analysis is summarised here in a 'SWOT' analysis of the town centre and its existing and potential for public life.

This overview is the combination of data analysis results from the direct observation methodology used on the ground, together with more qualitative researcher observations and user interview techniques. This mixed method approach has been synthesised and combined by the professional urban design and landscape architect team who were also the researchers 'on-the-ground'. Their insights have been collected and incorporated into the research findings.

This SWOT Analysis is followed by an overall analysis diagram and two graphic summaries of the overall movement and place function of the town centre. These are based on a combination of the data analysis from research days and qualitative observations by researchers. Together, this SWOT Analysis, overall analysis diagram, and movement and place function graphics summarise an overview of analysis findings from this research.

### SWOT ANALYSIS

### **STRENGTHS**

- Strong local community
- Local historic and cultural destinations nearby tower, hill, church, heritage centre. .
- Well-connected bus route and links to airport and Edinburgh city centre.
- Big retail offers alternative shopping experience and brings people from further afield to the area.
- Perception of safety from crime in general, even at night..
- St Margaret's Park and historic Corstorphine High St / Kirk Loan nearby, provide a green, human-scale retreat from main thoroughfare of St John's Road and cars.
- Local small-scale shops on St John's Road

### **WEAKNESSES**

- Historic area of Corstorphine village feels
   separated from the main retail centre.
- Big retail park to west draws cars and pedestrians away from the local independent shops on St John's Road and adds to largescale car-priority environment.
- **High pollution levels** on St John's Road
- Traffic congestion and speeds. Cars observed turning fast into minor roads/ car park at risk to pedestrians
- Drivers lack of awareness and consideration of pedestrians - including parking on pavements and aggressive driving.
- Prioritisation of car movement and parking over pedestrians.
- Long waiting periods at pedestrian crossings, and potential difficulties rectifying this whilst minimising car stopping for pollution reasons.
- Uneven pavements and driveways inaccessible for some users in places,
  particularly on north side of St Johns
  Road and Meadow Place Road.
- Linear nature of the town centre along busy arterial road rather than a compact core. This has been further lengthened by large retail to the west.
- Lack of community hub Corstorphine public hall is currently vacant (since 2013) previously a centre for community activities. Until this is rebuilt, and with Lucy's Cafe due to close soon due to redevelopment, there is a lack of community hub.

### **OPPORTUNITIES**

- Create a more cohesive town centre that integrates St John's Road (and its functional use for bus connections and local amenity shops) with the historic village area (that provides a higher place function and leisure opportunities).
- Enhance heritage loop linking St John's Road to Corstorphine village use of improved pavement material palette and pedestrian experience with distinct character to enhance and further bring to life existing heritage trail signage and create more easily and accessibly walked route.
- Widen pavements down side streets toward historic area (e.g. Manse Road, Kirk Loan), better prioritising this as a pedestrian route and increasing accessibility for all users.
- Development opportunity on St John's Road at junction with Manse Road for mixed use development with smaller scale retail on ground floor (independent local shops) and residential above (proximal to local town centre shops, chance to bump into others socially).
- Reinstatement of community hub at Corstorphine Public Hall to provide local centre for community activities and social connection.
- **Diversion of some car parking spaces** to create of localised spaces for seating, trees, planting and respite from traffic along town centre length, particularly at the two car parks at Kirk Loan and Featherhall Avenue.
- Avenue street trees addition of street trees along the length of the town centre, using species to provide pollution filtering.
- Improve navigation cues and connection to Corstorphine walled garden and tower.
- Create more walkable, pedestrian-friendly town centre environment on St John's Road between Manse Road and Kirk Loan with wider continuous pavement, avenue trees and slowed traffic..
- **Create even pavement surface** prioritising pedestrian movement over driveway surfaces to north side of St John's Road.
- Reduce/manage pollution to create a more conducive outdoor environment to spend time.
- Improve pedestrian environment in large retail car parks to west of town centre. Prioritise walkable connection between north and south car parks.
- **Increase seating** throughout the town centre to provide frequent rest spots for older residents. Where possible locate set back from traffic.

### THREATS

- Volume, noise and speed of traffic.
- Car dominance in street environment translates to driver aggression and lack of consideration of pedestrians
- Town centre currently perceived as purely for consumption (shops/cafes/pubs) and traffic (bus connections, HGV and arterial road access, cars to/from Edinburgh, Glasgow and airport), rather than a focus on a pleasant public realm for spending time outside of the need to purchase something to legitimise presence, or as a shopping destination..
- Lucy's Cafe and Corstorphine Hub at 181-195 St John's Road now closing, in addition to previous closure of Corstorphine Public Hall. This means a lack of places for people to meet, particularly older residents and teenagers.
- Driveways/uneven pavement and sloping surfaces, combined with poor quality materials create a difficult walking environment for some users.
- Traffic congestion from tributary roads
  linking in to St John's Road create tail-backs
  that block pedestrian movement.



# **OVERVIEW**CORSTORPHINE

This analysis diagram summarises the overarching research observations of the current condition of the town centre. It has been compiled based on a synthesis of researcher observations and diaries, sub-studies by the research team and analysis of the data collected from test walks and direct observation at each key location.

This analysis diagram presents a **holistic spatial understanding** of the town centre, its current movement and place function, and key opportunities and strategies to enhance the street environment both as a place for public life and easier movement on foot or by bike. It also shows the four locations (A, B, C, D) that research was focussed on during research days.

The analysis diagram reveals the significant barriers created by the major traffic thoroughfare. particularly at and near Drumbrae Roundabout. If also highlights the frequent driveways to the north and side roads off St John's Road to both the north and south, that would benefit from smaller corner radii, raised tables and/or wider pavements to better facilitate pedestrian movement and create a smooth continuous pavement surface. Additionally the central area on St John's Road between Manse Road and Kirk Loan seen by users and researchers as the 'heart' of the town centre is shown in green. This area is suggested as a potential location for increased pedestrian priority, with more continuous wide pavements, avenue trees and a feeling of decreased car priority to create a more pedestrian friendly environment adjacent to the small-scale active frontages of shops and cafes.

Also visible on the diagram are key areas of conflict between pedestrians and traffic. It is worth noting that the town centre was particularly affected by traffic throughout - particularly in terms of vehicle speeds and driver aggression, noise, prevalence of car parking (including on pavements and double red lines) and pollution (which users felt detracted from their desire to be outside in the street environment). However, these key areas of conflict between traffic and pedestrians refer to particular trouble spots that should be addressed as a priority. These include a lack of pedestrian route between the north and south retail car parks to the west of the town centre, extremely narrow and discontinuous pavements on Kirk Loan and Manse Road (vital connections between the historic village to the south and St John's Road), and fast-turning cars, pavement parking and congestion over minor roads making walking difficult at the two car parks on St John's Road (at Featherhall Avenue, and Kirk Loan).

These two car parks also offer an opportunity for public life through reducing parking, pedestrian movement priority, creation of seats close to bus stops and shop frontages but set back from the road and buffered by street trees, and an improvement to materiality. Other locations shown on the diagram as having potential for public life include the gateway to the retail park at the bus stop - where additional seating, shelter, and planting combined with a pedestrian priority route could create a nodal spot to pause with shopping or more pleasant place to wait for the bus, and outside the existing 'Corstorphine Hub', where any new development could build on this central location and wider pavement to create active frontages at ground level spilling onto seating, street trees and improved public realm.

Key areas of conflict between pedestrians and traffic. Where pedestrians are trying to move freely between different parts of the town centre or cross the street but traffic or parked cars are proving a hazard or barrier.

 Favourable microclimate (sun, mostly sheltered from wind)

Key positive views

Existing pedestrian crossings.

Existing public life - primarily relating to active shop fronts, bus stops, parks, benches or other gathering places conducive to staying activities.

7 Key walking / cycling connections to nearby green spaces.

Better prioritising of pedestrians needed at road junctions, driveways e.g. addition of raised tables, reduced corner radii, or increased pavement width, improved drop kerbs.

Potential for improved connection.

Barrier to urban connectivity

Parking, including loading bays and single yellow lines. Places cars regularly stop - creating a barrier restricting pedestrian connection with the opposite side of the road, and effectively prioritising car parking over bus lane, cycle route or wider pavement for pedestrians.

Increase visual and walkable connection between both sides of the road.

Key location at which research was conducted [labelled A to D].

Potential opportunity for key improvement for public life

Key town centre area to enhance as a more pedestrian priority area for local shops and staying activities.





# PLACE FUNCTION

To assess the place function of a town centre we used the 12 Quality Criteria advocated by Gehl **Architects.** This gave us 12 categories against which we assessed the component elements of these places.

From this assessment we created a 'place function' graphic as a visual representation of all the data collected and analysis relating to these 12 qualities. These scores are based on qualitative data primarily gathered from semi-structured user interviews. However other data collected as part of the methodology also fed into the analysis. For example; tracing studies, behavioural studies, demographic mapping, and pedestrian counts, as well as researcher observations.

Overall, the Corstorphine town centre - the area within the blue boundary on the previous page - has a mix of place function scores.

In general, the heavy traffic volumes, noise, visual dominance, aggressive driving styles and

### HIGH PLACE SCORE

Feeling secure (protection from crime)

in particular pollution, were the most significant factor decreasing place scores overall, and were commonly cited by users to make the town centre an unpleasant place to be outside.

It is also worth noting that for certain specific criteria (such as human scale) the place function varied considerably throughout the town centre, with the central and eastern sections of St John's Road scoring more favourably than the large retail park and roundabout to the west.

The town centre **scored highly** as a place in terms of feeling secure (protection from crime). There was a sense of a strong community, that many people in the street know one another and have lived here for a long time. Most people said they felt safe from crime in the street, and only a small number of people mentioned finding groups of teenagers or people outside of pubs intimidating, with a couple having seen occasional acts of anti-social behaviour. Mostly users were more concerned about traffic and pollution than crime.

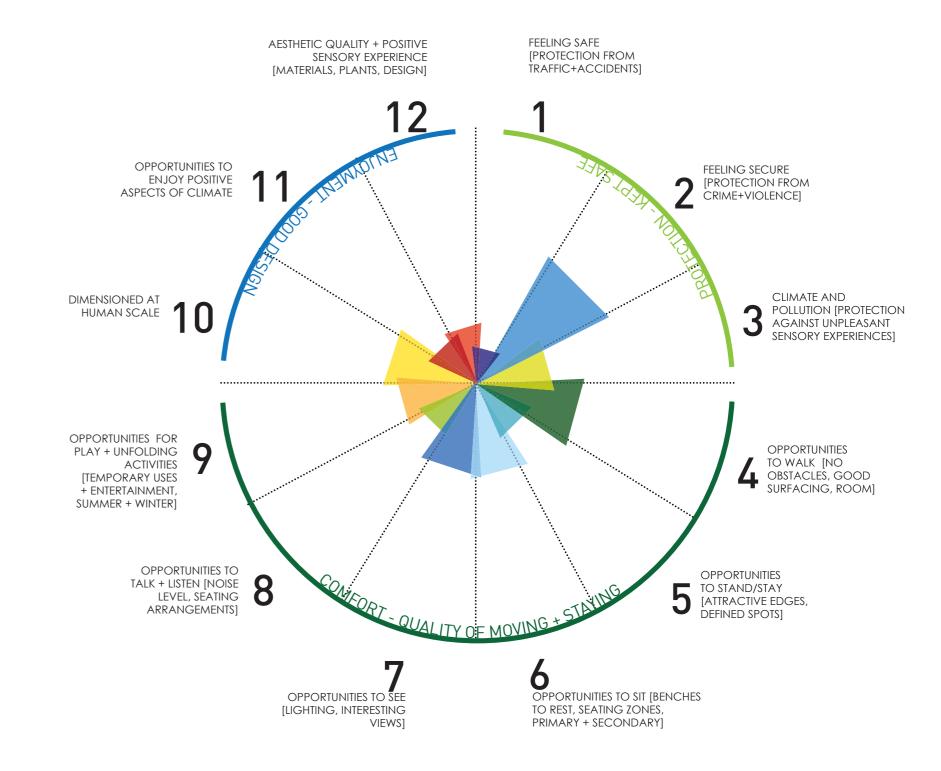
Opportunities to walk

**Medium place scores** were found opportunities to walk. The street environment is quite mixed in terms of the ability to walk. Some wider sections of pavement create smooth pedestrian flows and allow space to pass one another or pause to window shop. However there are some significant issues in other places, particularly related to uneven pavements and kerbs, a lack of pedestrian priority, dominance of cars/parking, narrow sections and pinch points caused by bus stops or street clutter (railings, poles, A-frames).

The town centre scored less favourably for other aspects of place function. In particular, especially low scores were noted for feeling safe from traffic. Feelings traffic was hazardous were a recurrent theme in user interviews. Cars were observed jumping red lights, driving aggressively, not waiting for pedestrians to finish crossing the road, and driving onto pavements to park. These observations were further supported by user interviews. A number of near misses and one accident were witnessed on research days. Pollution and its impact on health was also a concern.

### LOW

- Feeling safe (protection from traffic)
- Climate and pollution (protection from unpleasant sensory elements)
- Opportunities to stand/stay
- Opportunities to sit
- Opportunities to talk/listen
- Opportunities for play and unfolding activities.
- Aesthetic quality and positive sensory experience
- Opportunities to see (lighting, views)
- Dimensioned at human scale
- Opportunities to enjoy positive aspects of climate



# MOVEMENT FUNCTION

PEDESTRIAN AND CYCLISTS | BASED ON DIRECT OBSERVATION TECHNIQUES + USER INTERVIEWS

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

Overall, Corstorphine could be improved in terms of pedestrian and cycling movement function. At present the town centre favours cars, buses and heavy goods vehicles over and above pedestrian and cycling infrastructure and experience. There are significant concerns relating to the speed, noise, pollution, visual dominance, and aggression from vehicle drivers throughout this town centre. Given the town centre's location along a major east-west arterial route into Edinburgh city and connecting west to Edinburgh airport and Glasgow, there are heavy flows of traffic throughout the day. Users interviewed felt threatened by the speed of the traffic, cars driving onto the pavement with little warning to park, fast-turning cars not yielding for

### HIGH MOVEMENT SCORE

• None observed from research results.

pedestrians at minor junctions, and drivers either not waiting for pedestrians to finish crossing or ignoring red stop lights at pedestrian crossings. Researchers observed several near misses and one traffic accident on research days, and two researchers were almost hit by cars going through red lights themselves. User interviews showed this has a negative impact on more vulnerable users in particular, and that both pedestrians and cyclists are concerned about the traffic. In addition the pollution from traffic reduced desire to walk or cycle in the public realm further, with users concerned about the health impact of engaging in active travel along a street with high pollution levels.

The pedestrian and movement function was found to vary considerably throughout Corstorphine. For example, the central/eastern section of St John's Road, has a more human scale with some sections of wider pavement (though still some pinch points and uneven pavement issues), as opposed to the character and condition of the retail park to the west, which has been designed with cars, not pedestrians or cyclists, in mind.

### MEDIUM

- Pedestrians minimal obstacles and hindrances.
- Pedestrians enough pedestrian crossing points.
- Cyclists cycle racks and parking facilities.

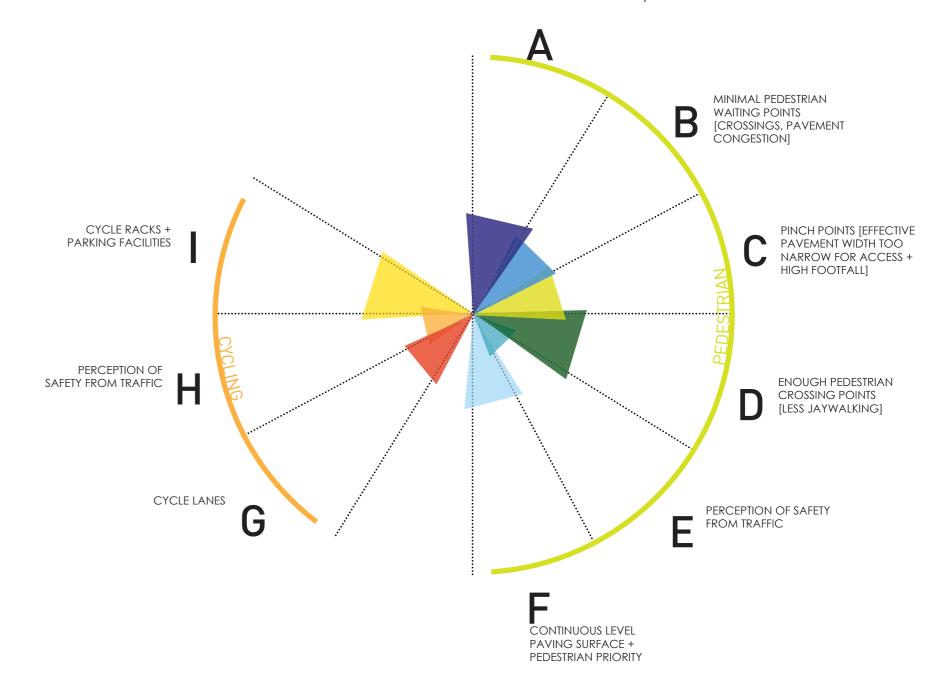
Overall, pedestrian movement function scored moderately for 'enough pedestrian crossing points' and minimal obstacles and hindrances. Whilst there are sections of pavement throughout the length of the town centre with significant street clutter (A-frames, railings, poles, pinch points), the wider clearer pavement sections on St John's Road are an asset. Equally, whilst there are crossing points throughout the town centre that provide a good framework for crossing the road, there are issues with long waiting times and/or short crossing times, as well as cars driving through red lights.

In terms of cycle movement function, user interviews and test cycle rides along the town centre length revealed concerns regarding traffic speed, driver aggression and lack of driver awareness of cyclists. Improved conditions or an alternative quiet route is suggested. Whilst there are some cycle racks, more would be beneficial, particularly outside busy shops or on wider pavements. Cycling west, upon reaching Drumbrae Roundabout the road starts to feel like a motorway, increasing hesitancy that this is a safe space for cyclists to be.

### LOW

- Pedestrians continuous level paving surface and pedestrian priority.
- Pedestrians perception of safety from traffic.
- Pedestrians pinch points.
- Pedestrians minimal pedestrian waiting points.
- Cyclists perception of safety from traffic.
- Cyclists cycle lanes.

MINIMAL OBSTACLES +
HINDRANCES [STREET CLUTTER,
NARROW PAVEMENTS]



# LAND USE

### OVERVIEW OF CORSTORPHINE TOWN CENTRE

A land use study was conducted at Corstorphine town centre to research the mix of shops, professional services, eating related, assembly and leisure, vacant, residential and other uses that exist in the town centre at present. This is useful to help 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 land use research showed **two distinct land use characters** of the town centre. The west section of the town centre was predominantly larger shops as part of a retail park including the Tesco supermarket and other large scale chain shops along with a drive through McDonald's restaurant. The east section of the town centre consists of a larger concentration of smaller units with a high level of independent shops mixed with small scale high street chains.

The most common land use recorded was the 'shops' category. A large proportion of these shops were hairdressers and barbers within the 'health and beauty [hairdressers etc]' category. The next most common land use category was 'eating'. This included proportionally fewer cafés compared to other Edinburgh town centres studied, but a higher number of 'takeaways'. Also prevalent, but to a slightly lesser extent was the 'professional services' category. This included a large number of real estate units.

Whilst a smaller proportion of land use, political party offices were also found to be characteristic of the Corstorphine town centre. These generally fell within the 'other' category, though some had become vacant.

A large proportion of the shops in this town centre have considerable car parking facilities. For example, the large-scale retail shops in the retail park to the west of the town centre (Tesco, PC World, PetsAtHome), the large pubs/restaurants with private off-road parking set behind them to the north side of St John's Road (behind Toby Carvery, the Oak Inn, the White Lady), and the two car layby parking/loading areas where both Kirk Loan, and Featherhall Avenue, meet St John's Road. There are also a high proportion of takeaway shops along this street with adjacent on-road car parking spaces.

This dedication of a large proportion of the existing town centre land to vehicular road carriageway and car parking spaces may indicate that the current land uses and businesses within the Corstorphine town centre have a current perceived (and/or current actual) dependence upon customers arriving by car. The presence of large areas of car parking and a focus on a street environment designed for cars, prioritises the needs of vehicles within the town centre over pedestrians and cyclists, and detracts from more positive human-scale qualities and

characteristics that encourage public life. Carfocussed land use results in lower density and
less efficient use of the town centre land, and a
less pleasant walking or cycling environment, or
place to spend time. By re-addressing this balance
and reducing car parking land uses, and instead
better prioritising more welcoming street spaces
for pedestrians and cyclists, improvements to
character, human-scale interest, and additional
footfall for local businesses may be generated whilst
not decreasing local businesses revenues.

### OVERALL LAND USE STUDY RESULTS



[hairdressers etc]





Grocery

Home + Arts & Crafts

Charity

Health & Beauty [hairdressers, pharmacy etc]



Café & Bakery

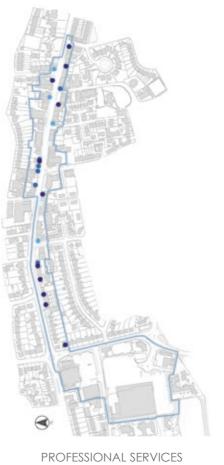
Restaurant

Pub & Bar

Takeaway













Clothing



General

Real Estate Agent

Bank

Doctors & Dentist

Beauty Salon

NON-RESIDENTIAL INSTITUTIONS

# FACADE STUDY

### OVERVIEW OF CORSTORPHINE TOWN CENTRE

A facade study was completed for the Corstorphine town centre to gain insight into how the facades vary throughout. These were categorised dependant on how active these frontages onto the street were. Categories were 'active' (small units, visually interesting and diverse with many doors/windows), 'friendly' (small units, some diversity in function), 'boring' (often larger, more passive units with few doors/windows), or 'inactive' (often larger units, passive frontage, few if any doors/windows, little or no visual interest). These category names and criteria have been defined in accordance with Jan Gehl's 'How to Study Public Life'.

In terms of facades, Corstorphine town centre has a different character in the west section to the east

**section.** This echoes findings from the land use study, and emphasises the difference in character between the east and west sections of the town centre. The facade study reveals a higher proportion of 'boring' (3) and 'inactive' (4) facades located in the west section of the town centre. This is reflective of the large scale retail units which often have blank facades with few or no windows, or where are windows present, they have been screened with printed vinyl signs which prevent views to the interior of the shop.

In contrast, in the east section of the town centre along St John's Road showed a more diverse range of smaller units and land uses. In this east section of Corstorphine town centre, greater presence of

'active' (1) and friendly (2) façades were observed. These included greater variation in materials, relief of shop fronts and produce displayed on the streets which adds a more engaging and interesting facade, and promoting a more conducive setting for public life.

As shown in the land use research results, Corstorphine town centre has a higher number of 'homes' recorded compared to other Edinburgh town centres studied. This results in façades which are classified as a 'boring' due to there being little visual interest or activity adding to the public life of the street. This was also true of the majority of the facades on the north side of St John's Road to the west of the west of the town centre. These are not shown on the adjacent map as they are outside of the blue town centre boundary.



1: Active façade. Small units, lots of doors with large variation of function. Lots of character in facade relief. Good details and materials.

2: Friendly façades. Relatively small units, some 3: Boring façades. Large units, few variation in function, few blind and passive units. Façade relief variation and range of details.

doors. Almost no variation, uninteresting units, few or no details.

4: Inactive façades. Large units, few or no doors, no variation in function. Blind or passive units. Uniform façades, no details, nothing interesting to look at.

### OVERALL FACADE STUDY RESULTS





# ACTIVITY STUDY

### OVERVIEW OF CORSTORPHINE TOWN CENTRE

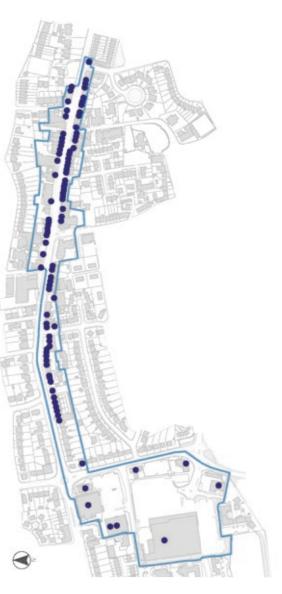
An activity study was also carried out to gain a deeper understanding of the times of day that these active and more passive frontages were actually in use and, therefore, having a positive impact on public life.

As the land use study has shown, Corstorphine town centre has a range of land uses including a **high** proportion of shops, professional services and takeaways. These are primarily open between 9am and 6pm with some small convenience shops and coffee shops opening earlier in the morning (7am-9am). Many of the takeaways and bars which open later in the day and stay open later in the evening (10pm-late) are concentrated along St John's Road in the east section of the town centre. This makes the east end of the Corstorphine town centre - in particular along St John's Road between Manse Road and Kirk Loan, the most active at all times of day, due to a combination of activity from morning into the evening plus the increased density of a larger number of smaller scale active frontages in this section.

The activity study of Corstorphine shows a daily rhythm of activity ranging from 7am until late, and a weekly rhythm whereby several shops are closed on Mondays. This is similar to other Edinburgh town centres studied.



OPEN 7AM - 9AM



OPEN 9AM - 12PM



OPEN 12PM - 6PM



OPEN 6PM - 10PM



OPEN 10PM - LATE

# DEMOGRAPHIC ANALYSIS

The ten-minute demographic mapping exercise gives a good indication of the proportion of male to females occupying the space, and different age

Overall, men and women were almost equally represented in the Corstorphine town centre, with 51% men to 49% women. This may indicate a high perception of safety in this street environment. There is a slight decline in the visibility of women by 7pm however, with 43% females to 57% males. This may indicate female users feel less safe during the evenings in the public realm.

Regarding age, 26-35 year olds and 36-45 year olds are both equally dominant groups in the street. Each group comprises 18% of all users across the Corstorphine town centre. This is followed by fairly even visibility amongst, 46-54, 55-65, 65+ and 19-25 year olds, each accounting for between 12-14% of the age groups visible on the street.

Interestingly, Corstorphine's demographic mapping revealed a high representation of people in the 55-64 and 65+ age groups, which account for 14% and 12% respectively of the visible population in the town centre. By contrast, the 0-10 and 11-18 year old age groups each represent just 6% of those visible in the pubic realm.

### LOCATION A

Location A is situated on Meadow Place Road near Drumbrae Roundabout and the large retail park. During the week, the proportion of males and females fluctuates slightly throughout the day, with slightly more females visible around midday and at 7pm. During the weekend evenings, this pattern is almost reversed: females account for just 19% of those visible, compared with 81% males at 7pm. This may indicate **negative perceptions of safety on** weekend evenings at this location, possibly due to a lack of natural surveillance and quieter streets at this time.

During the week and at the weekend, all age groups were represented to some extent at Location A. However, there were no under 18s visible on either date at 8am. During the week, there was a particularly high visibility of 26-35 year olds in early morning and evenings, likely on the commute to or from work. Those in both the 55-65 and 65+ age groups were visible throughout the day during the week, with a peak in the visibility of 65+ year olds at midday and a decrease in visibility towards the evenings. At the weekends, both groups were most visible in the early morning, again declining in visibility throughout the day. During the week, researchers observed a large number of parents out with children at midday, accounting for the peak in 0-10 and 11-18 year olds at 12pm. At the weekend in the evenings, a significant proportion of those visible in the Corstorphine town centre were 11-18 year olds, accounting for 33% of those visible in the street. This may indicate a lack of suitable indoor spaces for recreational activity amongst this age **group** during the weekend.

### LOCATION B

At Location B - the car park at St John's Road/ Featherhall Avenue, a higher proportion of males than females was observed throughout the day during both the week and at weekends. There was one occasion where females were more visible at this location, at midday during the week, where females accounted for 68% of those visible in the Corstorphine town centre. This coincided with a peak in the number of 0-10 year olds and therefore may be explainable by researchers noting - particularly female - parents picking up children from school and the nearby nursery at this time of day.

The visibility of people in the 11-18 age group remained fairly low throughout the week, with slightly improved visibility at midday (likely during school lunch breaks), and midday and 7pm at the weekend, though numbers remained low. A particularly high proportion of people in the 65+ age group were visible at the weekends, as well as those in the 55-65 age category. There was also a particularly high visibility of people in the 65+ age group at both 12pm and 5pm in the week (19% and 25% respectively of those visible in the streetscape). This highlights the importance of ensuring the street environment is accessible for all ages, including additional facilities such as frequent seating throughout the length of the town centre for older users who may need more frequent rest points. At 5pm, 23% of those recorded were in the 55-65 age group, meaning that during early evenings during the week, people over the age of 55 made up nearly 50% of those visible in Corstorphine town centre at Location B.

Saturday mornings were dominated by 35-45 and 46-54 year olds with low visibility from younger age groups. Those in the 36-45 year old age group also were the most visible group during the weekday mornings, accounting for 41% of those recorded at Location B. This is likely due to those commuting to work on weekdays. The visibility of the 36-45 year old age group decreased throughout the weekday with people in the 26-35 age group came to dominate the streetscape later in the day at the location.

### LOCATION C

Location C was situated at the corner of Manse Road and St John's Road. During the week, men were more visible at Location C throughout the day, although around midday, as with Location A and B, the number of females outweighed males, with women accounting for 77% of those visible at that location. At the weekend, females were generally more visible than males throughout the day.

The age range of visible users at Location C on weekday mornings was particularly limited, with 62% of people represented in the 36-45 age group. Young children, aged 0-10 were also visible at this time, but there was an absence of visibility of people in the 11-18 or 19-25 age group and people over 65 were also absent. Most age groups were represented throughout the rest of the day however. Researchers at Location C also recorded a high proportion of people in the 65+ age group, particularly around 5pm. No children in either the 0-10 or 11-18 age group were visible in the evenings.

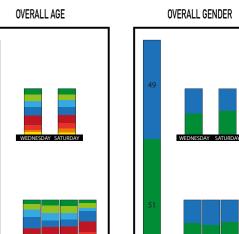
At the weekends, there was a significantly higher proportion of children and young people visible throughout the day, with a particularly high proportion of 11-18 year olds visible at 7pm on Saturday (56% of those recorded). Again, this may be due to lack of available indoor activities for young people in Corstorphine town centre, which were also reported via user interviews. Those in the 26-35 and 36-45 year old categories remained visible throughout the day with people aged 55-65 being less well represented at the weekend.

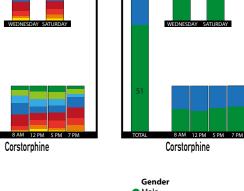
During the weekends, the visibility across all age groups was much more evenly spread, with most age groups visible throughout the day. Only young children and adolescents were absent from the weekend mornings but their visibility increased throughout the day.

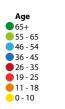
### LOCATION D

Location D is situated at the car park space and bus stop adjacent to Sainsbury's shop at the corner of St John's Road and Kirk Loan. Both males and females were represented at Location D during the week and at the weekend. As with other locations, females were marginally more visible then men at the weekend, whereas generally more males were visible during the week.

Weekday mornings were limited in terms of the age groups that were visible, with a high proportion of parents and children observed at 8am. People in the 26-35 age category were the most dominant group during weekday mornings, accounting for **57% of users** at this location. This highlights the importance of this route for those en route to work - either walking or taking the bus from a bus stop on this main arterial thoroughfare. Weekday evenings were also dominated by people in both the 26-35 and 36-45 year old age groups with people aged 65+ and under 18 absent from this location.

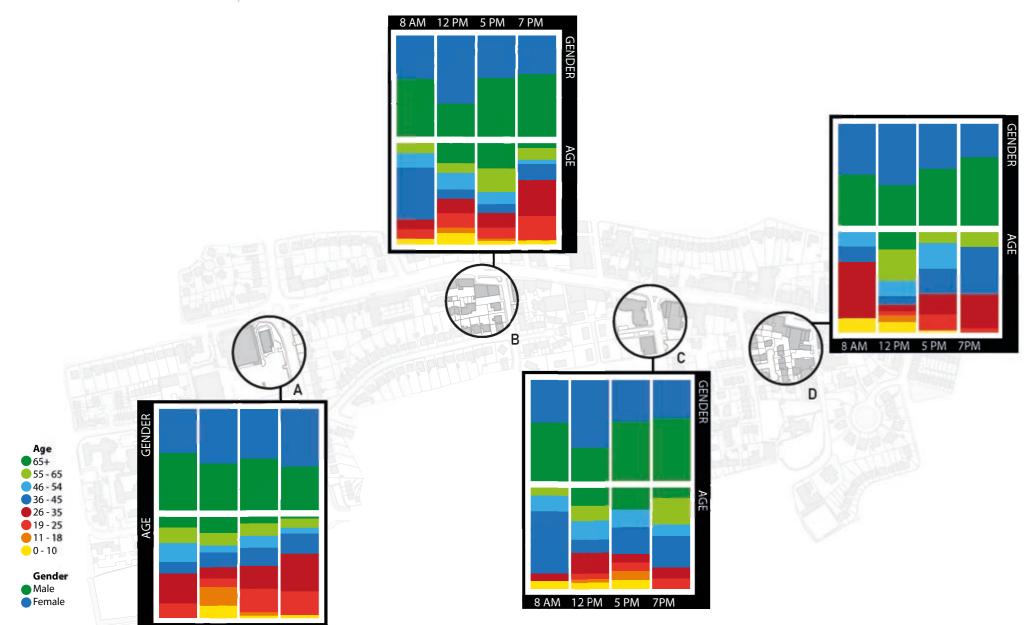




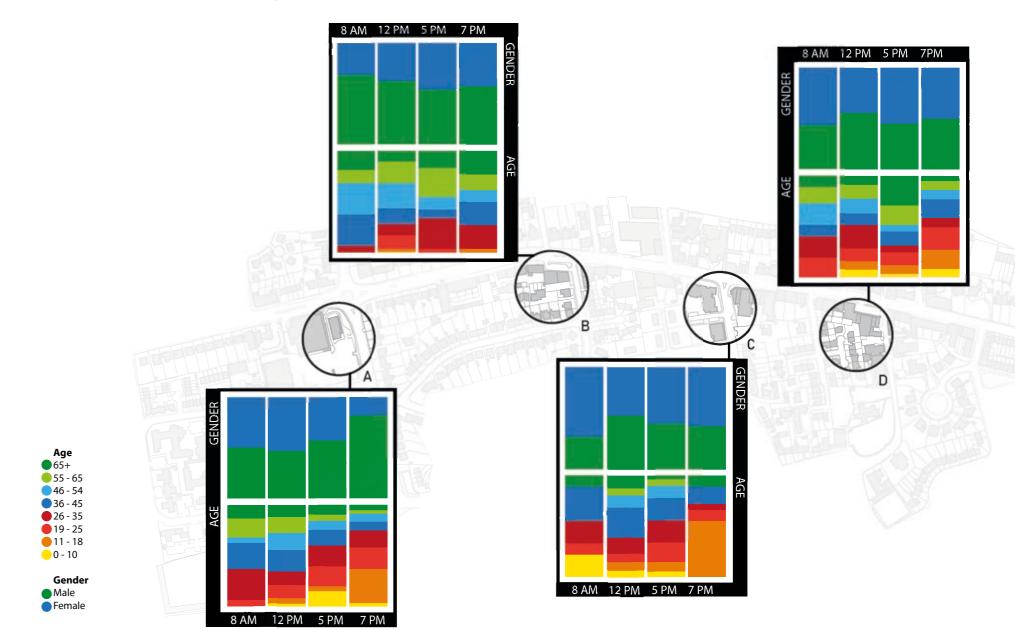


Male Female

# WEDNESDAY 15 FEBRUARY DEMOGRAPHIC ANALYSIS | CORSTORPHINE



# SATURDAY 18 FEBRUARY DEMOGRAPHIC ANALYSIS | CORSTORPHINE



# PEDESTRIAN ANALYSIS

CORSTORPHINE

Researchers conducted pedestrian counts for a timed 10 minutes at four locations in the town centre, at four time slots on two research days. By registering how many people are passing by each location on foot, it is possible to get a picture of the daily rhythm of the town centre.

The average number of pedestrians observed was found to be considerably **lower in Corstorphine than** at both Tollcross and Gorgie/Dalry town centres, with over 50% fewer pedestrians than the other town centres undergoing a street assessment at this time. Whilst footfall data is hard to directly compare between town centres as it was collected on different calendar days, this does give a general indication of comparative footfall trends. One possible reason for this is the location of Corstorphine. As a more suburban town centre further from Edinburgh city centre, more people may use other methods of transport (such as the bus) to go to school, work or leisure activities rather than walking, and there are fewer city-wide destinations drawing higher footfall.

Corstorphine was found to be most active on weekdays, though the difference between weekdays and weekends was small. The town centre was active with pedestrian movement at all times of day, though the flow peaked at midday. The town centre was particularly quiet in terms of pedestrian movement in the mornings (8am), with low levels of pedestrian activity also recorded in the evenings (7pm). All four locations were fairly equally active, although overall pedestrian flow was lower at Location A (the retail park and Drumbrae roundabout).

Location A and B demonstrated similar patterns of pedestrian activity, with peaks in pedestrian movement at 5pm during the week (likely due to commuters walking or en route to take the bus) and midday at the weekend (likely due to more recreational shoppers and leisure activities). Location C and D had recorded peaks in pedestrian activity at 12pm in the week. Weekend mornings at Location C and D were particularly quiet, peaking in numbers at midday in both locations.

### LOCATION A

Location A was situated at Meadow Place Drive near the retail park and Drumbrae roundabout. Pedestrian flow is quiet at Location A during the week although a number of pedestrians were recorded throughout the day waiting at the bus stop. User interviews revealed this is a common bus interchange for many users, whose only experience of the town centre is this bus stop and waiting experience adjacent to the busy street and large retail car park. Pedestrian activity peaks at 5pm. The weekend mornings are also very quiet although 5 people (mostly females) were recorded to be running at 8am. Pedestrian activity peaks at midday and then tapers off through the rest of the day. At the weekends, again, a high proportion of people were recorded standing waiting at the bus stop throughout the day, with the capacity of the bus shelter exceeded particularly at 5pm.

### LOCATION B

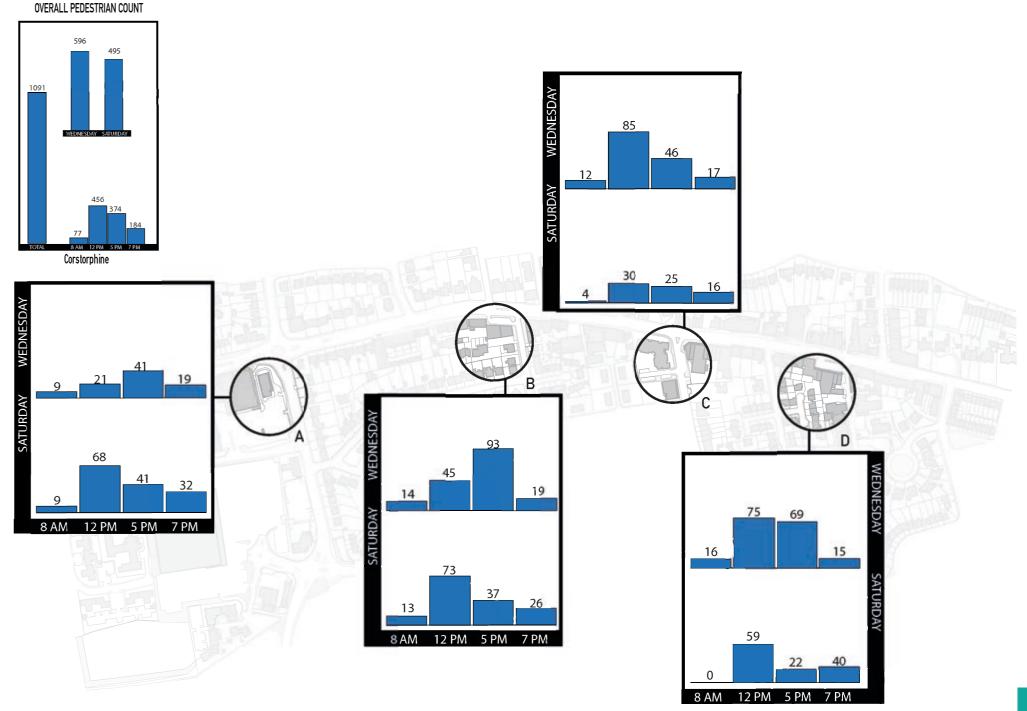
Location B at the car park adjacent to Featherhall Avenue on St John's Road, is marginally busier than Location A although the pattern of activity is broadly the same in both locations. Mornings during both the weekend and the week are quiet. During the week, pedestrian flow rises to a peak at 5pm with over double the number of pedestrians recorded than at Location A, although again evenings are quiet. Comparably, activity peaks at midday at the weekend, with pedestrian flow decreasing through the rest of the day and into the evening, as is recorded at Location A.

### LOCATION C

As with all other locations, mornings (8am) and evenings (7pm) are quiet at Location C )Manse Road/St John's Road) during both the weekday and the weekend. Pedestrian activity peaks around midday during the week, with users observing those walking visiting nearby shops and Corstorphine Hub. Activity flow is particularly low at the weekend, marginally peaking at midday, although relatively quiet throughout the day.

### LOCATION D

Location D at the car park at Kirk Loan/St John's Road demonstrates a similar patten of activity to Location C, with the highest level of pedestrian activity recorded at midday, and remaining high at 5pm. Again, mornings and evenings are quiet during the week. At the weekend, no pedestrians were recorded walking at 8am (although 2 runners were recorded), with the rest of the day a little busier, activity again peaking at midday.



# OVERALL TEST WALK

On both research days, four researchers would conduct a 'test walk' down the entire length of the town centre. On the first day, the 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 research day the researchers each focussed on a different element of the street environment, its existing condition and opportunity for improvement. Themes included seating, bins, street clutter, poles and bollards, awnings and street furniture, trees and soft landscape, surfaces materials and condition, waiting points and experience, and signal crossings, pinch points, cycle racks and bus stops.

The map opposite gives an overview of all the findings from the test walks. The following pages show more detailed information relating to each specific theme.

One of the main observations that emerged from the test walks in Corstorphine was the feeling of car-dominance. This was noted as being prevalent in a number of aspects, including the presence of a heavy flow of traffic along St John's Road and high proportion of large vehicles such as buses, coaches and lorries. It was also noted that the volume and speed of the traffic was considerable. This was also reflected in the user interviews, as well as researchers' own first hand experience witnessing cars speeding through pedestrian crossings despite the lights being red. This resulted in a few observed near misses with pedestrians and users commenting on a perception of danger from traffic.

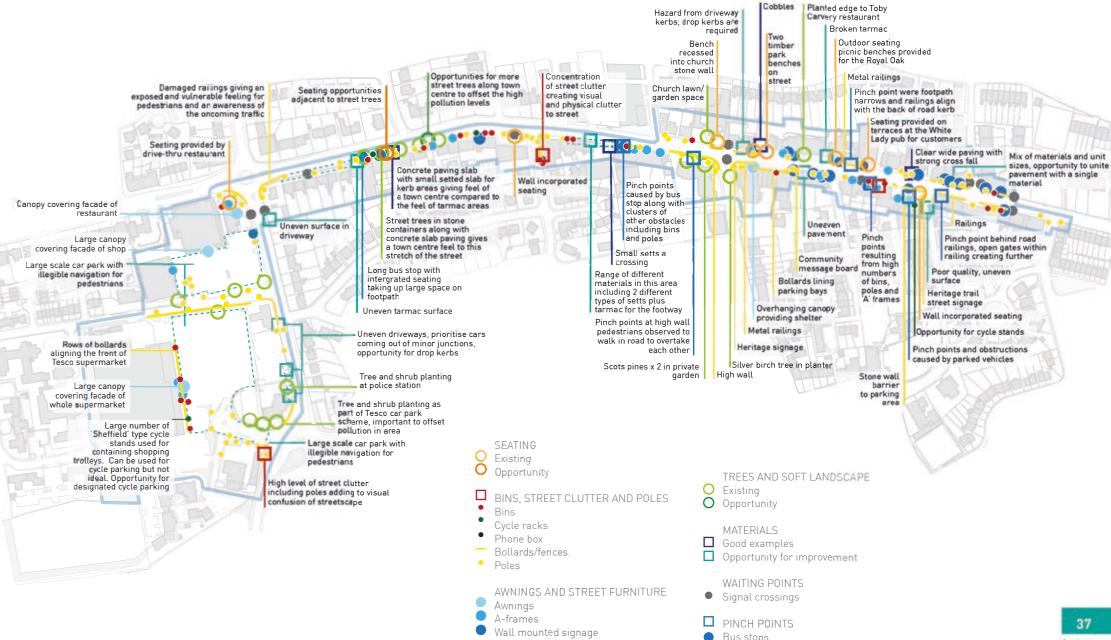
The presence of parking opportunities along the town centre was also found to promote a car dominated street environment - assisting a culture of driving to the shops. This is clearly present in the west end of the town centre at the retail park where a large car park is provided, but also extends to the east end of the town centre where there are two layby/parking areas to access the smaller scale shops. Cars at and near to these car parks were observed parking on double red lines and over the pavement. User interviews supported the negative impact this can have on pedestrian experience - particularly for those who are blind or partially sighted, or have mobility issues - for whom parked cars and vans reduce their ability to move safely and with clear navigation through the town centre. This behaviour also contributes to a perception of lack of safety from cars with parked cars on pavements, over double red lines and going through red lights as visible indicators to people walking on foot that cars 'rule the road' and do not need to adhere to the provisions set out for pedestrians such as keeping off pavements and prioritising pedestrians who are crossing the road.

Researchers also noted feeling there was poor air quality and car fumes in the street environment throughout Corstorphine, and related this to a perception it may negatively impact health if exposed for long periods. User interviews also revealed public concerns relating to pollution and the impact this has on spending time in the town centre to sit and relax, making it an uncommon practice. Instead, local people interviewed often said they would use the nearby historic village part of Corstorphine, St

Margaret's Park and other locations set back from the main road, traffic and pollution.

Test walks and direct observations also revealed several pinch points throughout the town centre. These were primarily to the east of the town centre and include the presence of railings separating pavement from the road, creating situations where pedestrians have to stand and wait for somebody to pass. There is a heavy presence of bollards, fences, walls and railings in particular in the west end of the town centre which presents a challenge for pedestrians to navigate the retail park.

The town centre offers a range of commercially owned seating opportunities primarily provided by restaurants/pubs which are for diners/drinkers only, however those public benches provided were seen to not be very well used. Users noted this was due to their proximity the main arterial road and often lack of pleasant setting (trees, partially screened from main road).



### AWNINGS, A-FRAMES AND WALL-MOUNTED SIGNAGE.

Most of the 'A' frames and wall mounted signage were concentrated in the east end of the town centre adjacent to the smaller scale shops. The 'A' frames were mostly movable and located close to the kerb side of the pavement keeping the footway clear. It was observed that there is a large range of style and quality to the 'A' frames. One suggestion would be to coordinate the actual frame design to create more visual harmony. Some A-frames were very large (bigger than a person) with the assumed intention to advertise to passing cars as a target audience. This adds to the large vehicle scale of the town centre. Researchers observed wall mounted signs kept clear of the active pavement space, only presenting some visual clutter to these shop frontages. Five canopies were recorded in association with shop frontages. The canopies recorded in the Corstorphine town centre were integrated as part of the structure of the shop buildings rather than added soft fold out canopies.

### BINS AND STREET CLUTTER.

A fairly even distribution of bins are provided throughout the town centre. There is a higher concentration of bins in the west end around the entrance of the Tesco supermarket.

There were only two sets of cycle racks recorded in the whole town centre. Researchers suggest addition of cycle hoops mounted to street lighting poles to increase cycle parking and help create better conditions for cycle rather than car use. Researchers were surprised to find cycle racks were absent outside the Sainsbury's and Tesco supermarkets.

There were three notable areas of concentrated street clutter, one area at the left of the entrance to the Tesco car park, one at the corner of Featherhall Road and a cluster of bins and street clutter outside Costa Coffee cafe.



# ☐ BINS & STREET CLUTTER

Cycle racks

Phone hoxes

### BOLLARDS AND POLES.

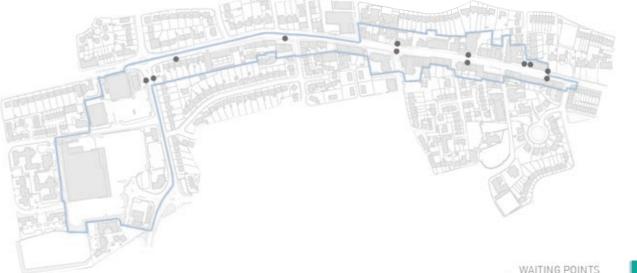
A high number and range of bollards and poles were recorded in Corstorphine town centre. Many railings, fences and walls were also observed, often separating pedestrians from the heavy traffic flow. There are frequent metal railings along the kerb line of the pavements in the east of the town centre. In this area the pavements are narrower, and the presence of railings makes the experience of walking here feel further constricted.

There is also a high concentration of bollards, fences and poles in the west end of the town centre in relation to the retail park. These cause significant additional street clutter, negative visual impact, and can cause a practical challenge for pedestrians navigating through this area of the town centre - in particular those with mobility issues. Rationalisation of the poles, bollards, fences and railings is recommended to reduce this street clutter. Where signage is necessary this could be rationalised and instead mounted together on a single pole.

# BOLLARDS AND POLES - Bollards

### WAITING POINTS.

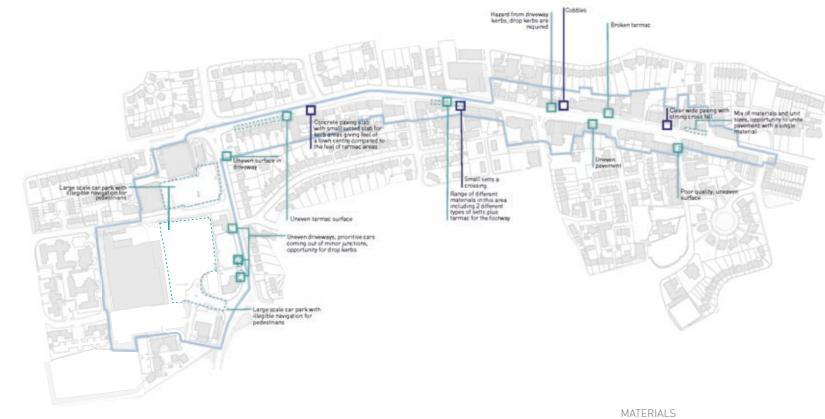
There are seven signalled crossing points in this town centre, all of which are evenly spaced, with the exception of the longer distance between Manse Road and Featherhall Road. Researchers observed that this larger gap leads to pedestrians trying to cross the road informally, rather than walking out of their way to the nearest crossing, sometimes causing hazardous conflict with traffic. Similarly, researchers observed a need for more frequent crossing points between the crossing at Featherhall Road and to the west near Drumbrae Roundabout. Pedestrians were observed informally crossing whenever they could between fast moving cars at this location. Researchers also noted that pedestrians often have to wait for cars turning onto St John's Road out of/into minor junctions and driveways which block their desire line. Additional crossing points and raised tables with continuous pavement materials better prioritising pedestrian movement east-west would benefit those walking through the town centre.



Poles

### MATERIALS.

There is a mix of paving materials present in the town centre. Good examples are highlighted where the paving materials are consistent and robust and where the pavement is wide and clear. The palette often includes larger dimension concrete pavers for the main footway, then smaller scale setts used the strip along the kerb line where street clutter is usually located. Examples of this can be seen to the west of Featherhall Road along the strip of shops including McColls newsagent. The smaller sett is used for the drop kerb and the area to accommodate poles/signage and bins as this avoids cutting slabs. Researchers noted several areas where a number of different materials and unit sizes are used, causing uneven surfaces, in particular at crossing places where there are drop kerbs and table tops. Often this creates trip hazards and pooling of rain water creating obstacles for pedestrians crossing the road.

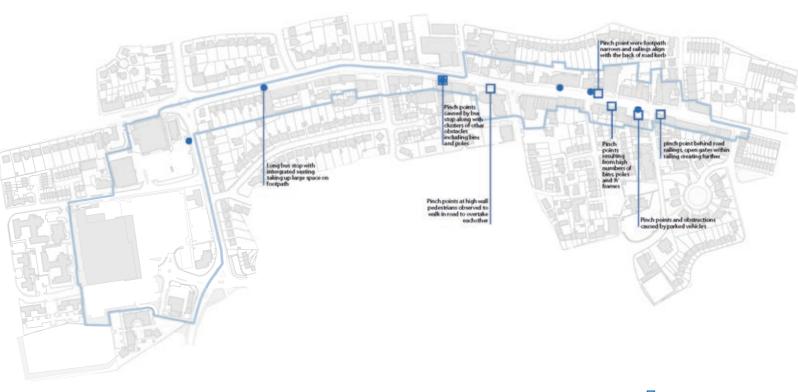


☐ Good examples Opportunity for improvement

### PINCH POINTS.

There were several areas within the Corstorphine town centre which were constricted by the presence of street clutter and other obstacles or where the pavement is narrow creating obstructions for pedestrians. These were recorded as pinch points.

In the Corstorphine town centre, several pinch points correlated with the position of bus stops and shelters. For example at the end of the row of houses on the St John's Road before the main junction at Drumbrae Roundabout, the long bus shelter's location creates a narrowing of the accessible pavement behind the shelter. This is then further compromised by the location of several shop's A-frames.

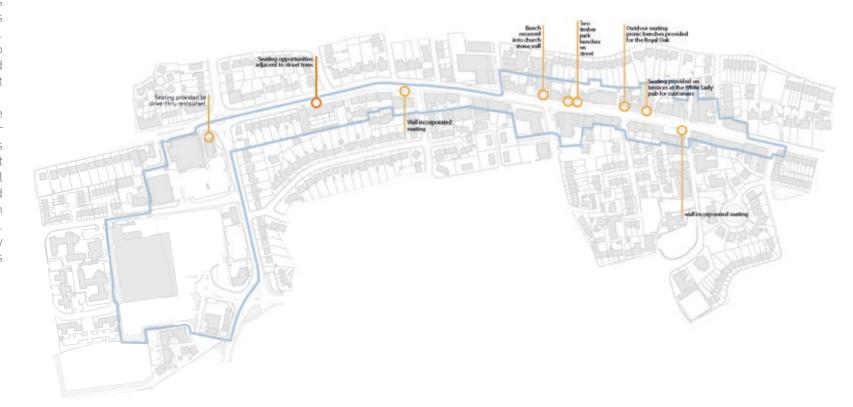


☐ PINCH POINTS Bus stops

### SEATING.

The town centre offers a limited range of seating opportunities. These are primarily provided by restaurants which are private commercial spaces for paying diners and/or drinkers. Several public benches were also noted in close proximity to the road and traffic, though these were not very well used.

Seating incorporated in to the stone walls located at the two broader car park areas outside the Sainsbury's near the Kirk Loan junction with St John's Road, and at the Featherhall Avenue junction with St John's Road were noted to be used more than other seating in the town centre. These were frequently used by people waiting for buses at the bus stops at these locations.

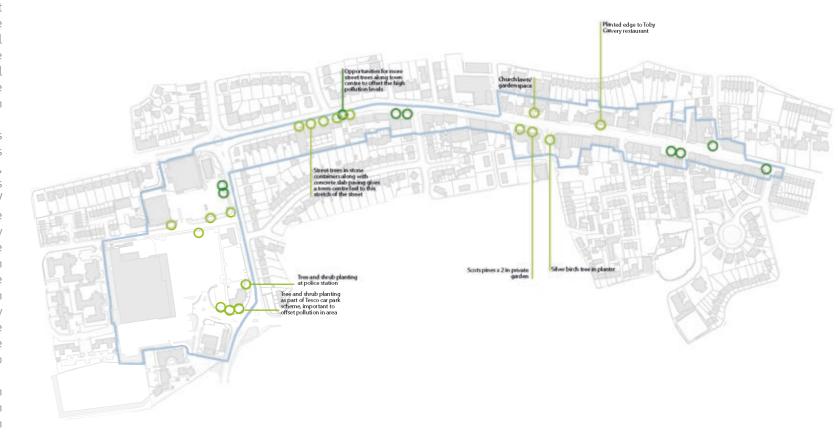


# TREES AND SOFT LANDSCAPE.

Corstorphine town centre could benefit from the planting of more trees. These would fulfil both a positive visual function as well as helping to mitigate some air pollution levels through careful species selection and if planted in large numbers - acting as a 'lung' for the town centre.

Whilst space within the pavements is limited in some narrower sections of pavement across the town centre, there are some wider pavement areas that could support trees, or narrowing/ reducing road lanes to give more space to pedestrians and planting may be beneficial. There could also be opportunity to partially offset the carbon footprint and impact of the expansive Tesco supermarket car park through planting some dense wedges of carefully selected tree species. Promotion of tree planting in private gardens along the edge of the town centre could also help to improve neighbourhood air quality.

There is minimal planting within this town centre but some planters associated with the bars and restaurants in the north side of the east end.



TREES AND SOFT LANDSCAPE

O Existing

O Opportunity

SEATING
O Existing
Opportunity

# TIMED TEST WALK

Corstorphine town centre was divided in to six equal sections. Each section was studied to investigate the time it took to walk its length and to make observations of what influenced the walking time and quality. Researchers undertook this specific timed test walk on two different days throughout the week (one week day and one weekend day). Average (mean) times were used over the two days for each of the six sections to improve reliability of the data and used to calculate the walking speed of each section as an average across the week.

The map opposite shows the route and direction taken by the researcher, the exact distance of the route in metres and the time it took the researcher to undertake that walk. It also shows the average walking speed taken based on an average of two separate days of carrying out the same test walk route. Observations were also noted about the walking experience of each of the 6 sections.

One of the main observations that emerged from the test walks in the town centre of Corstorphine was the **feeling of car dominance**. This was noted as being prevalent in a number of aspects. The presence of a heavy flow of traffic along St John's Road including a high proportion large vehicles such as buses, coaches and lorries. It was also noted that the volume and speed of the traffic resulted in **long waiting times at crossings** which affected the time it took to walk each of the 6 sections.

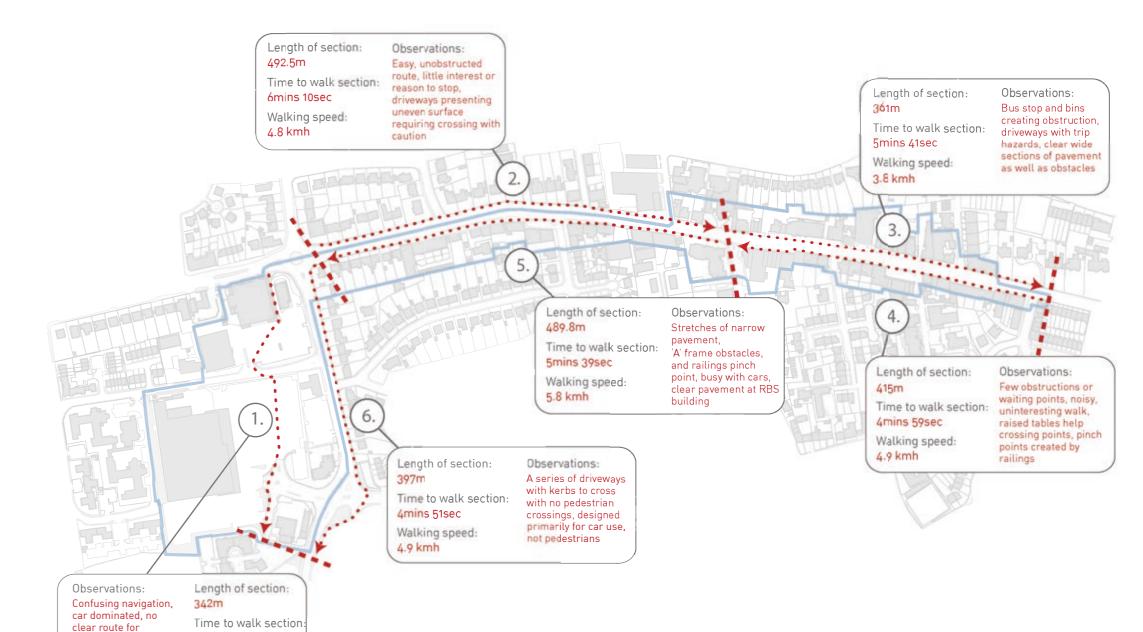
The west end of the town centre was split to contain two of the timed test walk sections. The section numbered '1' was measured as the shortest length out of the 6 sections at 342m, however it took the 3rd longest time out of all the sections to walk at 5 minutes 44 seconds. The west end of the Corstorphine town centre contains the vast car parking area for the retail park. This area was noted by the researchers as having: 'confusing navigation, car dominated, no clear route for pedestrians, uninviting, polluted'. The car dominated, unclear navigation for pedestrians could result in a slower speed along the section where the journey is hindered by confusion and obstacles of parked cars along with several car access points and junctions. This helps explain the long walking time recorded compared to the other 5 sections.

Researchers noted section 4 had the clearest ease of passage for walking through. This section, to the south east of the town centre was described as having: 'few obstructions or waiting points', which allowed for a quicker walking time and easier navigation through.

Section 2 in the area to the north of the town centre was described as an: 'easy, unobstructed route' overall, however this area is mostly residential on the boundary of the town centre with little activity or movement apart from private car driveways. These frequently private driveways did provide some

walking accessibility issues in terms of an uneven pedestrian movement route with kerb edges, and a need to watch out for hazards including turning cars or those leaving their driveways.

Sections 3 and 5 suggest more obstacles and pinch points which have impacted on the time it takes to walk through these areas. Both sections are described in the researchers' observations as containing obstructions, however both also have clearer sections of the path inbetween these more constricted areas. Both sections 3 and 5 contain a diversity of uses which present a range of different activity and obstacles within the street, including A-frames for adjacent businesses, driveways to rear carparks (often causing uneven east-west pavement along St John's Road), and railings and other street clutter. This all has an impact on the ease of transit through the street.



5mins 44sec

Walking speed: 3.6 kmh

pedestrians, uninviting, polluted

# WAITING POINTS

A specific waiting points 'test walk' was conducted on both research days. Whenever researchers had to stop and wait for whatever reason, the wait time (in seconds) was timed with a stop watch and the quality/description of the wait was recorded. The colour red represents the results recorded on the week day and the colour turquoise represents the weekend.

Corstorphine town centre was recorded as having some of the longest waiting times compared to other Edinburgh town centres studied. The longest waiting time recorded was 1 minute and 20 seconds (85 seconds). This was recorded in the west end of the town centre at the pedestrian crossing immediately outside the police station, the wait quality being described as including 'awareness of heavy pollution and traffic'. This highlights the lack of pedestrian priority in this area, particularly within and around the larger-scale retail park and roads to the west and south-west of the town centre.

Other long waiting times were recorded at the pedestrian crossings along St John's Road as well as crossings associated with the retail park. Otherwise, the waiting times along the main pavement east to west of the main axis of the town centre were recorded to be low with a general ease of movement despite the presence of some obstructions. This indicates a more pleasant and pedestrian-priority experience in the eastern and more centralised section of St John's Road.

Low visibility on east side of crossing due to retaining wall, causing natural hesitation at junction

### b. 9 seconds

Feeling exposed to heavy traffic, no protection, awareness of high pollution levels, waiting time on crossing island

### c.12 seconds

Crossing with good materials. point set back from main road/ roundabout

### d. 33 seconds

Mildly damaged tarmac on road crossing, feeling of exposure to fast moving traffic

West side of crossing guite narrow

Ease of crossing just waiting for a car to move, cramped crossing point with large radius for cars turning

### f. 12 second

Crossing residential side street, safer to cross than busy main road

### f. 11 second

condition for ease of passage, narrow pavement to wait on

### q. 1 second

Obstacles of large 'A' frame and speed camera at crossing to move around,

### g. 4 seconds

### h. 3 second

### h. 2 second

Clear crossing of side road

No waiting, just hesitation before crossing private drive, good materials and visibility

### i. 8 seconds

Waiting for car to pass at

### j. 34 seconds

Pedestrian crossing waiting for lights to change, unpleasant air pollution and heavy traffic presence. narrow waiting point

### k. 12 seconds

pedestrian crossing

needing to look both ways, waiting

### e. 1 second

creating a pinch point

Materials at crossing are in good

Bin obstructing clear view

Good visibility, large waiting area on west side of crossing

Unsignalled crossing with raised table top, hesitation to look both ways before crossing

Waiting for car turning left s. 5 seconds

Large radius on kerb, cobble setts working well guiding

### k. 2 seconds

Safe feeling crossing, helped by cobbles setts marking crossing

The north side of the crossing has a good size radius and change in materials

### l. 2 seconds

l. 1 second

Narrow road to cross, feels pedestrian orientated

### m. 2 seconds Crossing of restaurant drive,

wide tarmac area, feeling close to traffic n. 2 seconds

Needing to check both ways, half cross to wait and check 2nd part of car entry

### n. 2 seconds Double checking for traffic

before crossing

### Crossing at driveway entrance.

checking for turning cars

### p. 3 seconds

A few obstacles including bollards and 'A' frames to navigate, cracked paving to the west

### p. 2 seconds

Hesitation to look both ways before crossing

### q. 32 seconds exhaust fumes

r. 1 second

r. 5 seconds

Signalled crossing, long wait, loud traffic and smells of

### q. 15 seconds Lots of cars turning left into

Narrow waiting point on north

side of the crossing, pinch point

Clermeston Road radius on west side

b1. 2 seconds

area to wait with range of paving materials

### b1. 5 seconds

Pause to look both ways

Wait at crossing to allow car

Waiting at crossing for car to turn, good condition crossing materials

Drop kerb and stable materials to wait for cars turning

with railings and lights and

Fast moving traffic, feeling aware

narrow pavement

s. 20 seconds

of air pollution

### u. 3 seconds Pause to look both ways to cross

u. 1 second Hesitation to cross access road to

road, easy to navigate

parking/loading bay

v. 3 seconds Hesitation to look both ways at crossing

### v. 1 second

Hesitation to look both wavs at crossing

### w. 4 seconds Large area of good condition

paving to wait to cross with signalled lights

### x. 3 seconds

Waiting at side road to cross, large area of good condition paving

### x. 1 second

Hesitation to look both ways at crossing to reach road island

### y. 3 seconds

Waiting on road island to cross road

### y. 1 second

Hesitation to look both ways before crossing at lights on road island

### a1. 1 second

a1. 2 seconds

Hesitation to cross at garage entrance large kerb radius on east side, tight

### Long waiting time to cross from road island to second road island

Brief wait at crossing, large

to turn left

### c1. 1 second

Hesitation to look both ways at entrance road to parking

### d1. 15 seconds

Narrow paving for waiting to cross busy road, feeling close to fast traffic before crossing to road island

### e1. 1 second

Hesitation to check for cars turning into small access road

### f1. 1 second

Blind corner to entrance drive to back of shops

### f1. 2 seconds

Checking to see if any cars are moving from backs of shops

### g1. 24 second

Long wait at signalled crossing point to cross road, noticeable high pollution levels and high volume of traffic. railings damaged along road

### q1. 18 seconds High level of traffic noise and air pollution

Narrow crossing area, feeling exposed to turning traffic

Hesitation to check for cars pulling into car park, entrance wall damaged on both sides

Waiting at signalled crossing, delineated crossing with road island and railings

Waiting at signalled crossing delineated crossing with road island and railings

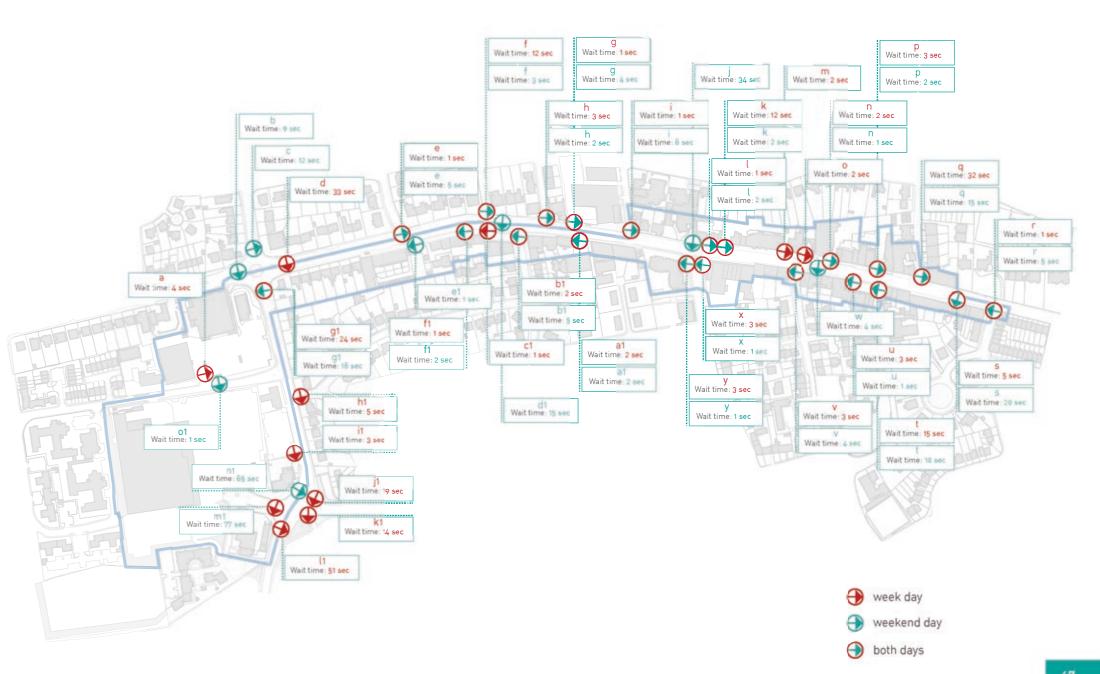
### l1. 57 seconds

Long waiting time to cross from road island to second road island, feeling of being in the middle of moving traffic

Long waiting time to cross from road island to second road island

### o1. 1 second

Hesitation to look both ways before crossing, heavy traffic and pollution experienced



# TEST WALKS: SPECIFIC USER GROUPS

A number of additional workshops, walkabouts and in-depth interviews were also held with targeted individuals or specific user groups in the town centre. This enabled us to gain a better understanding of how the street environment is currently experienced by local people who may have different accessibility needs to those already represented via spot interviews in the street. It also helps reveal issues and opportunities for improvement from their perspective. For example, specific user groups might include young children, elderly people, disabled people or those with particular mobility needs such as using prams, wheelchairs, walking sticks or with guide dogs to aid their navigation.

These additional walkabouts, workshops and indepth interviews improve our understanding of how the town centre is functioning from the **perspective** of the widest range of individuals, including more vulnerable groups. It helps to highlight if there are reasons these specific user groups may be underrepresented in the street environment at present due to unaddressed accessibility issues causing barriers to their participation in public life or choosing certain routes to get around. This additional insight is invaluable in ensuring the fullest range of issues and opportunities are highlighted in the town centre

as part of the street assessment. This helps ensure the street environment is improved for all users whether aged 8 or 80, and regardless of accessibility

The method utilised to engage with these specific user groups varied dependent on each town centre and the time and availability of each organisation, group or individual. For Corstorphine, we conducted a series of more in-depth semi-structured **interviews** to explore in more detail some of the key issues, trouble spots and opportunities to improve the street environment for these specific user groups. We delivered a series of these interviews with individuals of a variety of backgrounds and with various mobility or accessibility needs in the street environment. Where possible we combined these interviews with short walkabouts on an individual basis - including those navigating the street environment with prams, walking aids and guide

As part of this process, we conducted an informal morning workshop meeting/interview at the Guide Dog Association for the Blind, which is based in close proximity to the Corstorphine town centre. This meeting and interview session allowed us to explore in more detail the issues and opportunities

within Corstorphine for those who are blind or partially sighted. We also conducted an in-depth interview/meeting with a PhD candidate who has been studying Corstorphine with a focus on older residents and built environment to gain his insight. In addition we approached a number of other local organisations for information and input using a series of interview questionnaires and informal conversations. We received responses from groups including People First Scotland - an independent organisation run by and for people with learning difficulties, which added an extra layer of detail to our findings.

Gathering data from these additional interviews/ walkabouts with specific user groups was invaluable in better understanding where there are key issues that need to be addressed for these users in Corstorphine, as well as opportunities for improvement.

# HOW WOULD YOU SUMMARISE THE OVERALL STREET ENVIRONMENT? WHAT ARE THE MAIN ISSUES + OPPORTUNITIES?

'Traffic can be a real obstruction for me. There are often delivery vans or other cars parked on the pavemen It makes it really difficult to navigate [with a guide dog] and for people with prams.

> At the bus stop beside Abida restaurant (next to Guitar uitar on St John's Road), there is a big puddle in the street and when cars go by they splash anyone waiting for the bus - it goes into the bus stop. There need to be shelters along the street where you can stop, and won't get splashed by the cars when it's raining."

for me. And other street clutter. Cafe's with outdoor seating seem to keep close t the shop front so that's okay. doesn't get in the way and it's nice to sit outside sometime have the barrier to indicate the end of the seating thou - that helps people navigate where these are. The squa rames. It designates the space. Like on Lothian Road

'I worry about tripping over. Where utilities work goes ahead and they replace the paving, they often do a bad job and don't put things back as they were. You end up with raised edges that a **trip hazard** if you can' see. Some of the paving slabs can be really slippery after rain too."

busy. It's really hard to try and cross the road without pelican crossings. Really hazardous. Cars are all in a rush, going too fast. It's dangerous. The noise is bad too from the traffic, and I rely on my hearing [rather than vision] to cross the road.

"The moving traffic is really

crossings have cones, and audio. It's really scary near the Zoo too. There are four lanes of traffic and you just have to trust that they've stopped.

"The cars go through on the green man sometimes when you're crossing the road."

The biggest threat here i the **pollution**. The road

my hearing [rather than vision] to cross the road. I have to wait for a long time for a gap in the main traffic so it's quiet enough for me to just cross a minor road. The noise is a problem."

"There are a lot of places along the high street where the pavement becomes really narrow. That's a big problem because often it means that either me or my guide dog William need to walk in the road. There isn't room for both of us on the pavement."

is really busy, it's the mai

artery to the city. I hate

waiting at the bus stop -

you're breathing in all the

n my way that are easy to wa nto. It's particularly the cafes hat seem to use the A-frame

"It's important to make sure all the

There's a lot of poor quality paving, **uneven surfaces** a rip hazards. The quality of urface is really bad. There he metal drainage grates a ip up in the rain. It creates

"The traffic noise is bad. I rely or





"A big problem spot is at the big retail near McDonalds. I come in next to PC World, but to get to Tesco from there, there is no pavement at all. It's not safe. A big car park, and really busy with cars. Even if I go in where the cars go through there's just a ramp for cars and no pavement. Plus lots of posts in the middle of the path. It's bad for me with my guide dog but also for other people with wheelchairs and prams too. It's really bad. Really hard to navigate through.

...the right hand side of the street as you head West toward the roundabout There are no drop kerbs, there are lots of concealed driveway entrances. I don't feel safé walking. It's a barrier to walking that way."

"I have trouble near the bakery Störtebäcker, 44 St John's Roadl - it's next to the crossing and railings and there's not much room on the pavement People queue up there and it fills the pavement at lunchtime. The street gets blocked with people. It's hard to get past

'I struggle to get past the bus stop [here]. There's not much room to get past and often queues of people. There's a bin on the right and a pole of it a tricky zigzag for me to navigate even when there aren't people queueing. It's a poor quality path.

At Sainsbury's car park - there's a bad crossing point - cars turn off the major road really fast and you don't know it they are then turning into the car park It's dangerous and they don't slow down or look. It's a tricky corner for me.

There's a lot of poor qualit

paving, uneven surfaces an

trip hazards. [...] Particularly

near the Subway [at 121B S

is problematic] - the avement is really uneven nd often obstructed. It's ard to navigate and would enefit from improvemen

> INTERVIEWS / WALKABOUTS KEY OBSERVATIONS FROM SPECIFIC USER GROUPS

> > Uneven surfaces / materials

Lack of pedestrian space / priority

Loud / noisy / busy with traffic

Dirty / pollution / unpleasant

Lack of trees / seating / play

Hazards / obstacles / bins / A-frames

Opportunities

Positive aspects

where there are hedges in the way a

to the big Tesco in the retail park and sit in the cafe there. It's become a place to meet others ...] An alternative or extension to the smaller high street shops and cafes."

"The traffic is a big barrier but it's seen as inevitable. A lot of older people have a brave and slightly reckless tactic for crossing the road They just don't look at the cars. They just start walking and don't stop. They feel that if they acknowledge the car by looking at it, they have to surrender, to stop, so they just don't look and keep going! It's actually against the highway code - in theory cars should stop when a pedestrian has already started to cross, but many of them don't. It makes it a scary environment for pedestrians.

"The second turning to the left going West past Sainsbury's

Manse Road] is particularly

bad. It's really narrow there

and hard to navigate. We have to walk in the road."





# HOW ARE PEOPLE USING THE STREET?

analysing the balance of necessary, optional and recreational activities

User interviews are useful to get an idea of the balance of necessary, optional and recreational uses present (an indication of quality of place and presence of public life), as well as more detailed information about the reasons for people currently being present in the town centre. During data analysis recorded uses were coded to reveal these layers of information about how people are currently using the town centre.

User interviews were conducted at each town centre. Five or more users were typically interviewed at each of the four research locations, at each of the four time slots and on two different days of the week, typically giving a sample size of between 160 - 320 interviews per town centre.

# NECESSARY, OPTIONAL OR RECREATIONAL?

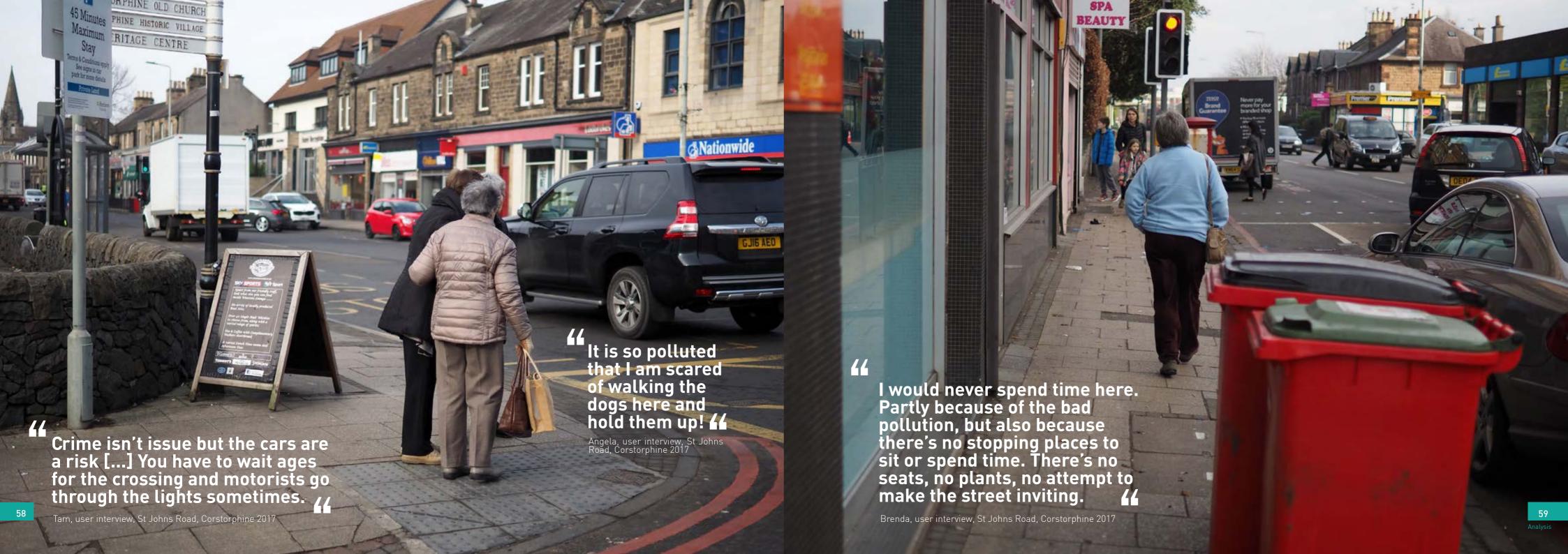
Users in the Corstorphine town centre were primarily in the public realm for necessary activities. These are considered to be those activities that would happen regardless of the conditions of the public realm, such as going to work, catching the bus, going home or to the shops for groceries. Necessary activities dominated across all four locations research was conducted in the town centre.

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 window shopping, walking their dog or stopping to take a seat to rest. All locations had some optional activities occurring, but Location A (at the pedestrian crossing on Meadow Place Road near Drumbrae Roundabout), had the largest proportion of users in the street for optional activities. This was primarily relating to people outside walking the dog. Many of these users were en route to other nearby green spaces such as St Margaret's Park however, which may indicate it is the high quality of these more pleasant places to walk the dog that are the drawing factor, rather than the quality of the street environment at Location A specifically. Location B (St John's Road next to Featherhall Avenue) also had optional activities relating to dog walking, whereas Locations C (St John's Road at Manse Road near Corstorphine Hub) and D (St John's Road at Kirk Loan and car park) had a greater variety of optional activities, which were more centred around window shopping. This highlights the positive character and public life the small-scale retail at these locations

Very few 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, sightseeing, children playing or those sat people-watching. Presence of these activities indicates a public space that acts as a meeting point. Recreational activities were only mentioned by users as what they were doing in the street space at Locations C (St John's Road near Manse Road), and D (St John's Road at Kirk Loan). Particularly the St John's Road/Manse Road location showed high levels of recreational activities. These related primarily to people walking for leisure at this location, and coincides with the direction of the heritage trail to the south.

Currently the Corstorphine town centre is **dominated** by necessary activities. It is seen by users primarily as place to walk to for necessary local destinations (such as the **shops or work**) or for taking **bus connections** to destinations further afield. The town centre currently prioritises vehicles and thereby restricts room for pedestrians. There are frequent points where pavements become narrow and congested with street clutter and pedestrian flows, or driveways and other kerbs and uneven pavements hinder accessible pedestrian movement. The impact of the busy loud traffic and pollution is also severe, and combined with the only wider more generous spaces (the two car parks on St John's Road and retail park) being dominated by cars and parking, mean the environment is not currently conducive to sitting or spending time activities. Improvement to the public realm would help establish these more recreational or optional activities throughout the town centre.





# HOW ARE PEOPLE USING THE STREET?

ANALYSING SPECIFIC USER-REPORTED ACTIVITIE

In addition to the balance of necessary, optional and recreational activities, user interviews were also coded to give a breakdown of the specific types of activities users were engaged in along the town centre.

The most common user activities across the whole town centre included going to/from work, catching the bus, and going to/from the shops. These show the street environment is currently used more for 'necessary' activities that involve being either en route to another destination or as part of necessary errands such as grocery shopping at the local town centre shops. This highlights the importance of the town centre as a movement route for those on foot. It also echoes many users statements that they consider St John's Road and the large retail area to the west to be where they go for shopping errands and to catch the bus, rather than a pleasant place to spend leisure time. Instead users typically feel St Margaret's Park and the historic village centre so the south of St John's Road are the destinations they would spend time on more leisure or recreational activities.

It is encouraging that whilst the street environment is currently only seen as a thoroughfare for local shopping or buses to elsewhere, that many users do feel the small-scale independent shops and cafes do add a positive character and draw footfall and interest, particularly to St John's Road between Manse Road and Kirk Loan (Locations C and D). These two locations are also the areas where more users were engaged in activities such as walking for leisure or window shopping, demonstrating the additional public life that these smaller shops and cafes can bring to the public realm.

### **USER ACTIVITIES BY LOCATION**

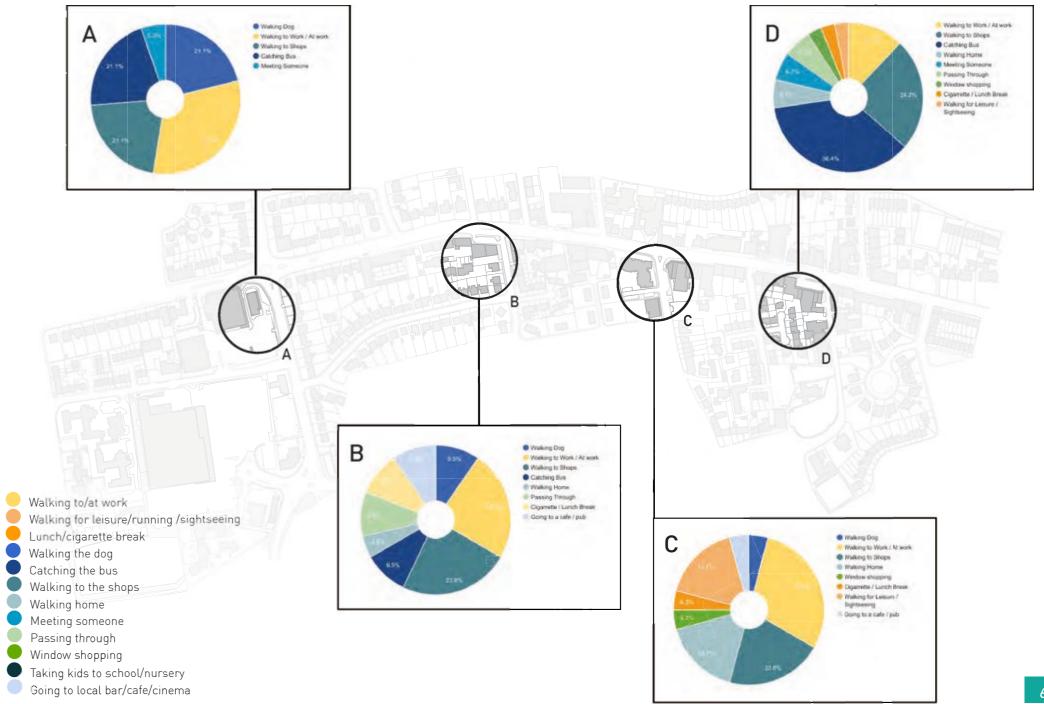
Users interviewed at **Location A** - at the pedestrian crossing on Meadow Place Road near the large retail park and Drumbrae Roundabout - were primarily in the public realm to go to/from work (31.6% of users). Other significant ways people were using the street here were to catch the bus (21.1%) at the busy bus stops on either side of Meadow Place Road, walking the dog (21.1%), or walking to the shops (21.1%) - notably the big retail to the west, mostly Tesco.

At Location B - on St John's Road near Featherhall Avenue and car park - the most dominant use of the street environment was walking to/from work (23.8% of users) and walking to/from the shops (23.8%). These are necessary activities that would occur regardless of the street environment. Together these two uses accounted for almost half of people in the street environment. Additional uses included people on cigarette or lunch breaks from their work or outside the pub nearby, walking the dog, going to nearby cafes or pubs (notably The Centurion), and catching the bus from the nearby bus stop to the south of St John's Road (9.5% each respectively).

Location C was situated on St John's Road near Manse Road at Corstorphine Hub. Here the most dominant reason for people to be in the street was found to be those going to/from work (29.2% of users). Interestingly, walking for leisure was also a significant reason at this location (16.7%), indicating a more pleasant street environment at this position, or perhaps in part, also due to it's position on the heritage trail and proximity to the

historic village centre of Corstorphine, where many users stated they would head to if they wanted to spend more leisure time outside. This location also was (alongside Location D) the only location at which a proportion of users described their activity as 'window shopping' (4.2%). This highlights the importance of the small-scale shops in this area of St John's Road between Manse Road and Kirk Loan.

Location D, on St John's Road at the car park adjacent to Kirk Loan, also displayed a similar pattern of reasons people were in the street as Location C - with more diversity than Locations A and B, and incorporating activities such as window shopping (3%), people standing outside on lunch breaks or to have a cigarette break (3%), and those walking for leisure or meeting friends (6.1%). However, the most dominant use of this location remained catching the bus (36.4%), with researchers noting the busy nature of this bus stop throughout the day. This is seen as a primary function of this space, and as such improving the conditions and street environment to enhance the bus waiting experience, whilst better enabling pedestrian movement around the bus stop, would be beneficial. Walking to the shops (24.2%), and walking to/from work (12.1%) were also significant uses of this space, that highlight the importance of these smaller local shops for residents.





# WHAT DO USERS FEEL IS LACKING?

OVERVIEW OF TOWN CENTRE

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

Whilst results varied dependent on location along the length of the town centre, some common patterns emerged. The most frequently mentioned aspect perceived as lacking by users overall was the desire for a reduction in traffic noise, volume. and in particular pollution. The town centre was felt be very car-dominated, particularly at the western larger retail park area near Drumbrae Roundabout (Location A), and at the two car parks along the length of St John's Road (Locations B and D).

By starting to look in detail at the spatial trends, some additional findings are revealed. For example, whilst a reduction in the dominance of traffic and vehicles and better prioritisation of pedestrians was the most pertinent theme throughout the length of the town centre, trees and planting were felt to be particularly lacking at Locations C and D toward central and eastern St John's Road. Users frequently commented on a desire for increased street trees and planting in this section of the town centre between Manse Road and Kirk Loan, to help soften the traffic and to better make this 'heart' of the town centre feel more pleasant to spend time.

Additionally, a focus on having more activities and things to do, was most important to users at Location C near Manse Road on St John's Road, as well as Location D near Kirk Loan. Many users mentioned a need for more activities for younger people as particularly important.

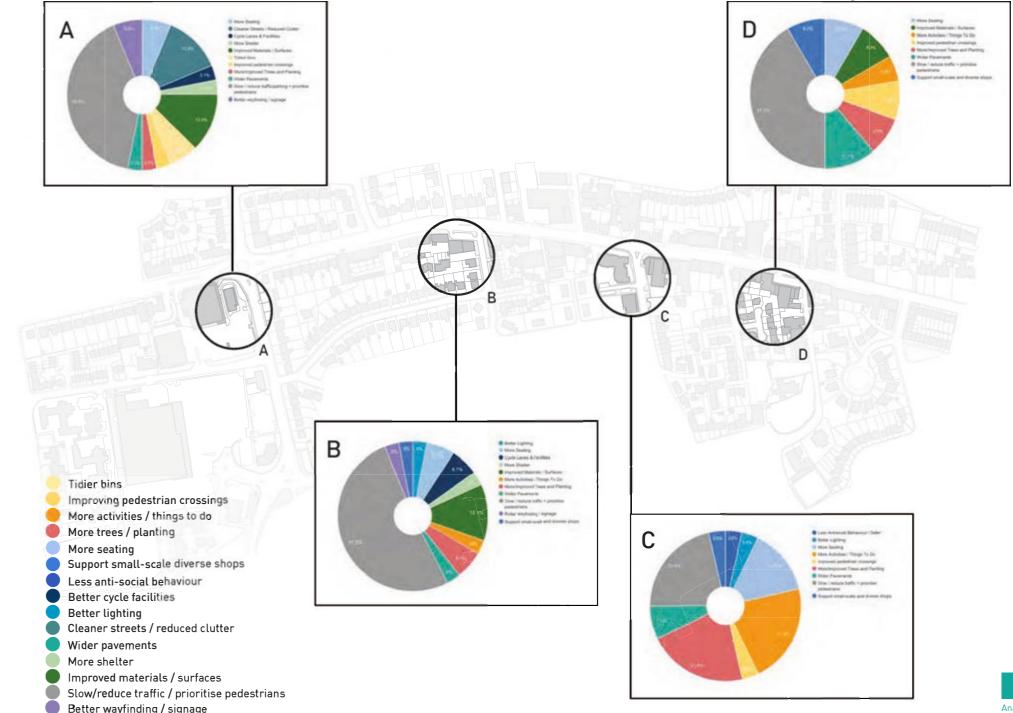
At **Location A** - the larger retail park to the west of the town centre, near Drumbrae Roundabout users strongly felt that more pedestrian priority and a reduction in traffic noise, volume and pollution was the most important thing lacking in the street environment, with 40.6% of users specifically mentioning this when asked what was lacking. Many users felt there was a lack of provision for pedestrians within the retail area and car parks, with no pavement route between the north and south car parks, combined with aggressive drivers. Pollution was a significant concern for those waiting at the bus stop next to gueues of idling cars. Improved materials and surfaces (12.5%) and cleaner streets and less clutter (12.5%), were also important to users, who referred to issues with uneven pavements and lack of smooth accessible surfaces that allow all users to walk safely in the environment, and a concern regarding littering. Calls for better wayfinding (6.3%) referred to improved pedestrian navigation through the large car parks. Some users also wanted additional seating (6.3%), particularly near the bus stop. Equally, some users also highlighted issues with the pedestrian crossing over Meadow Place Road, with 6.3% wanting improvements to this, in respect of longer 'green man' times so they can safely cross, and concerns regarding near misses with drivers ignoring their red light.

Location B was situated on St John's Road near the car park at Featherhall Avenue. This was the location where users felt most strongly about needing a reduction in vehicle traffic, noise, and pollution and car dominance of the area. Many users specifically referred to not wanting to spend time outside so close to traffic and pollution, and objected to the frequent parking of cars on pedestrian pavements. Some users had observed near misses

or accidents with pedestrians being hit whilst walking on the pavement. It was also felt by many users to be important at this location to improve the pavement materials and surfaces (12.1%). This referred mainly to uneven pavements and cracked slabs due to car parking. The wall at this location was also noted to be in a state of disrepair, with stones strewn across the ground. A need for more seating (6.1% of users), trees (6.1%), and better cycle infrastructure (6.1%) were also frequently mentioned. Trees were felt to be beneficial to buffer the traffic and improve the aesthetic of the area, and seating was noted as important but should be positioned away from the traffic and fumes, as pollution was a particular concern.

**Location C** - at the corner of Manse Road and St John's Road near Corstorphine Hub - displayed more similar trends to those at Location D. Whilst reducing traffic and pollution, and improving pedestrian priority was still one of the top elements considered lacking here at present (cited by 21.4% of users), it was seen as equally important to ensure there were more activities and things to do - particularly for teenagers (21.4%), and improved and additional trees and planting (21.4%). More seating (14.3%) was also important to users particularly for those in need of rest spots, and wider pavements (7.1%) to ease pedestrian movement.

At **Location D** - St John's Road near the car park at Kirk Loan - a large proportion of users (41.7%) mentioned a desire for less traffic, noise and pollution, with several users mentioning cars driving through red lights at pedestrian crossings. Wider pavements (11.1%) and improving diversity in, and supporting local small-scale shops and cafes was also of importance to users (8.1%). Adding trees (8.3%), seating (8.3%), improving walkable surfaces (8.3%) and preventing cars driving through the pedestrian crossing (8.3%) were also important.





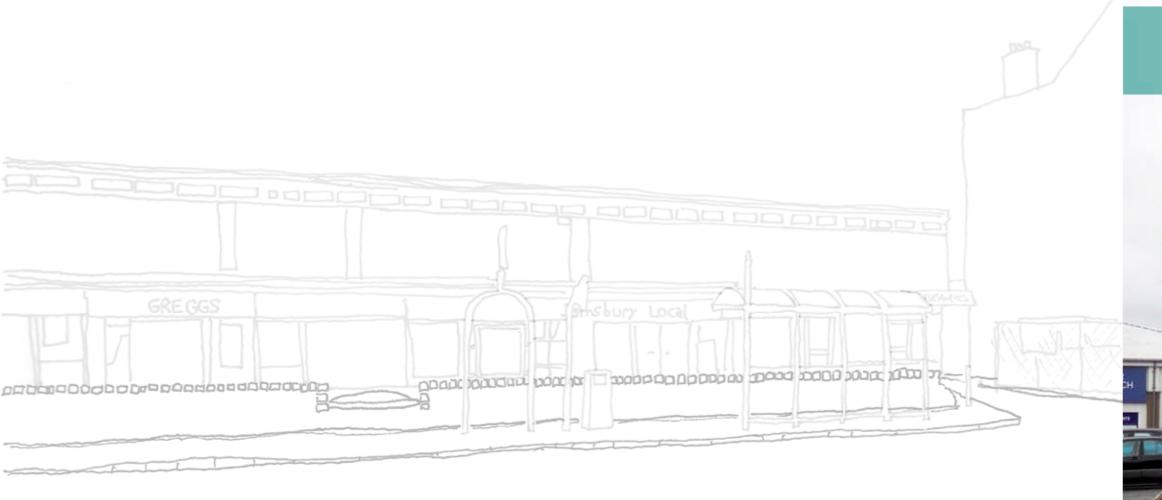


# OVERVIEW: PLACE QUALITY BY LOCATION

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION ASSESSED AGAINST EACH OF GEHL'S 12 PLACE QUALITY CRITERIA







## KEY LOCATIONS

DETAILED RESEARCH FINDINGS BY KEY LOCATION



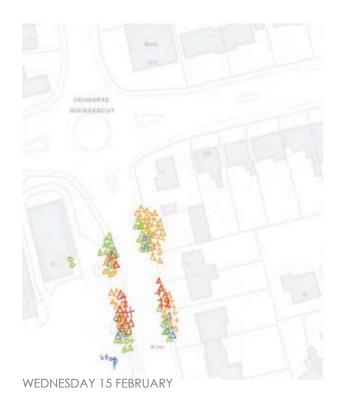
## A: BEHAVIOURAL MAPPING

AT PEDESTRIAN CROSSING ON MEADOW PLACE ROAD NEAR ROUNDABOUT

Behavioural mapping showed the most dominant stationary activity was standing on Meadow Place Road. At this location standing activities were observed primarily related to waiting to cross the road at the pedestrian lights and waiting at the bus stops on both sides of the road.

Pedestrians primarily crossed the road at the signalled crossing. Researchers noted short waiting times but hazardous vehicular traffic. This included cars driving through the red lights when the green man was showing. More people were observed standing during weekdays than during the weekend. This could indicate that more people are moving through the space during the week, pausing at traffic lights waiting to cross. Alternatively it could indicate that people are not stopping to wait for the traffic lights to change before they cross on weekend days - possibly enabled by reduced traffic volumes at the weekend or due to the light rain that was experienced on the weekend research day reducing the time they were prepared to wait before running across the road regardless of the lights. It may be a combination of all these factors.

A significant additional standing behaviour observed was by those waiting to catch a bus on both sides of Meadow Place Road. Sitting activities were also observed at both bus stops, especially during weekdays, with users observed carrying shopping bags from the nearby commercial area. During the weekend research day, standing and sitting were observed at the edges and on the car park west of Meadow Place Road with individuals eating in their cars, presumably out of both convenience but also a lack of pleasant alternative outdoor places to sit and spend time in this large car park space. Other less dominant behaviours noted included individuals



standing/smoking at the bus stop on the west side of Meadow Place Road and near the back door of the restaurant to the south west of the junction (McDonalds) by workers on a break.

On weekdays, this location is equally busy throughout the day, with slightly fewer people present standing behaviours during the morning research slot (8am). On weekends, the volume of standing activities is less overall, with a slight increase during the early afternoon and late afternoon slots (12 - 5pm). The existing pedestrian crossing appears well used, however, taking steps to promote slower traffic



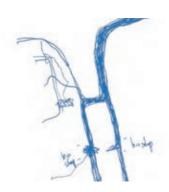
would help avoid the pedestrian/vehicle conflict noted. Additional, more welcoming seating would be beneficial adjacent to the bus stops, but also within the large car park area close to the McDonalds restaurant. This could be combined with planting and trees to provide some light shelter, a more pleasant green and human-scale aesthetic, and screening of the busy road. The sitting and eating spaces created would provide a more conducive environment for additional public life, and a higher quality of public realm.

Lack of pavement for pedestrians to enter the car park between PC World and Tesco. This is a popula edestrian desire line, and results frequent use of the central paving island as a temporary relief from the hazards of needing to walking in the road. CANCER for those walking from left (west). Hostile environment for pedestrians with cars turning quickly



## A: TRACING STUDY - WEDNESDAY 15 FEB

at pedestrian crossing on meadow place road near roundabout



8AM

- Primary pedestrian flow is along east side of Meadow Place Rd and south side of St John's Road.
- Secondary yet still intense flows on both sides of Meadow Place Rd to/from south of the pedestrian crossing.
- Minor pedestrian zigzagging through the large retail car park.
- Main crossing point at pedestrian lights on Meadow Place Rd.
- High pedestrian activity registered at bus stops both sides of Meadow Place Rd.



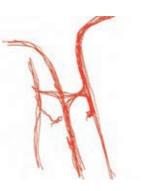
12NOON

- More intense foot traffic across the whole location.
- Primary flows on south-east side of the roundabout and on both sides of Meadow Place Rd to south of the pedestrian crossing.
- Heavily used pedestrian crossing on Meadow Place Rd with minor jaywalking.
- Secondary flows on west side of Meadow Place Rd and with zig-zagging movement across car park and shops.



5PM

- Visible primary foot traffic along west side of Meadow Place Rd to the south of the pedestrian crossing, and on the east side of the junction north of the pedestrian lights.
- Secondary flows on east side of Meadow Pl Road, south of the pedestrian crossing and on the southwest side of the roundabout. Minor jaywalking.
- Pedestrian activity registered at both bus stops.
- Pedestrian movement across car park.



7PM

- Primary flows on east side of Meadow Place Rd stopping at the bus. High frequency of crossing at the pedestrian lights with flows continuing along the west of Meadow Place Rd.
- Secondary movement on south-west side of Drumbrae roundabout.
- More linear pedestrian movement across car park.
- Activity registered at both bus stops.



## LOCATION A, WEDNESDAY 15 FEBRUARY

Overlapping the tracing diagrams, it is possible to see how the primary routes of movement are the east side of Meadow Place Rd, in particular north of the pedestrian crossing and the west side of the same thoroughfare to the south of the crossing. Secondary movement is observed across the car park to the south-west of the roundabout. This reflects movement to and from the shops, and linking the pedestrian crossing/bus stops on Meadow Place Rd to the shops and restaurants.

The pedestrian lights on Meadow Place Rd are the most popular point of crossing. Researchers noted short waiting times for pedestrians at the lights as a positive feature. Jaywalking was recorded as a limited phenomenon due to the sheer volume of high-speed traffic in the area making this highly hazardous. High pedestrian activity was registered throughout the day at both bus stops. Many pedestrians were observed to be carrying shopping bags, and their routes and waiting points (the bus stops and crossing) are all in close proximity to traffic and pollution. As traffic noise, pollution, and visual impact were key issues noted as negative by users throughout the day, a more pleasant waiting point for pedestrians set back from the road where possible, such as an enlarged pedestrian gateway to the retail park with additional seating, planting/trees, bike racks, additional shelter and more sensory-rich fine grain material choices would improve this location for public life.

Other issues noted included a car-dominated environment, poor public lighting at night, dog fouling and traffic presenting a hazard for both pedestrians and cyclists.

The area would benefit from a reassessment of its human scale, toning down the apparent prioritisation of cars and driving behaviour in the car park, and creating a more pedestrians and cyclist friendly environment with safer walking routes, cycling racks and lanes, and bus stops that feel less exposed to traffic and pollution. Introducing better surfacing, green and less hostile walking and waiting areas in the car park and adjacent pavements and bus stops at Meadow Place Rd would create a friendlier perception of the urban realm for residents, commuters, shoppers and dog walkers alike.

## A: TRACING STUDY - SATURDAY 18 FEB

AT PEDESTRIAN CROSSING ON MEADOW PLACE ROAD NEAR ROUNDABOUT



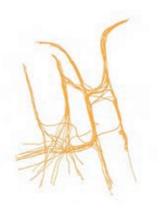
8AM

- Moderate foot traffic with flows mainly on south-east side of roundabout to the bus stop and pedestrian crossing and along the whole length of the west side of Meadow Place Rd.
- Jaywalking registered along Meadow Place Rd with a desire line towards the bus stop.
- Minor flows across the car park to/from south-west.



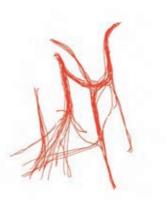
12NOON

- Considerably heavier footfall across the whole area.
- Primary flows on west side of Meadow Place Rd and on the east side as far south as the bus stop.
- Diverging pedestrian desire lines across car park to and from key entry/exit points.
- Pedestrian lights are the main point to cross Meadow Place Rd with jaywalking registered in close proximity and toward bus stops.



5PM

- Primary pedestrian routes more evenly spread along both sides of Meadow Place Rd to the level of bus stops.
- Heavy footfall on car park with main routes to and from bus stop and shops, diverging into a variety of desire lines.
- Jaywalking registered at pedestrian lights with minor desire lines towards but stop.



7PM

- Primary routes link the south-east side of Drumbrae roundabout at St John's Rd to/ from the north of the retail park (McDonalds, and pavement to west along Glasgow Road) via the pedestrian crossing.
- Intense footfall splitting from west side of crossing to/ from shops and west side of Meadow Place Rd.
- Prominent flows of pedestrians move south/north down sides of shops to north of retail park (McDonalds, PC World) and then diverge within car park with only minor links to bus stop.
- Jaywalking mainly following desire lines to/from car park entrance and east side of Meadow Place Rd at or near pedestrian crossing.



## LOCATION A, SATURDAY 18 FEBRUARY

Footfall across Location A is visibly intense with primary flows on the east side of Meadow Place Rd to the north of the crossing, and along the west side of Meadow Place Rd. Notable flows make use of the side cut-through passageways between the shops and restaurants to the north of the retail park (McDonalds, PC World) and exit/entry points to the car park, diverging then into scattered desire lines within the parking area.

The pedestrian crossing on Meadow Place Rd is heavily used. Jaywalking was primarily observed close to the crossing itself, but also near to the bus stops, with pedestrians following their desire lines in quieter traffic periods. Cars were noted driving through the green man at the crossing several times by researchers.

There are several key clusters of pedestrian activity and converging flows. These can be seen at the west side of the pedestrian crossing to/from the shops and the bus stop on the west side of Meadow Place Rd, which appears more popular than the bus stop to the east. Given the heavy use of this bus stop - often at full capacity with pedestrians unable to shelter in rain, combined with a lack of seating, shelter, or pedestrian-oriented design in the retail car park, and the close proximity of this busy bus stop to one of the main pedestrian entrances to the retail park, it may be beneficial to improve the public realm at this location. Enhancement of this pedestrian gateway to the retail car park at this location would help create a more functional public realm for pedestrians and cyclists. It could provide additional sheltered waiting area, bike racks for cyclists, incorporate seating (for those waiting for the bus, stopping to eat something from the adjacent McDonalds, or for older users who may need to pause with their shopping) and create a more pleasant green aesthetic.

Additionally, the car park, currently without a clear pedestrian network, would benefit from dedicated clear pedestrian routes, allowing a more direct and visually immediate walking connection for pedestrians between the shops in this northern section of the retail park, and connected to Tesco and the car park to the south. This could be indicated using a more varied material palette combined with tree planting and lighting.



## A: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



The majority of users highlighted the negative

impact that the high volumes of traffic have at

this location - emphasising issues with traffic

noise, fumes and pollution, and cleanliness of

the street. These issues discourage users from

on the street, as a particular problem.

### 1. FEELING SAFE / TRAFFIC

Almost all users interviewed cited traffic as a major **problem** or nuisance at this location. Particular issues were highlighted in terms of traffic volume and aggression, noise pollution, volume of cars, traffic speed, poor circulation for pedestrians and lack of safe routes for cyclists.

Many pedestrians observed that it was an **unpleasant**, car-dominated and sometimes dangerous place to walk through with the focus of town centre planning and street infrastructure towards the car rather than the pedestrian experience. The lack of pedestrian priority in the car park was also noted with **no** designated pedestrian path provided at all between the northern car park (near PC World) and southern car park (at Tescos) despite this being a popular pedestrian desire line. Instead pedestrians have to walk in the road on the traffic ramp or down its central traffic island to/from Gylemuir Road, or jump down to the pedestrian crossing through the bushes.

Issues were observed in the northern car park with car queues tailing back from the McDonalds drivethru, further hindering pedestrian movement.

User interviews revealed concerns crossing the pedestrian crossing on Meadow Place Drive, with cars frequently going through the lights on red.

Researchers noted the lack of clear pedestrian navigation within the car park areas themselves, particularly the north car park, and that the wellused pedestrian gateway to this retail area from St John's Road adjacent to the bus stop on Meadow Place Drive feels like an afterthought. There may be an opportunity to build on the footfall and presence of standing activities at the busy bus stop to combine this with an improved gateway incorporating shelter, and increased pedestrian priority and clear navigation through the car park.

### 2. FEELING SECURE / CRIME

Most users did not perceive crime to be a problem at this location. No-one was able to recollect a direct experience or secondhand recollection of crime, violence or an

However it was acknowledged that **perceptions** might be different amongst non-residents and there was a clear desire to change perceptions of the area for the better.

Researchers also observed that pavements were particularly poorly lit for a period of the early evening which may affect perceptions of safety in the area, particularly for those who only work or travel through the town centre.

impact upon their use of the town centre, as they viewed this location as a space to pass through rather than to spend time. They were therefore were less affected by poor weather due to the necessity of undertaking tasks such as going to work or the shops regardless of street conditions and whether there is shelter from inclement

as traffic fumes and noise.

3. CLIMATE + POLLUTION

Some shelter from rain is present at the two bus stops where most public life currently occurs, and the entrance gateway has as small roof, which some people stand underneath when the bus stop on the west side of Meadow Place Road is over capacity in peak times. The amount of shelter should be increased to better accommodate all those waiting at the bus stop and near the gateway entrance in peak times.

### 4. OPPORTUNITIES TO WALK

User interviews revealed that the most significant impact upon walking through the area was the interface with busy and loud traffic which made pedestrians feel unsafe, or discouraged them walking through the location at all, unless out of necessity e.g. to walk the dog, go food shopping or get the bus to/from work.

Users observed a particular challenge with circulation around the bus stops where the pavement became particularly congested. This makes it difficult for pedestrians to pass, particularly those with prams or walking aids. Researchers noted long queues frequently forming of people waiting for buses which further hinder walking.

At the adjacent pedestrian crossing over Meadow Place Road, some users commented on short crossing times which they struggled to reach the other side of the road within (particularly older or less mobile users), and felt significant pressure from cars to cross quickly, with drivers resuming driving because the lights had changed and they felt they should have priority again even if vulnerable users were still crossing. Other users also mentioned that cars drive aggressively in this area and/or go through the red light at the crossing, making them feel unsafe. As this is a key movement route between the larger scale retail centre to the west and St John's Road, this should be addressed as a priority.

The inability to exit the car park safely to Tesco from the north car park was cited as a particular example where inadequate priority was given to pedestrian circulation. There are strong pedestrian desire lines from the heart of the Corstorphine town centre on St John's Road to this western large retail part of the town centre, with many pedestrians moving over the pedestrian crossing and into the northern car park via the entrance gateway next to the bus stop on Meadow Place Road, then walking down to Tesco via the car ramp or jumping down through vegetation to the pedestrian crossing on Gylemuir Road then southern car park. Reaching Tesco diagonally via the northern car park is seen as the natural (and shortest) route to walk, and also avoids issues with very narrow pavements at the junction of Gylemuir Road and Meadow Place Road. As such it should be a priority to address this lack of pedestrian access and priority, in combination with increasing crossing times over Meadow Place Road.

Comments also were made about the unevenness of the pavement and that it becomes slippy at the bus stop and near to McDonalds. Researchers also observed the potential to provide additional shelter, more trees, planting and seating at the bus stop, combining this with the entrance gateway adjacent to enhance opportunities to pause and rest with heavy shopping, wait for the bus or friends/family in the shops, or eat their McDonalds meal outside instead of in their cars in the car park. This waiting/recreational sheltered green area could be repeated at other key points throughout the western large retail car park area to create places for older or less mobile pedestrians to rest during shopping activities or en route back to St John's Road.



## A: GEHL 12 QUALITY CRITERIA

A

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION

#### 5. OPPORTUNITIES TO STAND/STAY

User interviews unanimously revealed that **those interviewed did not feel this was a location to spend time outside at all.** As one user stated "I never spend time outside here, even on my lunch break in summer - there's nowhere to sit, and it's not nice. Just a big car park. No trees or seats or anything." and "I don't even know where I could spend time outside here, its just a big car park."

Most users interviewed commented that they don't spend time at this location because of the **traffic, noise, pollution, litter and the general lack of cleanliness** both here, and throughout Corstorphine.

Users also commented that this location served more as a **thoroughfare to the shops** rather than a place where people would stop and spend additional time. Researchers also observed this - noting that pedestrians walked at pace to and from bus stops/large retail shops but rarely paused or stopped on the street or in the car park. Pedestrians were often observed with headphones plugged in and carrying shopping bags, implying they were undertaking necessary errands rather than using the town centre location for leisure activities. Bus stops were particularly busy at peak times of day, with many users commenting they were just changing buses here rather than having spent any time at all in Corstorphine or at this location outside of the bus stop itself.

Users also observed the lack of appropriate seating at this location. However the most consistent remark was that it was the lack of attractiveness and lack of protection from unpleasant sensory experiences such as traffic and pollution that prevented people from spending time here. Those waiting at the bus stops felt very close to traffic and fumes.

A small number of users were able to identify additional leisure activities in the area nearby such as the local heritage trail and some nice cafes. However, there was also general acknowledgement that people preferred to spend time in the historic part of the town centre, or inside at nearby destinations such as Tesco or other shops/cafes, rather than at this location or outside in the street environment.

### 6. OPPORTUNITIES TO SIT

Users interviewed expressed a significant lack of opportunities for sitting at this location, and researchers observed the most dominant sitting activity was people perched at the bus stop and people eating food from McDonalds in their cars rather than outside.

Users frequently identified the local park (St Margaret's Park) or the historic centre of Corstorphine as nearby locations which offered more appealing opportunities for sitting, including green space and distance from cars and traffic. Users identified the lack of greenery and opportunities to sit away from the traffic as the primary reasons not to spend more time sitting outdoors.

#### 7. OPPORTUNITY TO SEE 8. OPPORTUNITY TO TALK + LISTEN

Users were not able to identify much of visual

interest at this location, commenting more on

the lack of pleasant outdoor environment and

dominance of cars and traffic rather than any

particularly pleasant visual features. Instead

people would typically refer to other places -

such as the 'village feel' of the historic centre

of Corstorphine - as more pleasant nearby

location.

are limited here.

locations visually, with its green space and

positive smaller-scale architectural qualities

and character felt to be an opposite to this

Researchers noted that the combination of

moderate but not high footfall, lack of anywhere

to sit or spend time outside, large-scale mostly

passive facades, and prevalence of queues of

traffic forming visual barriers both in the car park

and on the road, mean that the opportunities for

pleasant views, people-watching or public life

The street environment at this location was felt to be too busy and noisy with traffic for talking and listening activities.

Traffic was considered the biggest issue, and its **proximity to pavement spaces** impacted upon spaces where conversations could potentially be had.

A few users identified local cafes or churches where they might go to socialise, and several commented that they preferred to spend time in the historic town centre or cafes on St John's Road than at this location. Several users commented on the friendly, older community that live in the area, but associated socialising with being an indoor activity, not something there was much opportunity for in the street.



## A: GEHL 12 QUALITY CRITERIA

A

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION

## 9. OPPORTUNITY FOR PLAY, EXERCISE + UNFOLDING ACTIVITIES

A high proportion of users interviewed commented that this location functions purely as a movement route to walk to the larger retail shops or catch the bus from, rather than having more amenity value in terms of place function, place or other recreational activities.

Users reported opting to spend time in their garden at home, elsewhere in the Corstorphine area or broader city during their free time for more recreational activities such as play or exercise instead. For example, St Margaret's Park, the church graveyard, heritage trail, or other leisure walks/cycles nearby.

### 10. DIMENSIONED AT HUMAN SCALE

Users frequently commented that little about this area was designed to aid pedestrian circulation or enjoyment. This inhibits use of outdoor spaces in the area. Some users specifically referenced the large scale of the road, car parks, and retail in this western end of Corstorphine.

One user said 'Everything is designed around the car. It's horrible to walk through here', highlighting the impact this large scale has on pedestrian movement.

## 11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

Users perceived the location to be a busy thoroughfare with detrimental sensory experiences relating to traffic fumes, pollution, noise and visual impact, that inhibit people from spending time and enjoying the positive aspects of climate.

Users also frequently noted the lack of seating and trees within the car park and adjacent roads, and close proximity to heavy traffic noise and fumes. Seating, trees, and 'refuges' offering a buffer to the traffic were seen as the 'minimum' infrastructure necessary to create opportunities to enjoy positive aspect of climate.

Users instead favoured other places nearby, such as St Margaret's Park and the historic centre of Corstorphine (outside of Corstorphine town centre itself) to spend time enjoying the outdoors

#### 12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

THE PERSON NAMED IN COLUMN 1

In interviews, users frequently cited the **lack of green spaces** as an issue, and which would have the potential to soften the visual impact of some of the more aesthetically unpopular features of the area, particularly the traffic and car park.

Litter, dog fouling, street clutter, and traffic noise were all factors which impacted negatively upon people's view of the town centre and its aesthetic. Many users cited the historic town centre as a more attractive and pleasant place to spend time. The perception of this location is more of a car-dominated large-scale thoroughfare, designed to be a busy road for vehicles rather than a space well designed for pedestrians to spend time in the public realm.

There were concerns among some users that the large-scale retail character and road/car dominance of the retail park and main road have significantly changed the aesthetic qualities of the area for the worse, and are now the most distinguishing features of this western section of Corstorphine. Some older residents remembered the fields that used to be located here prior to the large retail, car park and busy roads, saying "It used to be fields here. Now it's a motorway, not a place. I'd like it to be green like it used to be, more trees instead of horrible busy traffic."







## B: BEHAVIOURAL MAPPING

AR PARK AT JUNCTION OF FEATHERHALL AVENUE + ST JOHN'S ROAD

Location B is at the junction of St John's Road and Featherhall Avenue, and features a car park. The south side of St John's Road is primarily commercial land use at this point, with residential land use to the north. The primary staying behaviour mapped at this location was standing/waiting with a variety of secondary standing-related activities throughout the area.

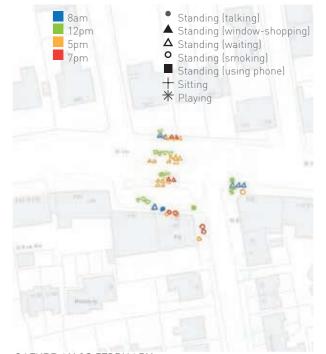
Most individuals observed standing in the area were waiting to the cross St John's Road - on both the north and south side of the street at the pedestrian lights as well as on the central traffic island. More users were observed standing waiting in the street on weekdays, primarily at road crossing points to get across St John's Road, but also on the east corner at the minor junction with Featherhall Avenue, and waiting to cross Templeland Road. A small number of people were also observed standing waiting to cross at unofficial crossing points in the central reservation of St John's Road, though this was typically only for short periods.

A variety of other behavioural activities were observed during both research days with those standing smoking common on both sides of The Centurion pub and outside the betting office for up to 5 minutes. Other standing activities, including those stood talking or on the phone were registered along the pavement on both the north and south sides of the car park, showing Location B to be have some existing characteristics of public life and the beginnings of what could become a more active public realm. Overall, standing activities in the area peaked during the early afternoon and late afternoon on weekdays (12pm and 5pm), with all other research timeslots featuring less intense standing and staying behaviours.



WEDNESDAY 15 FEBRUARY

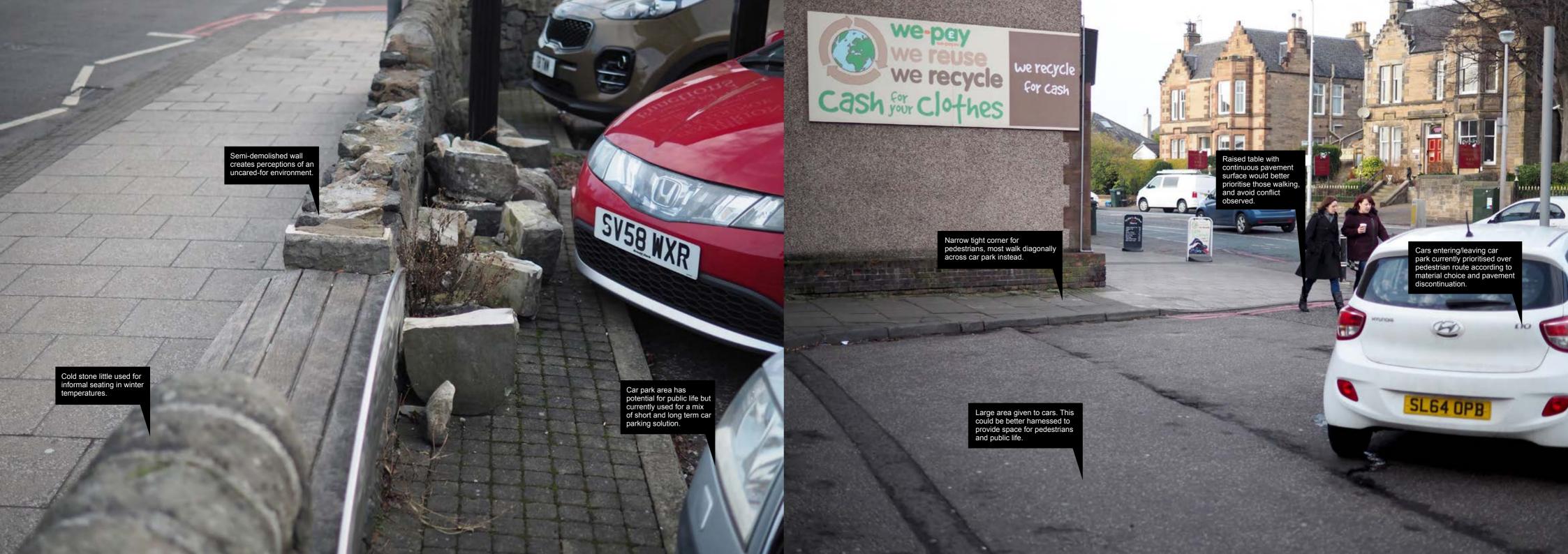
Playing was rarely seen in the area, and, interestingly, sitting activities were not prominent in the area and barely observed on both research days despite the more common standing activities indicating some existing public life, and the two timber seats inset into the wall of the car park. This may be due to one of the inset timber benches (offering formalised seating) being broken, with the seating-height wall (offering informal seating) partially demolished and made of stone that would be cold to sit on at this time of year (February, 2-5°C). The rectification of the semi-demolished wall would help promote a more cared-for aesthetic at this location, and better enable sitting activities in



SATURDAY 18 FEBRUARY

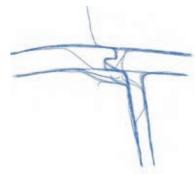
warmer months. There may also be opportunities to provide additional seating closer to the pub and retail frontages to build on the existing standing activities that take place here.

Considering the potential of the existing public life taking place in the area, the car park could become a natural destination area for stationary behaviours by limiting access to vehicles and adding seating opportunities and trees/planting to create a buffer from the main road. User interviews with a selection of adjacent business owners/employees indicated there would be support for this.



## B: TRACING STUDY - WEDNESDAY 15 FEB

CAR PARK AT JUNCTION OF FEATHERHALL AVENUE + ST JOHN'S ROAD





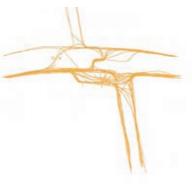
- Uniform, minimal pedestrian flows along all thoroughfares with a very slight predominance on the north side of St John's Rd and west side of Featherhall Avenue.
- Crossing lights and midcrossing point on St John's Rd evident, with additional jaywalking along St John's Rd and at Featherhall Avenue.
- Desire lines cut diagonally through the car park on the road surface rather than using the narrow pavement hugging building frontage.





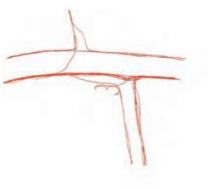
- Heavier footfall with primary traffic along both sides
- of St John's Rd.

   Secondary but still significant traffic along both sides of Featherhall Avenue and on pavement adjacent to car park.
- Desire lines across car park and connecting car park with north-east corner of Featherhall Avenue.
- Crossing mainly at lights with minor jaywalking at east of junction.



5PM

- Primary pedestrian flows on the south side of St John's Rd and Featherhall Avenue.
- Secondary minor footfall on north side of St John's Rd and along Templeland Rd.
- Desire lines spread across junction of St John's Rd and Featherhall Avenue and car park indicating pedestrians using full road surface to cross using most direct route.
- Use of both pedestrian refuge and lights to cross with desire lights diverging from north side of mid-crossing point.



### 7PM

- Considerably less footfall across the area with primary traffic on the south side of St John's Road.
- Secondary traffic along Featherhall Avenue and Templeland Rd.
- Desire lines across car park with minor jaywalking across St John's Rd.



## LOCATION B, WEDNESDAY 15 FEBRUARY

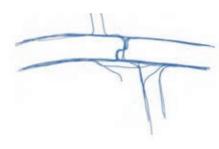
Primary footfall registered on the south side of St John's Rd and both sides of Featherhall Avenue. Secondary flow on north side of St John's Rd and minor traffic along Templeland Rd. Heavy traffic and pollution were noted by researchers throughout the day at this location.

The pedestrian traffic lights crossing St John's Rd north-south are well used. This is used throughout the day as the primary way for pedestrians to cross St John's Road. Some crossing outside of the traffic lights was also evident, with pedestrians sometimes crossing the first two lanes, then walking parallel to the road direction for a period until able to cross the second two lanes. Other crossing points include the east-west crossing for pedestrians over Featherhall Avenue, and to a lesser extent Templeland Rd as they walk along St John's Rd.

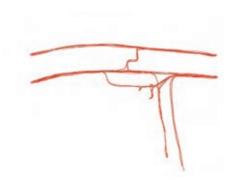
A large cluster of desire lines are clearly visible spreading across the car park and at the junction with Featherhall Avenue, covering considerable lengths. This indicates that current pavements do not align with pedestrian desire lines, and support the notion of further prioritising pedestrian movement within the car park at the junction of Featherhall Avenue and St John's Road, and the north end of Featherhall Avenue to better accommodate for these pedestrians currently walking in the road or car-oriented spaces.

Considering the strong presence of desire lines across the car park, together with the noted prominent presence of traffic and pollution, it would be advisable to create a more suitable public pedestrian environment along St John's Rd and in particular the car park which forms a natural wider gathering spot along the town centre length. A raised table could be added at the entry and exit of the car park, parking spots limited to disabled users only, and a raised table at the junction with Featherhall Avenue and Templeland Rd, to additionally accommodate prams and users with mobility needs. Additional planting and carefully selected street tree species would help mitigate pollution and create a perceived barrier to traffic.

## B: TRACING STUDY - SATURDAY 18 FEB









- Primary footfall evenly distributed along both sides of St John's Rd.
- Secondary flows along Featherhall Avenue with minor footfall along Templeland Rd.
- Pedestrian lights used as only point to St John's Rd.
- Desire lines across car park and west corner of Junction with Featherhall Avenue.

### 12NOON

- More intense footfall across the main area.
- Primary flows on south side of St John's Rd diverging into secondary flows of desire lines through the car park.
- Considerable footfall on the west side of Featherhall Avenue.
- Significant cluster of desire lines spreading from the east corner of the Featherhall Avenue junction toward the building frontages within the car park, along the front of the car park space (between the low wall and road), and through the centre of the car park itself.

- Pedestrian flow registered along both sides of St John's Road.
  - Secondary traffic along Featherhall Avenue with individual cases along Templeland Rd.

5PM

- Traffic lights used as main crossing point on St John's Rd.
- Minor desire lines through Featherhall Avenue junction and car park.

### 7PM

- Milder footfall with primary use of designated pavements along both sides of St John's Rd.
- Secondary flows along Featherhall Avenue.
- Additional minor pedestrian flows from south side of St John's Rd down both sides of Featherhall Avenue and adjacent to building frontages within the car park.
- Traffic lights used as main crossing point.



## LOCATION B. SATURDAY 18 FEBRUARY

During the weekend pedestrians were noted to cross this location predominantly along the east-west axis of St John's Rd i.e. along the key arterial road that forms the defined town centre. Secondary, yet consistent pedestrian flows, were noted on both sides of Featherhall Avenue joining St John's Road. This was more significant than pedestrian movement to the north along Templeland Rd indicating a stronger pedestrian connection between the area to the south of St John's Road and the north at this point in the town

Significant desire lines were observed across the minor junction at Featherhall Avenue. Popular routes connect the north-east corner of Featherhall Avenue where this meets the south side of St John's Road, diverging and spreading from this corner to/from the east side of Featherhall Avenue in a southerly direction, to/from the west side of the road and car park, and continuing directly west along St John's

The main pedestrian crossing point in this section of the Corstorphine town centre is the pedestrian lights on St John's Road which are consistently used. Both the Featherhall Avenue and Templeland Rd junctions are heavily crossed by pedestrians going east/west, where they cross in between cars turning down/out of these streets. Researchers observed cars turning quickly and sometimes hazardously into Featherhall Rd from St John's Road.

Considering the visible prominence of desire lines across the car park, this area, and the nearby businesses, would benefit from a more inviting public realm to build on this existing footfall and pedestrian desire line. This might include urban green space and more opportunities to sit set back or screened from the road with planting/trees to create respite from the traffic and place to pause along the town centre length. Key heavily used pedestrian crossing points over minor junctions east-west along St John's Rd may be safer and more pedestrian friendly if raised tables were introduced to better prioritise existing pedestrian movement flows.



## B: GEHL 12 QUALITY CRITERIA

В

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION

#### 1. FEELING SAFE / TRAFFIC

The majority of users at Location B identified **traffic as the biggest issue**. Traffic was cited as a hindrance which impeded people's use of outdoor space and put people off spending time outdoors close to the noise, volume and pollution. Fumes from vehicles were a particular concern, and the **impact of this pollution on health**. Researchers observed high volumes, speeds, and dominance of traffic throughout research days.

Several near misses were observed with pedestrians and cyclists at the minor junction of St John's Road and Featherhall Avenue, and in the adjacent car park, with cars assuming right of way and not adequately checking for or yielding for pedestrians or cyclists. This causes difficulties for pedestrians crossing the minor junction of St John's Road/Featherhall and entrances/exits to the car park, due to fast-turning cars and aggressive driving styles, with cars often not checking for, or yielding to, pedestrians.

Traffic also had a significant impact on pedestrian flow in terms of cars parked on the pavements, over driveways or minor junctions, often on double red lines. This made it particularly difficult for pedestrians to get past, particularly those with prams, using wheelchairs, or for people with visual impairment to navigate. For example, Templeland Road was identified as a location with a particularly big issue with double parking. There were also concerns regarding cars pulling onto pavements to park in and near the car park at St John's Road/Featherhall Avenue and some confusion regarding which was the entrance/exit for drivers coming into/out of the car park. Users felt that drivers parking on the pavement were presenting an increasing danger to pedestrians, with vehicle drivers often not considering or looking for pedestrians as they mounted the kerb, resulting in some first hand accounts of near collisions of cars hitting elderly pedestrians.

Researchers observed many cars parking for long periods in the car park (e.g. for commuting or long stays rather than drop off/quick visits to shops). User interviews with adjacent businesses owners and workers supported this observation, and cited frustration with cars parking on the pavement making access difficult for more vulnerable pedestrians and/or their customers to get past.

Cyclists also felt at risk from the large volumes of traffic with some cyclists opting to avoid the main road because of the volume of traffic and a perception that cars along this busy road do not consider or look out for cyclists. The speed of vehicles was also identified to be a particular problem, also by pedestrians crossing the road. Several pedestrians commented that pedestrian lights changed very quickly giving insufficient time to cross the busy road, and meaning they did not feel safe particularly given the fast vehicle speeds.

The dominance of cars, including issues with car parking, fast moving traffic, pollution, and a lack of space and priority for pedestrians in the car park were commonly cited by users as **problematic**, and **prohibiting** staying activities in the car park. Many users mentioned a desire to spend time outside in the street environment, but not in the current condition - only if improvements were made to reduce pollution, add planting and street trees, additional seating and shelter to enable this to be a more pleasant experience. Researchers observed that by reclaiming the car park area at Featherhall Avenue for primarily pedestrian use, more public life could be facilitated.

### 2. FEELING SECURE / CRIME

Perceptions of safety in the area were mixed, with some users expressing that they felt very safe in the neighbourhood, whilst others identified particular points of concern which impacted upon their feelings more generally about the town centre.

In particular the **pub** and the betting shop at this location were identified as places which had the potential to attract more unpredictable behaviour and made some users feel uncomfortable at this location. The pub in particular was cited to attract some 'bad characters' at night. One user mentioned they worried about crime because their car had been broken into in the area previously. Others felt there was a lack of adequate lighting at night which increased perceptions of crime and lack of safety.

A number of other interviewees also identified groups of teenagers as a perceived threat at this location and more generally in the town centre, and the participants of occasional fights in the street. It was felt these groups primarily hang out at the McDonalds near Drumbrae roundabout, though often walk through this area.

## traffic. Users commented this location was too close to the road to spend time outdoors, stating it was

the road to spend time outdoors, stating it was unpleasant to sit here with nowhere you could spend time away from traffic noise and vehicle fumes. Some users opted to walk instead to the local park (St Margaret's Park) for a break away from the traffic or would simply stay indoors during their lunch breaks.

The most commonly cited unpleasant sensory

experiences were noise and pollution from the

3. CLIMATE + POLLUTION

A lack of sufficient shelter from inclement weather was also observed in the area and supported by user interviews. At the weekend, researchers observed a large number of football fans gathering near the pub and sheltering under the RBS building overhang on Featherhall Avenue due to the patchy rain and windy weather conditions. The RBS overhang was frequently used as both a shelter and also a meeting and talking spot, and by smokers throughout the day, and indicates a need for increased and more suitable sheltered conditions outside.

During bad weather, some users also opted to use their car for protection from the rain, whilst others reduced their activity to necessary journeys only, such as walking the dog or going to work.

Researchers observed that the car park outside the Centurion sometimes has high levels of **rubbish and cigarette butts** visible from the night before, though these are relatively swiftly removed by street sweepers.

User interviews and researcher observations at this location indicate a demand for improved sheltered spots for conversations and other staying activities outside, and the potential for the car park to become a venue for these via high canopy trees giving a partial screen to the traffic and road, reduced car parking spaces and increased pedestrian priority and seating.

#### 4. OPPORTUNITIES TO WALK

User interviews revealed that most felt that the location was an unpleasant place to walk - heavily dominated by traffic and functioning more as a thoroughfare than an appealing location to spend time in its own right. Researchers noted cars turn fast into Featherhall Avenue and the car park, and seem to always assume they have right of way over pedestrians, even if they are already halfway across the road.

Several users commented that they might take the opportunity for longer walks during nicer weather, however this location and the town centre was **not the most appealing place to spend time walking outdoors**.

Researchers observed pedestrians frequently cutting through the car park at the corner of Featherhall Avenue and St John's Road to better follow **their desire lines which do not align with the existing narrow pavements at right angles**.

Many users commented on the impact of cars parking on the pavements which made streets difficult to navigate. This was particularly challenging for those with very young children in pushchairs coming to/from the nearby nursery, or for people with mobility issues. Cars parking on the pavements in the pedestrian dedicated areas and over double red lines was also felt to be hazardous, as car drivers often did not acknowledge pedestrians already walking on the pavement. Some users had seen accidents with more elderly pedestrians as a result who could not move out of the way in time, and researchers observed near misses. This creates a hostile environment that discourages walking in the street environment. Having the confidence to walk to the shops in the town centre is particularly important for older residents due to the positive health and mental well-being impact this can have. As such, creating a more pedestrian friendly and accessible street environment is particularly important.

Users also commented on the **unevenness of the pavement** which presents trip hazards and obstacles to some users. There is a particular problem spot on the west side of Featherhall Avenue near the Centurion pub where the pavement is uneven and then disappears entirely. Some users commented uneven pavements made the location more challenging for them or those with mobility issues to walk through. Some users mentioned falls in the street due to trip hazards, resulting in injuries such as broken vertebrae, and increased nervousness when walking in the area. Some users commented on their **preference for driving or taking the bus in the area because of the lack of pleasant walking opportunities**.

The car park was also noted to be a particular point of confusion. Despite a lack of signage indicating so, there seems to be a common local understanding that the entrance to the car park is on Featherhall Avenue, and exit only onto St John's Road. Some pedestrians and cars assume this to be the case, then are taken by surprise when cars turn in from an unexpected direction, resulting in near misses for pedestrians walking. Clearer indication of entry/exit points and whether pedestrians or cars have right of way over entry/exit points and the car park surface would be beneficial.

Researchers noted opportunities to transform the car park area into a more pedestrian priority space - for benefits to both movement function and public life as a place for people not cars. This could be achieved with an enhanced longer raised table at the minor junction of St John's Road with Featherhall Avenue to take in the car park entry point and more clearly indicate this is pedestrian not car priority, as well as at both entry and exit points to the car park. To take this further, the entire car park area could be rethought as a shared space with significantly limited car parking, creating more room for pedestrians to walk with their desire lines, and the addition of trees, planting, seating and more human-scale elements to improve the sensory experience outside at this location, whilst creating a partial screen to the adjacent car-dominated road. Careful selection of tree species may also help mitigate pollution to a small degree. The use of permeable surface materials and improved quality of paving materials may help indicate that this is a more pedestrian priority space, as well as providing a smoother more accessible, and wider surface for pedestrians with prams or other mobility issues to use.

## B: GEHL 12 QUALITY CRITERIA

В

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION

#### 5. OPPORTUNITIES TO STAND/STAY

Most users did not view this location as a place to spend time outside. Most people interviewed were only passing through on foot, during lunch breaks or to/from work, or for amenity based shopping. Few people were observed on the street in the evenings on weekends in particular, with most people observed en route to somewhere else rather than spending time here.

The volume of cars and pollution generated from traffic were both identified as the main factors which prevented people from spending outside. Some users identified a demand for more opportunities to spend time outside if facilitated by a more pleasant environment, away from traffic, and with more trees and planting to mitigate the impact of pollution, with seating, and bins for litter.

Users also identified a desire for improved shelter from poor weather conditions. The RBS building overhang is currently identified as a good place for smokers to stand in shelter from the rain, or more immediately outside the pub in more favourable weather. However, this does generate significant amounts of cigarette litter on the street, contributing to perceptions of an unclean uncared for environment.

### 6. OPPORTUNITIES TO SIT

Users identified both a lack of seating and a Users interviewed at this location were often lack of desire to spend time outside in the unable to identify favourable things to see, current conditions because of heavy congestion commenting on the **poor street environment** and and pollution next to a major arterial road. St their preference to spend time in other places. Margaret's Park was identified as an alternative The car park was noted for being particularly location for seating opportunities away from the grey and unsightly alongside the lack of trees/ main traffic, or at cafes with outdoor seating planting in this location. Some users commented nearby. that they liked using the shops and cafes in the Users were almost unanimous that this location broader St John's Road area, but did not see this with its proximity to the road, broken wall and specific location as pleasing visually or with any limited number of timber benches facing into notable positive views. the traffic did not offer desirable opportunities There was **demand for improvement to the car** for spending time outdoors. park area on St John's Road near Featherhall Other users stated a desire for seating, if this Avenue, notably including brighter colours, was positioned further from the road and trees, planting and more to see and do. **業RBS** within a nicer setting with fewer cars.

### 8. OPPORTUNITY TO TALK + LISTEN

7. OPPORTUNITY TO SEE

Users felt that **traffic was a significant cause of noise and disruption** which reduced the suitability of public spaces to have conversations in. The close proximity of traffic was felt to exacerbate this issue.

Reducing traffic volume and speed, creating a high canopy tree-lined buffer to partially screen the road from spaces with potential for public life, and the addition of seats positioned in clusters in sunny spots set back from the road would help to encourage conditions conducive to talking and listening.

User perception of this location is that it is a thoroughfare for necessary activities rather than a place to spend time or meet and socialise in its own right.

Several users mentioned the pubs and cafes were instead the places they would socialise and talk instead. There was divided opinion on the pubs in particular as a social venue: some people felt the Centurion offered important opportunities to socialise, whilst others felt more threatened by its users and felt that it diminished the feelings of safety in the area.

## B: GEHL 12 QUALITY CRITERIA

В

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION

## 9. OPPORTUNITY FOR PLAY, EXERCISE + UNFOLDING ACTIVITIES

User interviews revealed most people felt there were limited opportunities for unfolding activities, play or exercise at this location.

Many users cited their intentions for onward activities in other areas, or their need to be in the area out of necessity rather than enjoying it as a destination with interesting activities or attractions in its own right. Users typically identified the local park (St Margaret's Park) when thinking about local opportunities for play for exercise, and nearby shops and cafes as places where they did like to spend time as a more enjoyable activity.

Interestingly, the proximity to the main road was noted by several users as having a significant impact upon people's perceptions of the area for leisure activities, with the implication that as the shops and spaces front directly on to the road with narrow pavements, the street environment is inherently designed for necessary activities rather than play, exercise or more sociable, enjoyable activities.

#### 10. DIMENSIONED AT HUMAN SCALE

Researchers observed that the local shops present a more welcome human scale and sensory interest to pedestrians. However, the visual and auditory dominance of car and vehicular traffic, and its prioritisation in the current street layout makes the town centre environment feel like it is dimensioned more for the speeds and size of vehicles than pedestrians or cyclists, to whom traffic proves a nuisance blocking desire lines and restricting public life.

## 11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

Users interviewed were not able to identify many opportunities to enjoy the outdoors primarily due to the impact of the traffic on the area. Some users stated that they preferred to remain indoors during working hours rather than sitting outside for lunch breaks or exploring the area because of the pollution and noise from vehicles along St John's Road.

Users commented that **current seating provision was too close to the road** and therefore not protected from fumes and noise from traffic congestion.

Some users commented that they prefer the quieter back streets and historic town centre to spend time and only use this location and St John's Road for necessary trips to the shops. St Margaret's Park was perceived to be one of the few local spaces away from the main street for enjoying better weather.

### 12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Researchers and user interviews agreed that there is room for improvement in terms of aesthetic quality and sensory experience at this location: in particular the **need to address** the noise, visual impact, pollution and proximity to traffic were particular priorities.

Users highlighted issues with **cars parking on the pavement** as a particular priority to address, and the dominance of car parking making this feel entirely an environment for cars not an attractive place for pedestrians and public life. This also contributes to cracked paving slabs which create uneven pavement surfaces for pedestrians and an impression the area is poorly maintained.

One user interview noted the **collapsing wall bordering the car park** at this location which has a negative visual impact on the area and gives an uncared for, unmaintained aesthetic. Users commented on the general 'ugliness' of the area which contributed to them feeling it was an **unappealing place to spend outdoors**. Researchers noted issues with large numbers of bins on the pavement, litter, narrow awkward pavement routes for pedestrians and a lack of planting and trees which further detracted from the aesthetic quality and created - in combination with a lack of seating and prevalence of cars - an unpleasant sensory experience.





# C: ST JOHN'S ROAD AT JUNCTION WITH MANSE ROAD



- Some pinch points and street clutter.
- Pedestrian crossing times not long enough for all users.
- Importance of ensuring walkable environment on Manse Road to enable improved connection between historic part of Corstorphine village and St John's Road - seen as for more necessary errands and shopping

## C: BEHAVIOURAL MAPPING

Behavioural mapping was undertaken at Location C, the St John's Road/Manse Road junction. Behavioural mapping shows standing behaviour was the dominant stationary activity in this part of the Corstorphine town centre. These standing behaviours were spread out along the whole area, but in particular on the east side of the junction with Manse Road where there are small scale retail frontages onto the street.

The main type of stationary activity observed was standing waiting. This was particularly prevalent at the crossing over Manse Road including central traffic island (especially on weekdays), and the north side of St John's Road where pedestrians wait to cross to the south. Waiting times over Manse Rd were typically 20 seconds to 1 minute. Researchers noted that many pedestrians walk across the minor junction with Manse Road without waiting for the green man. Pedestrians were observed standing waiting across the wider area on weekend days, particularly on the north side of St John's Road. Researchers noted that many of those waiting on the north side of St John's Road were waiting to cross to the south toward Manse Road or toward Corstorphine Hub and the adjacent shops.

The type of stationary activities observed varied considerably at the weekend. On weekdays most pedestrian stationary activities observed related to waiting to cross St John's or Manse Road at various points, whereas on weekend days a much greater variety of activities and public life was noted. For example, on the Saturday research day, clusters of standing activities (including window shopping) were observed on the south wider section of pavement on St John's Road adjacent to the shop frontages. This activity peaked at 12pm on Saturday when public life



appeared to be at a maximum. The weekday 12pm timeslot was the busiest for public life on this day (but did not surpass the weekend).

Along the same pavement on the south side of St John's Road, and most likely a result of the sheltered building overhang, individuals were observed spending longer periods in the street making phone calls. This indicates the importance of shelter for longer staying activities. A smaller number of smoking and talking activities were also recorded, and on both sides of St John's Road.

Stationary activities are infrequent to the west side of Manse Road. This correlates with increased passive frontages and narrow pavements. Only a small number of individuals were on the phone or smoking, notably near St Ninian's Church and on the



SATURDAY 18 FEBRUARY

south west side of the Manse Road junction.

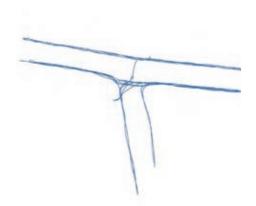
Whilst the pedestrian crossings at Manse Road/St John's Road present the most frequent stationary movement, there is also diverse public life on both sides of St John's Rd outside the retail frontages, especially under the overhang. This could be further encouraged by a more pedestrian-driven public realm, with trees and seating opportunities to create a more human-scaled environment that partially screens the road. The behavioural mapping shows the importance of maintaining a small-scale diverse retail frontage at ground level onto the street at this point, particularly at 181-195 St John's Road in any new development, where this should also ideally continue to provide building

overhang/shelter and wide pavement, and add 111 trees/seating.



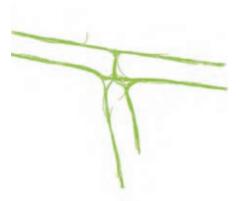
## C: TRACING STUDY - WEDNESDAY 15 FEB

ST JOHN'S ROAD AT JUNCTION WITH MANSE ROAD



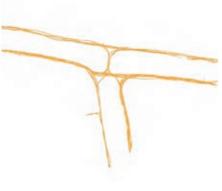


- Primary pedestrian flows observed along both sides of St John's Rd.
- Secondary traffic found along Manse Rd, connecting with the south side of St John's Road.
- Desire lines across junction of Manse Rd with St John's Rd to and from the pedestrian island, particularly on the south side of St John's Road in an east-west direction.



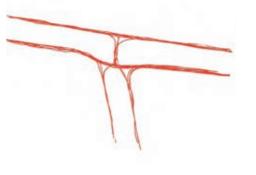
12NOON

- Equally intense footfall along all sides of St John's Rd and Manse Rd.
- All crossings at junction with Manse Rd are heavily used with desire lines to and from the traffic island.
- Heavy usage of the pedestrian crossing lights between the north and south side of St John's Road.
- Individual cases of jaywalking along Manse Rd connecting to the central traffic island and east side of Manse Road.



5PM

- Primary footfall with a slight predominance along the south side of St John's Rd and the east side of Manse Rd.
- Secondary footfall on north side of St John's Rd. Minor footfall on west side of Manse Rd.
- Desire lines to and from all 3 sides of the pedestrian island across the junction.



7PM

- Primary foot traffic along both north and south sides of St John's Rd with slight preference for the south side.
- Secondary foot traffic along both sides of Manse Rd.
- Pedestrian island with lights used as main form of crossing at the junction with desire lines to and from it being recorded across Manse Rd and St John's Rd.



## LOCATION C, WEDNESDAY 15 FEBRUARY

Tracing studies showed primarily east-west footfall through this section of Corstorphine town centre. This was found for both sides of St John's Rd, with a slight favouring of the south side of the pavement. This agrees with user interviews that raised concerns about driveways and uneven pavements particularly on the north side of St John's Road. Pavements along Manse Rd saw a less intense, but still considerably constant footfall throughout the whole research day. This was slightly more heavily focussed on the east side of Manse Road leading to the south side of St John's Road to the east.

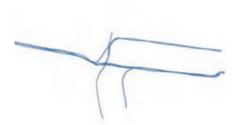
Pedestrians crossing the road almost exclusively used the crossing lights at the junction. This highlights how busy and fast moving the main arterial route is, making it extremely hazardous and difficult for pedestrians to cross more informally at other points. Pedestrians make use of the pedestrian lights at Manse Road to cross in all formalised directions permitted by the crossing infrastructure. Pedestrians were observed needing to wait at the lights, with only a small number running across on red to shorten waiting times at quieter times. Desire lines are noticeable spreading to and from the pedestrian island along Manse Rd and slightly less visibly across St John's Rd. This is where pedestrians have taken the more direct route to their destination rather than the formalised pavement routes suggested, and indicates that some minor junction works to widen pavements and better prioritise pedestrian movement could be beneficial.

Other characteristics of Location C noted by researchers during tracing studies were an overpowering presence of heavy traffic throughout the day and poor lighting in proximity to St Ninian's Church and Corstorphine Hub, despite the popularity of the sheltered pavement among pedestrians. Many users were observed to be mothers with prams and older residents, as well as cyclists and runners.

Considering the popularity of the area and junction among different pedestrian user groups and cyclists, creating a green buffer and a more favourable public realm with effective lighting and cycle paths and racks, particularly at 181-195 St John's Road would create a more positive environment to facilitate public life, and better sheltered from pollution, noise and traffic.

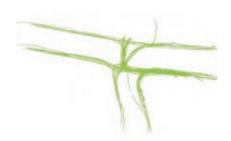
## C: TRACING STUDY - SATURDAY 18 FEB

ST JOHN'S ROAD AT JUNCTION WITH MANSE ROAD



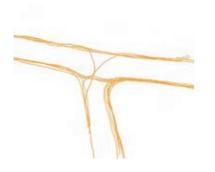
### 8AM

- Very little footfall across the whole area.
- Main pedestrian flows registered on the south side of St John's Rd and on the north side to the east of the junction.
- Minimal footfall along Manse Rd.
- Some jaywalking registered at the junction, taking advantage of quieter traffic to make this easier and safer to do.



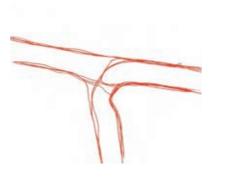
12NOON

- Heavier footfall across the area with primary footfall on south side of St John's Rd, in particular to the east of the junction.
- Secondary pedestrian flows on the north side and southwest side of St John's Rd and along Manse Rd.
- The pedestrian island is heavily used with desire lines to and from it across St John's Rd.
- The south-east corner of the junction is particularly busy and the pavement area in front of 181-195 St John's Road where Corstorphine Hub and Lucy's Cafe is.



5PM

- Milder footfall throughout the area with slightly predominant traffic on the south-east side of the junction along St John's Rd and Manse Rd.
- Crossing of the junction was mainly observed along the south side of St John's Rd across Manse Rd.
- Crossing north-south on St John's Rd is infrequent and only observed at the lighted crossing, with desire lines taking a more direct route to and from the traffic island.
- Busy south-east corner of the junction.



7PM

- Mild footfall throughout the area.
- Primary pedestrian traffic along the south-east side of the junction and on the north-east side of St John's Rd. This highlights the importance of the route from Manse Road toward the east along St John's Road and heart of the town centre.
- Secondary pedestrian flows observed on the west side of the junction along St John's Rd and Manse Rd.
- Desire lines through the pedestrian island cover considerable lengths along Manse St and St John's Rd indicating lower traffic volume.



## LOCATION C, SATURDAY 18 FEBRUARY

Tracing studies show that the 8am timeslot earlier in the day on Saturday was quiet, though this picked up throughout Saturday. Primary traffic was noted on the east side of the junction, in particular around the south-east corner where St John's Road turns into Manse Rd, but also between the west side of Manse Road and north-east side of St John's Rd.

Secondary less intense pedestrian flows were found to the west side of the Manse Road junction on both north and south sides of St John's Road. Tracing studies showed fewer pedestrians walking to/from the town centre to the west of this junction than the east. This may indicate where the 'heart' of the Corstorphine town centre is - i.e. to the east of this junction at Manse Road. This correlates with researcher observations relating to the increased density and character of small-scale local shops east of this point (and until Kirk Loan and Station Road) which better create the character and amenity of a 'town centre'.

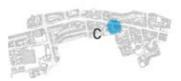
The main pedestrian crossing point in the area is the pedestrian island with lights at the top of Manse Rd. This was used throughout the day on Saturday, peaking at the 12noon slot. Individual pedestrians and large groups alike were observed needing to wait at the lights. Desire lines were particularly noticeable to and from the pedestrian island. At times these covered long distances across Manse Rd and St John's Rd. Researchers also noted particularly heavy traffic at this location, peaking at 5pm, and constant use of the overhang at Corstorphine Hub for window shopping and shelter against the weather. Given the constant use of the pedestrian crossing on St John's Rd, it may be beneficial to reconsider waiting times at the traffic lights to better prioritise the pedestrian experience over traffic. Additional steps to slow or reduce traffic, combined with improving the quality and experience of the pavement (reduced clutter, additional seating, better quality materials, raised tables over driveways, continuous pedestrian surface, additional trees and planting) may also enhance public life - particularly to the east of Manse Road. Pavement widening would also improve the pedestrian experience to

The existing widened pavement, small-scale retail frontages at ground level and overhang at 181-195 St John's Road currently aids pedestrian movement and public life. These features should be kept and built on with additional trees, seating and bike racks to provide a more human scale environment for pedestrians in future any development.



## C: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



#### 1. FEELING SAFE / TRAFFIC

There was consensus from user interviews that traffic was a problem in terms of volume, noise and pollution and should be reduced. The speed of vehicles was also noted with several users able to recollect traffic accidents at the junction. Peak times were recognised as particularly problematic

Researchers observed a high volume of HGVs using St John's Road, and this was also commented on by users. Users often commented they would support a reduction in the number of HGVs, lorries and other large commercial vehicles using the street because of their negative impact on safety and pollution. Researchers noted that the road feels too narrow to reasonably accommodate HGVs and large supermarket delivery vehicles.

Users also frequently mentioned a desire for improved pedestrian crossings at the junction, as the 'green man' lights currently change too fast for some users to cross the road safely. Several users commented on having 'near misses' with traffic because they could not cross quickly enough before the cars started to move again.

Researchers also observed a large number of cyclists using the road, though there is a lack of dedicated segregated cycle lane. Rationalisation of the road carriageway to enable a segregated cycle lane would improve perceptions of cycle safety and increase cycling numbers.

#### 2. FEELING SECURE / CRIME

Most users interviewed were **not overly concerned about crime** at this location. However, there was an awareness that whilst this area was felt to be 'quiet' and generally friendly, crimes do sometimes happen here. For example, some users cited particular instances or concerns in the area, such as friends being **robbed**, **break-ins**, **a car window being broken**, **or concerns over drunk behaviour** of people a the Toby Carvery nearby.

Some users were also concerned about the behaviour of some of the young people not having enough to do in the area, and the implication this leads them to cause trouble and anti-social behaviour.

Researchers observed that perceptions of safety could be improved through ensuring sufficient lighting in the area, particularly on the building overhang and around the church where lighting was noted to be poor. Encouraging natural surveillance during the day and into the evening via encouraging outdoor seating on wider pavement areas would also help improve perceptions of safety and 'eyes on the street'.

res the cycling numbers.

#### 3. CLIMATE + POLLUTION

Most users interviewed felt that the **traffic, pollution and noise** had a significant impact on sensory experiences.

Users noted that they would like the location to be quieter and less busy with traffic, especially during rush hour. Pollution levels were a particular concern to many users. Several users mentioned that they would rather spend time in the quieter surrounding areas and historic centre of Corstorphine to the south, rather than on the busier main road.

Users expressed a **desire for seating** opportunities in the area, but at the same time felt that **traffic congestion and pollution may be too much of an inhibiting factor** for its use.

Researchers observed that there may be opportunities to reduce the visual dominance of traffic in the street environment by integrating large specimen high canopy street trees to reduce the large car scale and provide a partial visual screen and conceptual barrier to the noise and visual impact of the traffic. This has been shown in research studies to reduce perceptions of traffic noise and encourage public life. Air filtering tree species that specifically target the most damaging particulate matter present on St John's Road should be chosen. Whilst the impact of air filtering trees on pollution is limited, if combined with segregated cycle lanes or other improvements to promote active travel whilst restricting access to certain high pollution emitting vehicles such as HGVs and other commercial vehicles a bigger impact on pollution, and positive impact on public life may be realised.

Researchers also observed the **limited amount of available shelter** at the location, particularly on the north side of the street. Some users commented that this lack of protection from wind and rain - both at the shops, and en route from the residential areas to the north and south of St John's Road, mean they sometimes opt to take the car or bus instead of walking in poor weather.

The building overhang at Corstorphine Hub is frequently to walk under regardless of the weather and provides shelter adjacent to shop frontages in poor weather. This combination of shelter and active small-scale shop frontages should be retained at this location in any new development to best enable public life.

#### 4. OPPORTUNITIES TO WALK

enough on the south side of St John's Road near Corstorphine Hub which made it straightforward for pedestrians to walk through the area with ease. However, the south side of St John's Road to the west side of Manse Road is much narrower, resulting in pedestrians needing to step into the road to pass one another. The north side of St John's Road at this location is mostly wide with some narrower points, however the uneven pavement created in particular by kerbs from driveways to car parks behind the shop/restaurant frontage create particular issues for people with mobility issues and prams. These users were observed in relatively high volumes during the day. Researchers also noted extremely narrow pavements along Manse Road, a popular route pedestrians use to access the town centre on St John's Road from the residential area to the south and the historic 'heart' of Corstorphine via the heritage trail. Users also commented on these narrow sections of pavements causing pinch points that were harder to walk through. It is important to ensure not just the town centre main street itself, but also those side streets that act as pedestrian movement routes to access St John's Road are also accessible and easy to walk for all users.

Users interviewed felt that the pavements were wide

User interviews also revealed that those people interviewed typically lived close to the small-scale shops on St John's Road, many of whom were older and felt this proximity was important, meaning they did not have far to walk.

ARVERY

-9:4-

Researchers observed that the junction of St John's Road/Manse Road was very busy with pedestrians throughout the day, particularly on weekends, with many paused waiting to cross at the lights. Researchers also observed the split crossing to problematic, with pedestrians unable to cross the street in one go but instead getting caught in the central traffic island because the light had changed by the time they reached the island.

### OPPORTUNITIES TO STAND/STAY

Users had mixed responses to choosing to spend time outside at this location. Some commented that they would not spend time here at all and that it was just a route to elsewhere, for example shops further afield or other destinations. Others identified more favourable local spots to spend time away from the main road. Other users commented that they liked the church (St Ninian's) and its garden, wandering around the shops and going for dinner with friends or family at local restaurants, but did not consider the street environment and public realm itself as a place they would spend time.

Both researchers noted, and users agreed, that steps could be taken to create greener, more pleasant places within the street itself, adjacent to particularly active street frontages on St John's Road between Manse Road and Kirk Loan, to encourage people to spend time outside.

This section of St John's Road (Manse Road to Kirk Loan) feels like the heart of the main Corstorphine high street - with its smaller scale, mostly independent retail and cafes, more human scale and sensory interest. However, improvements would be recommended to further enhance the character of this section of the town centre in particular, to better improve opportunities for people to spend time here in comfort and with some buffer to the traffic. For example, consideration might be given to rationalising multiple road lanes for this section to enable space for avenue trees, smoother, wider pavements and continuous pedestrian priority, more outdoor cafe seating, and public realm seating in sunny south-facing spots slightly set back from the road. This would create a 'heart' to the retail town centre with a distinct character and which is more conducive to public life.

### 6. OPPORTUNITIES TO SIT

The majority of users felt this location currently does not have sufficient seating. Users interviewed only regularly used the single bench by St Ninian's church, but acknowledged there were some other seats nearby (two benches on the north side of St John's Road nearby). These seats enjoy positive sunny positions. However, it was felt that proximity to the road and traffic noise and pollution makes sitting wholly unappealing at these locations and elsewhere along St John's Road. Users felt that the negative impact of fast-moving, voluminous and noisy traffic so close to public benches, combined with a general awareness of the significant bad pollution levels at this location, and a lack of anything 'interesting' to look at, meant that users may not wish to sit outside unless considerable efforts are made to mitigate the negative environmental effects of the busy traffic. Users instead prefer to use the local park (St Margaret's Park) for sitting in the public realm, with some stating they only venture outside into the street for necessary activities, and only sitting in indoor locations such as cafes, restaurants or bars.

Users commented that more could be done to create a pleasant environment, sheltered from the impact of traffic to encourage people to spend more time outdoors.





## C: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



#### 7. OPPORTUNITY TO SEE

Responses were mixed in terms of views and vistas at this location, with some users commenting that there was nothing to see or do in the area, with the town centre street functioning as a thoroughfare to necessary destinations with little of interest.

The local church (St Ninian's) and its garden were commonly cited as the only local pleasant green 'scenery' and architectural interest for people to enjoy in this area of the town

However, a high proportion of users did comment that they liked to wander around the shops in the area, or frequent local cafes. Researchers also noted the positive impact these active frontages and typically smaller human-scale elements have, typically adding sensory interest and creating active frontages that benefit both public life and views in the

Users also remarked that there was **no provision** for young people in the area which impacted upon the perceived over-representation of this demographic in the town centre outside, particularly in the evening.

#### 8. OPPORTUNITY TO TALK + LISTEN

User interviews revealed perceptions of the town centre as a friendly place with a strong community feel.

Users typically highlighted opportunities to spend time with friends and family in local pubs and cafes, in particular Corstorphine Hub, the Royal Oak pub and Mimi's Bakehouse nearby. However, with the exception (to some extent) of the sheltered space created adjacent to the ground floor shop and cafe frontages due to the building overhang at Corstorphine Hub, the combination of loud traffic and lack of public realm seating or pleasant sheltered spots set back from the road caused a lack of appeal to stop and have a conversation outside.

By making the street environment more conducive to talking and listening activities, with clusters of seating set back from the road, some shelter and a more pleasant human-scale green environment including street trees that help to partially screen the road, opportunities to talk and listen would be improved. This can be important in allowing older residents or other more vulnerable or isolated social groups, such as new parents, opportunity to socialise via chance meetings in the street, or to pause and rest en route to necessary activities such as grocery shopping.

The provision of more pleasant public realm seating opportunities are therefore important not just for encouraging opportunities to talk and listen, but in improving the accessibility of the street environment for those who need to take a rest, as well as further building on the already strong community to improve public

### 9. OPPORTUNITY FOR PLAY + UNFOLDING **ACTIVITIES**

Users interviews gave a mixed response on opportunities for play, exercise and unfolding activities at this location.

Many users cited a lack of green space, seating or space away from traffic to enjoy outdoor activities, considering the location as more of a transport conduit than a place to spend time. Some users expressed a preference to spend time in other areas for leisure activities. This highlighted an interesting distinction between perceptions of St John's Road - a busy traffic oriented street for necessary errands - and the more historic centre to Corstorphine which is seen as more pleasant and characterful, with St Margaret's the most commonly cited location for outdoor exercise, play or other activities.

Users were able to identify some activities that they did enjoy in this section of St John's Road in the Corstorphine retail town centre. These related primarily to window shopping or spending time socially in pubs, restaurants and cafes. Researchers also noted a high **number of runners** in the evening.

### 10. DIMENSIONED AT HUMAN SCALE

Users interviewed generally commented that they felt this street environment was dominated by cars and vehicle movement rather than human-scale. This was a common sentiment both at this location, and throughout the rest of the Corstorphine town centre. Researchers noted that St John's Road is an arterial road into Edinburgh, and heading west to connect with Edinburgh Airport and Glasgow. As such, researchers noted large numbers of larger vehicles, including the 500 Edinburgh-Glasgow bus using this street as a major thoroughfare. The infrastructure to support this volume and mix of traffic inherently detracts from more human-scale elements present.

However, users did also comment positively regarding the smaller scale of shopping particularly on this stretch of the town centre (St John's Road between Manse Road and Kirk Loan). Whilst researchers and users both noted that much could be done to improve the human scale aspects of this street and make it a more pedestrian-priority sensory-rich environment that is a more pleasant setting for public life the small-scale of the independent shops helps achieve a more pleasant human scale. Improvements might include more green sensory interest from street trees and colourful planting, improved materiality and surfaces that better accommodate pedestrian and cyclist movement, wider pavements at pinch points, and reduction in large street signs and

### 11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

Users interviewed felt that there were **currently** few opportunities to enjoy the positive aspects of climate here. There was consensus that the noise, volume and proximity of traffic and pollution all contributed to an environment which had limited appeal to spend time outdoors. People particularly expressed that they would prefer to sit away from the main road as it was too busy to be able to relax at this location in nice weather, preferring the park or quieter back streets to spend time.

However, there are three benches positioned in sunny south-facing positions which offer some limited opportunities to enjoy positive aspects of



Users interviewed expressed a desire to enhance outside spaces with more planting and trees which would serve as a buffer from the poor sensory experiences generated by the traffic.

Some users expressed that they enjoyed the wider pavement outside Corstorphine **Hub** as this allows them to window shop without worrying about being jostled. Other users commented on narrow pinch points and sections of pavement which are less favourable.

Many users like the small-scale shops at this location and see these as an important part of the character and draw of this area. Researchers noted these provided sensory interest, with Corstorphine Hub cafe and charity shop providing a particularly vibrant **location** for people to meet or shop.

Unfortunately some other more pleasant sensory experiences outside in the street environment itself were diminished by the presence of busy traffic noise and pollution.

# CAR PARK SPACE AT JUNCTION OF ST JOHN'S ROAD + KIRK LOAN

MILI TRUM

# **Key observations:** • Nearby historic village centre to south seen as the place people would like to spend time outside for more leisurely activities. St John's Road seen as a necessary movement route for shops and bus connections. Improved pedestrian connection down Kirk Loan (and Manse Road) to better bring together the high 'place' function of the village with amenity and movement function of St John's Road would be beneficial. Need for rest spots and seating for pedestrians at this location and along

- Need for rest spots and seating for pedestrians at this location and along the town centre length to facilitate walking to shops and for errands.
- Health concerns relating to traffic pollution.
- Feeling of car dominance and lack of space or priority for pedestrians.
- Desire for more trees, planting and 'green' in the street environment.

## D: BEHAVIOURAL MAPPING

CAR PARK SPACE AT JUNCTION OF ST JOHN'S ROAD + KIRK LOAN

Behavioural mapping shows that standing activities were the most common stationary behaviour at Location D. In particular standing waiting at the bus stop on the south side of St John's Road, on both corners of the car park waiting to cross the road, and on the eastern corner of Kirk Loan/St John's Road. There are no formalised crossing points north-south over the main arterial road at Location D. The closest are to the west of this location on St John's Road at the 'White Lady' pub, and to the east at the 'Turks Head Barber'.

The overall volume of people observed standing waiting was considerably more intense on weekend days than on weekdays. The bus stop on St John's Road and the eastern nodal corner point of Kirk Loan/St John's Road were particularly busy at the lunchtime research timeslot (12pm) and with more moderate but still considerable intensity at the late afternoon and early evening timeslots (5pm and 7pm) during the weekend. Other standing activities observed within the area were consistent and relatively intense during the weekend. Window shopping was noted primarily on the south side of the car park and on the north side of St John's Road. Two ATM machines (one either side of the road) were also key points for stationary behaviours.

Individuals making phone calls, talking and playing were observed in more limited numbers on both research days, with a considerable percentage making use of the sheltered overhang close to the commercial area to the south of the car park for these activities. This highlights the importance of shelter and a conducive environment for these to occur. Sitting was almost exclusively observed on weekdays, and restricted to a homeless vendor sitting outside of the shops to the south of the car



WEDNESDAY 15 FEBRUARY

park. Some limited instances of people perching on the stone wall at the bus stop were observed, though these were small in number - possibly due to the cold materials on winter days or lack of space to do so without obstructing other pedestrians.

Behavioural mapping for Location D shows the presence of some existing public life along the shop frontages to the north and south of St John's Road. Particularly under the shelter of the building overhang at the shop frontages to the south of car park, and on the wider pavement section on the north side of St John's Road. This could be

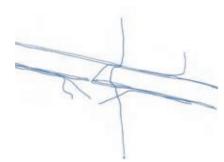


SATURDAY 18 FEBRUARY

built upon by providing additional sheltered and sitting areas with a greener and human scale environment to further encourage public life and take advantage of the positive sunny microclimate in the majority of this area. Behavioural mapping also shows a frustrating crossing experience with many pedestrians having to wait to cross a series of minor junctions and car park entrances. Better prioritising pedestrian movement along these key east-west (St John's Road) and north-south (Kirk Loan) thoroughfares would be beneficial.



## D: TRACING STUDY - WEDNESDAY 15 FEB



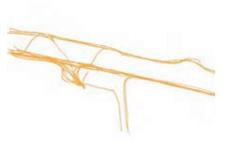


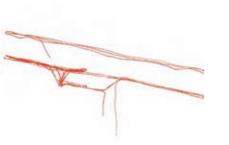


8AM

- Primary pedestrian flows along both sides of St John's Rd with slight preference for the south side.
- Secondary minor traffic along Kirk Loan and to and from the shops.
- Individual cases of informal crossing north-south over St John's Rd.







### 12NOON

 Significantly increased volume of pedestrian flow.

 Primary pedestrian route along south side of St John's Rd and via loop on pavement skirting shop facades at the car park.

 Secondary traffic along north side of St John's Rd.

 Desire lines across junction with Kirk Loan to/from shop facades at south edge of car park.

 Individuals observed moving between parked cars and shops.

 Little informal crossing of St John's Road, possibly due to heavy traffic.

 Primary foot traffic within south-west side of this area. in particular to and from shops and along the west side of St John's Rd and to/from the bus stop to the west.

5PM

 Secondary lesser foot traffic on north side of St John's Rd and on south side east past the bus stop.

 Individual occurrences of jaywalking/informal crossing of St John's Road, though this is minimal, possibly due to traffic volume and speed.

 Desire lines cut the corner at the west side of the car park.

### 7PM

 West side of car park has significantly heavier footfall.

 Minor foot traffic along north side of St John's Rd and Kirk Loan.

 High activity to and from bus stop on the south side of St John's Rd.



## LOCATION D. WEDNESDAY 15 FEBRUARY

Pedestrian flows in the area are predominantly in an east-west direction along both sides of St John's Rd. The south side of St John's Road is a slightly more popular route than the north. There is particular emphasis (and prominent desire line clusters) from the bus stop on the south side of St John's Road to/from the shop facades at the south of the car park, and along St John's Road to the west of this location.

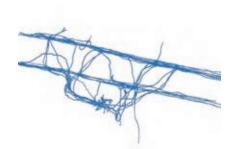
This dominance of pedestrian footfall to the west of the car park and bus stop and further west along the south side of St John's Road may indicate the 'heart' of the Corstorphine town centre is primarily to the west of this **location.** In combination with the findings at Location C, the tracing studies give evidence that the most popular pedestrian movement routes within Corstorphine town centre are therefore between Manse Road and Kirk Loan on the south side of St John's Road.

Movement is also visible on the pavement between the shop frontages and the car park to the south of St John's Rd. Kirk Loan was observed to have secondary pedestrian flows along both sides to/from the south. Desire lines are visible at the junction with Kirk Loan, where they cover part of the road surface to and from the shops. Researchers noted a **conflict at the minor** junction with Kirk Loan, with cars frequently obstructing and sometimes endangering pedestrians whilst turning onto/from St John's Road. Additionally, researchers noted heavy traffic and pollution undermining the pedestrian experience, a lack of seating and the tendency to informally cross between the north and south sides of St John's Road due a lack of signalised crossing points at this location.

The car park space at this location would benefit from a rebalancing of the parking area to instead provide wider pavements, seating space and encourage slower car movement by introducing an extended raised table at the Kirk Loan minor junction, and potentially shared space or raised tables also at the car park exit/entry. The introduction of clear stemmed high canopy species of trees and planting could lessen the actual and perceived effects of pollution whilst creating, together with road modifications, a perception of threshold to the town centre, encouraging slower traffic and promoting a more pleasant aesthetic and respite point along this busy arterial road.

## D: TRACING STUDY - SATURDAY 18 FEB

CAR PARK SPACE AT JUNCTION OF ST JOHN'S ROAD + KIRK LOAN



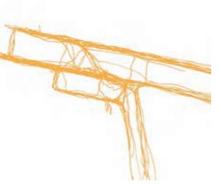
### MA8

- Primary foot traffic along the north side of St John's Rd and along the pavements between the shop and the parking lot.
- Secondary movement on the south side of St John's Road with minimal traffic down Kirk Loan.
- Large numbers of pedestrians informally crossing St John's Rd south-north.
- Junction of Kirk Loan where this meets St John's Road frequently crossed by pedestrians along their desire lines to and from the shops.



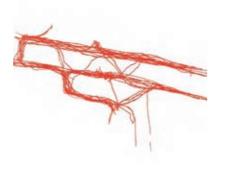
12NOON

- Heavy pedestrian traffic across the whole area.
- Primary pedestrian routes seen on both sides of St John's Rd, in particular hugging the south side of St John's Road to the west, then the shop facades at the south of the car park and along the west side of Kirk Loan.
- Frequent informal crossing of St John's Rd.
- Large clusters of desire lines across the car park and the Kirk Loan junction indicate a feeling of increased pedestrian priority here and demand to follow desire lines.



5PM

- Main footfall along both sides of St John's Rd.
- Secondary flows on pavement between car park and shops and along Kirk Loan.
- Large amount of jaywalking across St John's Rd with peaks to and from the bus stop on the South side of St John's Rd.
- Desire lines along
   Kirk Loan from level of
  the Junction



7PM

- Heavy footfall along both sides of St John's Rd and on pavement between car park and shops.
- Activity at the bus stop on the South side of St John's Rd.
- Jaywalking across St John's Rd.
- Desire lines across junction with Kirk Loan.



## LOCATION D, SATURDAY 18 FEBRUARY

Location D proves to be a busy area for footfall throughout the whole research day. Researchers noted that, similarly, traffic was intense throughout the day. The most popular pavements in the area are both sides of St John's Rd and the bus stop on its south side. The pavement between the shops and car park proves particularly popular as well, with secondary flows along Kirk Loan.

Informal road crossing by pedestrians is a particularly frequent phenomenon registered in the area. This was observed to happen regardless of time of the day and level of traffic. Desire lines indicating pedestrians moving according to the shortest route to their destination, are also particularly noticeable across the whole area, especially across the car park and junction with Kirk Loan. An extended raised table or smoother surfacing may be beneficial to provide a more accessible walking experience through the area, with a wider more accessible entrance route to the shop frontages from the east of St John's Road.

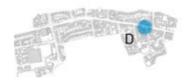
Researchers noted positive slow pedestrian movement across the area with pavements, shops overhangs and the car park used for social activities. However, there are little opportunities for seating.

Opportunities in Location D exist in exploring the potential of the existing pedestrian social activities in the area to create a more human-scale environment. By adding an extended raised table with better surfacing, planting and street trees, seating opportunities and setting a higher priority for pedestrians over vehicular traffic, the location would accommodate pedestrian needs and encourage a more stimulating public life.



## D: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



#### 1. FEELING SAFE / TRAFFIC

Users interviewed identified the **traffic as a big concern at this location, most frequently mentioning the speed and volume** of vehicles.
Researchers also observed that traffic appeared to far exceed the 30mph limit.

Users also commented that there was a particular problem with cars going through red lights, causing danger to crossing pedestrians: this was also observed on multiple occasions by researchers during the street observation time slots. Researchers also observed people frequently crossing informally at this location, even during heavy traffic.

Researchers noted there may be opportunities for road modifications, such as wider pavements and/or avenue street trees, to enhance the character and distinctiveness of St John's Road between Manse Road and Kirk Loan, and improve vehicle drivers' awareness that they are entering a local town centre and need to be more considerate of pedestrians.

#### 2. FEELING SECURE / CRIME

Users interviewed expressed mixed feelings around safety at this location.

Many commented that they felt safe here during the day and had not experienced any problems, commenting often that the larger threat was speeding traffic in the area.

However some users identified particular points of concern, such as break-ins to their nearby homes or shops. There was also some association of the local betting shops with criminal behaviour in the area, although users commented that the new security staff had helped this issue.

Large numbers of teenagers hanging around on the street were also considered to be intimidating by some users due to fears of antisocial behaviour.

#### 3. CLIMATE + POLLUTION

Users interviewed frequently cited **noise and particularly pollution from traffic** as the main factors which created unpleasant sensory experiences.

Users spoke of concerns about the impact of pollution on their health if they spent too much time close to the traffic in the street environment. There was an awareness of the recent reports citing St John's Road's poor pollution levels which were of significant concern. One user said she would lift her dogs up and carry them along St John's Road so they were not on the ground where the pollution was perceived to affect them more.

Researchers observed that traffic remained heavy in this location, with cars visually and auditorily dominating the location from all directions.

Users commented that seating being located close to the road did not make for a pleasant experience, many users opting to avoid spending time near to the road at all, sometimes opting to sit outside at home instead.

Users commented that the **bus shelter and shop canopies were valued** in creating protection from the rain.



Users interviewed frequently remarked on **circulation issues** at this location.

In particular, users commented that they felt the lighting sequences at the pedestrian crossing favour cars, with long waiting periods before lights turned to the 'green man' for pedestrians to cross. This frustration with the formal crossing point may, in part, explain why researchers observed a high proportion of informal crossing of St John's Road at this location.

Researchers also observed, and users commented, that the pavements were too narrow at points, particularly around the bus stop. This was particularly challenging for people with additional mobility needs or prams to navigate. One user noted that the pavement inclination and the materiality also created circulation challenges for people with mobility issues - in their case, arthritis.

Researchers also observed some particularly challenging points for pedestrians around the car park, where the backlog of cars trying to exit the car park and/or turn right from Kirk Loan onto St John's Road, made it difficult for users to cross the minor junction over Kirk Loan, or continue east-west past the car park exit.

Researchers also observed a high proportion of journeys straight from the bus stop to the Sainsbury's implying people primarily used the area for 'necessary' over leisure activities. The car park was also frequently used by pedestrians to cut-through between Kirk Loan and St John's Road and to/from the shops. Researchers also noted that in general footfall was low during weekday evenings with most pedestrians arriving at this location by bus and heading home from work, with a small number also heading into the city centre. This highlights the importance of this location as a movement route for pedestrians.

Several users commented that despite wide sections of pavement, the poor quality of materials used means that as a movement route there are some accessibility issues for certain users and an uncared for appearance that could be improved. Equally, further improving pedestrian priority at this location is recommended.

#### 5. OPPORTUNITIES TO STAND/STAY

The majority of users interviewed expressed a lack of desire to spend time in the location, citing the main road and proximity to traffic as the main reason.

Users identified other locations where they would prefer to spend leisure time, which included the local park, Corstorphine village and historic areas to the south, or at home away from the main street.

One user described the location as a 'transport corridor to get buses' which demonstrates strongly the sentiment of town centre users. It was also noted that the bus stop got really overcrowded at peak times, forcing users to stand in the rain.

Given the perception of St John's Road as purely a transport corridor - for necessary movement to/from shops on foot or to catch buses from - it may be more beneficial to focus initially on improving the waiting experience at bus stops (additional seating, shelter, trees/planting), and quality of pavements for movement on foot (wide clear routes, improved materials) as a first step to making the street environment and Corstorphine town centre a more pleasant place to spend time or move for these necessary errands.

Equally, improving the pedestrian connection to the nearby historic Corstorphine village - where people do already enjoy spending time and many live - would be beneficial to better facilitate movement to/from the retail and transport links on St John's Road and reconciling this with the historic village as a connected location as part of a more cohesive identity, and that provides a nearby more pleasant as a place to spend longer periods.

### 6. OPPORTUNITIES TO SIT

A pattern is emerging at this location, whereby users see the historic village centre and park to the south as the places they would like to spend longer periods of time outside. However, there is significant demand for more seating at this location and along St John's Road as rest spots for shorter stays for those en route to necessary activities who are older or for health reasons need to take frequent rest points.

Users identified the White Lady pub as one of the few spots along the town centre length with outdoor seating provision, yet this is only for paying customers and is raised up a series of steps above the road level so does not create a good accessible rest spot.

Researchers observed that the existing car park lay-by is currently used by individual cars parking rather than official delivery vehicles. These large delivery vehicles instead use the main road to load/unload from, frequently for the Sainsburys shop. As such, researchers noted that the lay-by adjacent to the shop frontages may have the potential to provide an opportunity for seating, set back away from the street and buffered by high canopy street trees between this area and the traffic. This would meet user demand, with many users commenting that the current seating, facing the main road was poorly positioned in close

This could be combined with improved pavements, materials and pedestrian priority in the car park area, with a reduction in car parking spaces to better facilitate pedestrian movement, whilst incorporating necessary rest spots and seating.

proximity to traffic noise and pollution.

## D: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



### 7. OPPORTUNITY TO SEE

The primary activity users were able to identify in the area was shopping. Many users remarked that their primary activity was for 'necessary' amenity based shopping in the town centre, and it was these mostly small-scale shops that created the most pleasant visual aesthetic.

A number of users expressed concern about a decline in small, independent shops in the area, and in particular the arrival of large chains such as Costa which were felt to negatively impact on the visual character of the town centre as well as more local independent businesses. Users also expressed a desire for a more 'local' feel in the shopping offer, including provision of events like a farmers market, and a greater range and diversity of shops, with less focus on charity shops.

Researchers observed a high proportion of people window shopping and talking under the building overhang at this location, however the heavy interface with cars/bus stop and road impact upon its feel as a more intimate space for talking and spending time outdoors.

Almost all users commented on the negative impact of the traffic volume and how this visually dominates the area.

#### 8. OPPORTUNITY TO TALK + LISTEN

Researchers observed a lack of appealing places for people to relax and spend time talking and listening, noting that whilst a number of users were seen chatting to each other on the north side of the road, and on the pavement at junction corners and the bus stop due to chance meetings, the proximity to the road is likely to have impacted upon the duration of time people were willing to talk.

Building on this strong sense of community, with many people in the street local residents who know each other, to create more conducive street spaces for people to pause in comfort to talk, rather than cutting these conversations short would be beneficial to public life

Several users interviewed remarked upon liking local community activities, and that this was an opportunity to socialise. However, the loss of the community centre was felt to have significantly impacted upon the provision of clubs and activities in the area, and there were concerns about the future of the Corstorphine Hub and Lucy's Cafe building. Whilst these are indoor spaces, they act as popular meeting spaces, which have potential to create active frontages or for conversations to spill out into the street. Other users spoke of the local choir, spending time in local cafes, restaurants and pubs with friends or spending time in the local park as place to talk and listen. However, few opportunities were felt to exist outside.

Researchers also observed a lack of appropriate spaces, either outdoor or indoor for teenagers to spend time, resulting in these groups hanging out in the street, particularly in the evening. Many users perceive these groups as a threat or intimidating, with researchers observing a local shopkeeper ushering teenagers away from the front of his shop during the day.

## 9. OPPORTUNITY FOR PLAY, EXERCISE + UNFOLDING ACTIVITIES

User interviews revealed that most people do not feel there are currently any opportunities for play, exercise or unfolding activities at this location on St John's Road.

Several users commented that they would take their children to play in St Margaret's Park instead, or that the historic village centre to the south was seen as the place to spend leisure time for play, exercise and unfolding activities, whereas St John's Road was more for necessary errands such as grocery shopping or catching the bus.

A number of users also commented that they would like to see more unfolding activities on St John's Road that offered a more diverse an alternative shopping experience, such as farmers markets outside, more 'eco' retail offerings or just something different from charity shops, and increasingly, chain shops

Researchers noted that the heritage trail leading from this point down Kirk Loan to the south of the Corstorphine town centre could be further improved beyond the existing signage, with a more distinct, and high quality materiality and pedestrian pavement connection that would enhance wayfinding, and better connect the historic village centre with its higher 'place' function, with the St John's Road used more for movement and necessary errands.

### 10. DIMENSIONED AT HUMAN SCALE

User interviews revealed the importance of the local small-scale shop frontages to the human scale of the street. There were some concerns regarding increasing numbers of chain-shops that were felt to detract from this character, and recent closures of several local shops however

Researchers noted, and users overwhelmingly agreed, that traffic and the dominance of the road and cars throughout the St John's Road linear street environment, as well as in the car park at Kirk Loan significantly detracted from any positive human scale offered by the shops. Increasing pedestrian priority, reducing the visual dominance of traffic, and rethinking the division of space within the street carriageway and car park to give more room for pedestrians, with increased sensory elements at a more human scale would be beneficial.

Many users cited a significant lack of green space in the area, and researchers noted there may be potential to improve human scale also by adding high canopy avenue street trees that would 'bring down' the scale of the road by providing an upper canopy that focuses attention back down to shop frontages and the pedestrian experience. These could be set within wider pavements, or reduced car parking in the car park at Kirk Loan, and accompanied by seating to better provide for pedestrians using the street environment. Pinch points such as at the bus stop should also be addressed.

## 11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

User interviews revealed that people do not currently feel there are opportunities to enjoy the positive climate at this location. Whilst users mentioned the building overhang adjacent to the shop frontages and bus stop providing some shelter in poor weather, there were felt to be no opportunities for places to go to enjoy better weather at this location.

Users felt that the dominance and proximity of the traffic, combined with high pollution levels detracted from their desire to spend time outside here in good weather at present, even if the opportunity presented itself.

There was demand for more seating and 'rest spots' at this location and along the town centre length, particularly for older users. As such, any new seating or places provided to enjoy positive weather, should ensure there is adequate screening from the traffic, ideally with street trees selected for their high canopies and pollution filtering properties to give a more attractive green buffer to the road.

TAXI



Most users expressed a **desire for large street trees and significant planting improvements** to enhance the aesthetic quality at this location and throughout the town centre.

Some users also mentioned previous planting schemes, including hanging baskets which were seen to have been a positive element, bringing colour and sensory interest to the otherwise grey and car-dominated street environment. A similar scheme, but taken further to create more small-scale interventions and planters within the street environment, supported by local businesses or organisations may help to bring back this idea and help 'green' the street whilst encouraging social interaction, and feelings of ownership of the environment.

Researchers also noted the lack of vegetation throughout the town centre, and the positive impact this would have on the aesthetic quality of the street environment.

Researchers also noted poor material qualities and surfaces, with poor design detailing which presents railings, steps, kerbs, trip hazards, little space for pedestrians, with frequent pinch points, lack of paving or priority for pedestrians inherent in the built environment quality. This should be addressed as a priority to enhance pedestrian movement and accessibility for all users. This should be a first step, and which is necessary to improve perceptions of the area as a cared for, well-maintained place, combined with pedestrian priority to help set the scene for more public life.





# OPPORTUNITIES

## **OPPORTUNITIES**

An overview of the opportunities for improvement suggested based on the findings of this Public Life Street Assessment research are presented in this section. These are intended as possible solutions to enhance public life throughout the town centre.

These possible opportunities for improvement have been based on the key issues and opportunities revealed in this research study. They have been chosen for their ability to have the biggest impact on public life by responding to the findings from this research. They are categorised as 'Basic', 'Standard', or 'Innovative' according to the Edinburgh Street Design Guidance.

It is worth noting there are various ways in which the issues identified in these Public Life Street Assessments could be addressed. The opportunities put forward here are just intended as a starting point in the process of improving a street. These opportunities have been included with an aim to inspire and catalyse further design development and ideas rather than being finalised design solutions. We would recommend all suggested opportunities for improvement put forward are further refined by the relevant Council teams to integrate their knowledge and expertise prior to any potential implementation.

Whilst integrated street layout redesign across larger areas of Corstorphine would allow a more holistic and cohesive improvement to the town centre, we recognise that for resource reasons opportunities for improvement will need to be prioritised. As such we present in this section an

'overview map' showing a range of important opportunities for improvement throughout the town centre, as well as a smaller number of 'key moves' that would deliver most impact. We have also noted where opportunities could be piloted to trial or test certain aspects before implementation or to 'tweak' proposals to ensure the biggest impact on public life or improving place or movement function.

This range of opportunities, from 'Basic' to

Innovative, demonstrates that even on small budgets and short timescales it is possible to have a positive impact on public life in the town centre. Regardless of the scale of intervention that might go ahead, we would recommend monitoring and evaluation to study the impact that this has on public life and measure its success or learn from its failings. This can be particularly beneficial for pilots, to help inform whether these should be transformed into longer term public realm improvements and to integrate any lessons learned into longer term decision making.

The opportunities put forward in this section of the report not only build on the analysis of data collected but also incorporate the 12 Design Principles for Healthy Public Spaces as developed by HERE+NOW. These 12 Design Principles summarise the wealth of contemporary academic research to date in terms of best practice ways to create more healthy public spaces, and synthesise the agreed recommendations 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 opportunities for the Corstorphine town centre, a combination of both the site-specific data analysis unique to this place in addition to these 12 guiding design principles were utilised. Together, 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 this same reason, reference is also made to **precedents** which help exemplify similar, and already implemented, good quality public space design internationally. Those precedents included used techniques, strategies or designs similar to those opportunities identified here for Corstorphine, to demonstrate how these opportunities can be implemented successfully in practice.

We hope these opportunities are useful to catalyse further conversations within Council about the ways the Corstorphine town centre can maximise its potential for public life in both the short, medium and long term.

It is worth noting these are just possible opportunities created as part of this self-contained research substudy. To more fully develop these opportunities, it would be recommended for a **next phase** to follow this report. This might consist of facilitated internal Council workshops to learn from existing knowledge within Council teams to help refine which possible opportunities are worth investigating further, and how they might fit within existing Council plans and initiatives.

## WHAT ARE WE AIMING FOR?

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



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.



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.



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.



Places to play should be located in local parks within 400m of a young persons home, and larger publicly 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.



SPACES

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.



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.



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.



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.



ACCESSIBLE

Create inclusive spaces by considering the needs of all users. Provide seating every 100m 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.



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.



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.

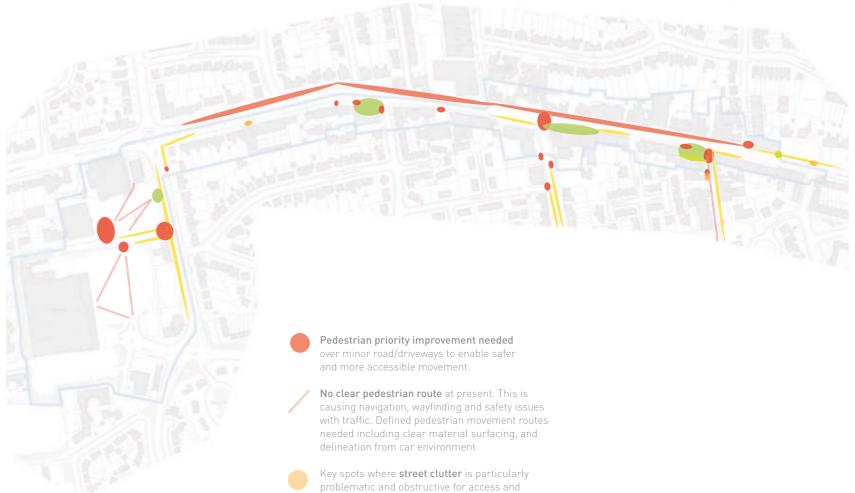


Create safe and secure feeling public places to encourage increased users. Light spaces at night and ensure natural surveillance through building frontages facing onto the public space and providing a mixture of uses and therefore people using the spaces at all times of days.



# KEY ANALYSIS POINTS

EEDING IN TO OPPORTUNITIES



- Key spots where **street clutter** is particularly problematic and obstructive for access and navigation. Needs to be rationalised, rethought or removed (bus stops, A-frames, railings).
- Narrow pavements that particularly restrict movement or force pedestrians with guide dogs, carers or wishing to walk side by side into the road. When bins also present may be no clear pavement access. Would benefit from wider pavement along this length to improve movement function.
- Location where existing peaks of public life and people in the street can cause an obstruction at nodal points. Would benefit from additional pavement space or extension to enhance place function.
- Opportunity for nodal pedestrian refuge as break along linear car dominated street. Include air pollution filtering street trees/planting, additional seating and clearly indicated pedestrian priority areas.

# OPPORTUNITIES: OVERVIEW

BASIC:

These potential opportunities are intended as a starting point for discussion. They show a range of approaches that could benefit public life in the Corstorphine town centre. These range in complexity and time frame for any implementation. Opportunities have been categorised as such, according to the Edinburgh Street Design Guidance 'Levels of Intervention' i.e. Basic. Standard or Innovative.

Key opportunities include the creation of various nodal spaces to act as rest spots or opportunities for public life along the length of the town centre. These include transforming the two wider car parking

screened by large high canopy street trees, with seating set back from the road. Other opportunities include improvements to pedestrian navigation and movement, particularly within the large retail park to the west. There is also an opportunity to further enhance the character of the 'heart' of the retail centre on St John's Road between Manse Road and Kirk Loan to create a greener, more pedestrian friendly environment, that slows cars whilst providing a more pleasant public realm, and linked to the historic village via an improved more walkable

spaces on St John's Road into more pedestrian-

oriented refuges from traffic, buffered and partially

### STANDARD:

Small scale maintenance and renewals projects that are based on periodic inspections and/or reports and requests from third parties e.g. single pothole repairs, isolated footway repairs ←25m in length, single (paris of tactile or drop kerb installations, new single signs, new crossovers for single

- Tidy up Get rid of unnecessary street furniture that is easy to remove, combine or relocate (bins, signs, seats).
- Declutter Do not retain street furniture and road sign/marking unless there is a clear case

Small scale capital (carriageway and footway) renewal schemes and other small scale capital schemes including road safety projects, new crossings, traffic calming schemes incorporating physical measures, junction refurbishments, bus stops including build outs, and road cycle schemes.

• Improve - Improve standards of streets with smaller budget and limited specs so that they are accessible for all and support street uses/

Medium to large scale capital (carriageway and footway) renewal schemes and other medium to large scale capital schemes such as large traffic management, bus priority and cycle priority schemes.

• Rethink and Redesign - Apply basic principles but also aim for significant street re-design and roadspace allocation.

### INNOVATIVE:

This level should be considered for street / area based public realm or economic development projects. For example, High Street, Leith Walk and Grassmarket public realm schemes where whole street layout is reconfigured from building to building.

KEY

Could be piloted

hardstanding

Re-imagined private land /

Design Guidance

Short-term - 'basic interventions'

according to Edinburgh Street

Medium-term - 'standard

interventions' according to

Edinburgh Street Design

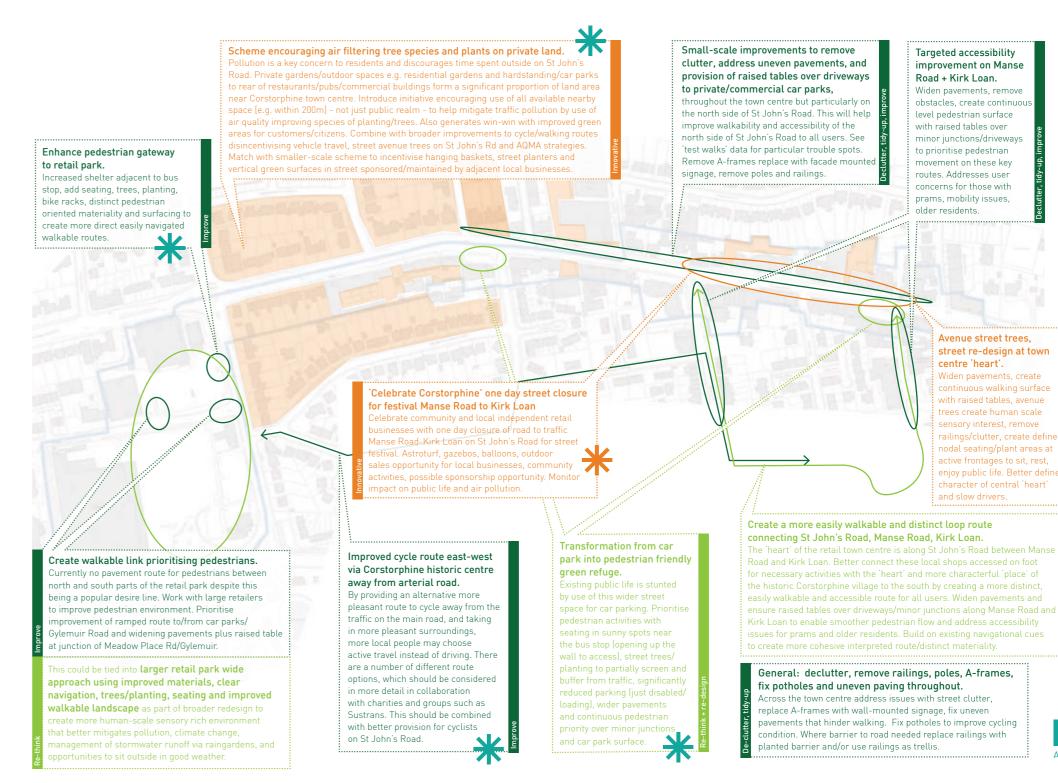
Long-term - 'innovative

interventions' according to

Edinburgh Street Design

 Consider innovative approaches to create new streets or reconstruct existing streets - Apply basic and standard design principles but also aim for innovative construction / full reconstruction of the street from building to building.

EDINBURGH STREET DESIGN GUIDANCE



Targeted accessibility

Road + Kirk Loan.

improvement on Manse

Widen pavements, remove

obstacles, create continuo

minor junctions/driveways

level pedestrian surface

with raised tables over

to prioritise pedestrian

movement on these key

routes. Addresses user

concerns for those with

Avenue street trees,

street re-design at town centre 'heart'. Widen pavements, create

continuous walking surface

with raised tables, avenue

trees create human scale

sensory interest, remove

railings/clutter, create define

nodal seating/plant areas at

active frontages to sit, rest,

enjoy public life. Better define

character of central 'heart'

and slow drivers.

prams, mobility issues,

older residents.

# OPPORTUNITIES: OVERVIEW

CORSTORPHIN

This page summarises the potential opportunities for improvement identified based on the research as part of the Public Life Street Assessment.

We acknowledge that these suggestions are based purely on the research analysis completed as part of this self-contained sub-study and the research team's insight based on this. As such any opportunities identified here would benefit from further discussion, input and refinement internally by Council officers and teams, as well as discussions with any particular private or public stakeholders related to each opportunity.

Where pilots have been identified, these offer an chance to test the potential impact on public life of one of the opportunities suggested, prior to committing to full implementation. Pilots also enable further refinement of opportunities for improvement, and should be monitored and evaluated to measure the impact the pilot has on public life, to enable tweaking and further refinement prior to the eventual intervention or public realm improvement.

### BASIC [tidy up, declutter, improve]

- Enhance pedestrian gateway to retail park near bus stop at
  Meadow Place Road. Increased shelter adjacent to bus stop, adding
  seating, planting, bike racks, and high canopy trees to partially screen
  and soften the traffic and road. Use this central pedestrian arrival
  gateway to act as a place to pause with shopping, wait for the bus, meet
  others or sit outside to eat. From this point create distinct pedestrianoriented materiality and surfacing to create more direct easily navigated
  walkable routes throughout the car park, following pedestrian desire
  lines from here to the shops and southern car park.
- Create walkable link prioritising pedestrians through the western large retail park. Currently there is no pavement route for pedestrians between north and south parts of the retail park despite this being a popular desire line. The alternative pedestrian route via Gylemuir Road has narrow pavements and poor pedestrian priority over the minor junction of Gylemuir Road/Meadow Place Road and fast turning cars. Work with large retailers to improve pedestrian environment within the retail car parks, whilst simultaneously improving the public realm aspects. Prioritise improvement of ramped route to/from the south/north car parks via Gylemuir Road and widening pavements plus raised table at junction of Meadow Place Rd/Gylemuir Road.
- Improved cycle route east-west via Corstorphine historic centre away from arterial road. By providing an alternative more pleasant route to cycle away from the traffic on the main road, and taking in more pleasant surroundings, more local people may choose active travel instead of driving. Those that are already cycling will have a safer, more pleasant route toward Edinburgh city centre. There are a number of different route options, which should be considered in more detail in collaboration with charities and groups such as Sustrans. This should be combined with better provision for cyclists on St John's Road itself.

- Small-scale improvements to remove clutter, address uneven
  pavements, and provision of raised tables over driveways
  to private/commercial car parks. This should be undertaken
  throughout the town centre but with a focus on the north side of St
  John's Road. This will help improve walkability and accessibility of
  the north side of St John's Road for all users. Please see the 'test
  walks' data for particular trouble spots. Remove A-frames and replace
  with facade mounted signage, remove poles and railings.
- Targeted pavements and accessibility improvement on Manse Road + Kirk Loan. Widen pavements, remove obstacles, create continuous level pedestrian surface with raised tables over minor junctions/driveways to prioritise pedestrian movement on these key routes. Addresses user concerns for those with prams, mobility issues, older residents, and helps form a more cohesive and walkable link between the historic village centre and 'heart' of the retail street at St John's Road between Manse Road and Kirk Loan. Improvements would enhance the existing heritage trail navigation through distinct 'heritage trail' pavement materiality, a more walkable surface and higher quality pedestrian link. Opportunity for additional heritage interpretation set within the new pavement, and taking this further for additional impact (see 'Standard' opportunity detail).
- General: declutter, remove railings, poles, A-frames, fix potholes and uneven paving throughout. Across the town centre address issues with street clutter, replace A-frames with wall-mounted signage, fix uneven pavements that hinder walking. Fix potholes to improve cycling condition. Where existing barriers to the road are still needed replace railings with planted barrier and/or use railings as trellis for vertical green walls or artwork to create a more vibrant, green public realm.

### STANDARD [rethink+redesign]

- Create a more easily walkable and distinct loop route connecting St John's Road, Manse Road, Kirk Loan to build on the existing heritage trail. The 'heart' of the retail town centre is along St John's Road between Manse Road and Kirk Loan. Better connect these local shops and bus connections accessed on foot for necessary activities with the 'heart' and more characterful 'place' of the historic Corstorphine village to the south by creating a more distinct, easily walkable and accessible route for all users. Widen pavements and ensure raised tables over driveways/minor junctions along Manse Road and Kirk Loan to enable smoother pedestrian flow and address accessibility issues for prams and older residents. Build on existing heritage trail navigation and thinking to create more cohesive interpreted route/distinct materiality that acts as a pleasant recreational historic walk, as well as doubling as an improved pedestrian connection for local residents needing to walk to/from St John's Road via Manse Road/Kirk Loan for necessary activities. Opportunity for additional interpretation along the route, including inset within the newly improved pavements and surfaces.
- Transformation into pedestrian friendly green refuge at Featherhall Avenue and Kirk Loan car parks. Existing public life is stunted by use of these wider street spaces for car parking. Prioritise pedestrian activities with seating in sunny spots near the bus stop (opening up the wall to access) but set back slightly within street trees/planting to partially screen and buffer from traffic. Ensure car parking is significantly reduced or eliminated to create a defined space for more pedestrian optional activities in the public realm. These could double as spaces for markets on Saturdays, or just as a welcome respite from a hostile car dominated environment to pause en route to/from the shops. Ensure wider pavements and continuous pedestrian priority over minor junctions and car park surface.

### INNOVATIVE

- Scheme encouraging air filtering tree species and plants on private land. Pollution is a key concern to residents and discourages time spent outside on St John's Road. Private gardens/outdoor spaces e.g. residential gardens and hardstanding/car parks to rear of restaurants/ pubs/commercial buildings form a significant proportion of land area near Corstorphine town centre, Introduce initiative encouraging use of all available nearby space [e.g. within 200m] - not just public realm - to help mitigate traffic pollution by use of air quality improving species of planting/ trees. Also generates win-win with improved green areas for customers/citizens. Combine with broader improvements to cycle/walking routes disincentivising vehicle travel, street avenue trees on St John's Rd and AQMA strategies. Match with smaller-scale scheme to incentivise hanging baskets, street planters and vertical green surfaces in street sponsored/
- 'Celebrate Corstorphine' one day street closure for festival Manse Road to Kirk Loan. Celebrate community and local independent retail businesses with one day closure of road to traffic from Manse Road to Kirk Loan on St John's Road for a street festival. Astroturf, gazebos, balloons, outdoor sales opportunity for local businesses, community activities. A possible sponsorship opportunity to support the festival and deliver more impact. Monitor impact on public life and air pollution.
- Avenue street trees and street re-design at
   Corstorphine retail town centre 'heart'. Widen pavements
   and create continuous walking surface with raised tables,
   addition of avenue trees lining St John's Road enabled
   by wider pavements, create human scale sensory interest.
   Remove railings/clutter, create defined nodal seating/plant
   areas at active frontages to sit, rest, enjoy public life. This
   would better define the character of the central 'heart' of the
   retail street in Corstorphine and through narrowed lanes and
   indications that this is a more pedestrian oriented stretch
   of the street would slow drivers and improve perceptions of
   safety from traffic here, making people more likely to engage
   in public life. Consider this running from Kirk Loan to Manse
   Road along St John's Road at a minimum.

### PILOTS



- Enhance pedestrian gateway to retail park. Pilot to test the
  demand for additional seating and places to pause, with temporary
  seating near bus stop and main pedestrian entrance at Meadow
  Place Road, strips of astroturf or chalk-painted surfaces with
  moveable planters to create pedestrian routes through the car park.
  Monitor and evaluate to see what impact this has on public life,
  compared to the previous results shown in this research.
- Improved cycle route east-west via Corstorphine historic centre away from arterial road. Survey local residents to see where they are aiming to cycle to. Test different routes with a variety of users that connect common residential areas to local and broader destinations. Pilot one or two of these options with temporary chalk paint lanes and gather feedback from test users on which works best and any particular trouble spots. Feed this information into final route planning.
- Transformation into pedestrian friendly green refuge at Featherhall Avenue and Kirk Loan car parks. Pilot barring all cars from the two car parks except for disabled badge holders and loading vehicles. Use the space created to pilot where seating and trees might work best and how much uptake there would be of these. Use moveable seats and planters and monitor the impact on public life of these in a number of different positions. Gather user interviews and feedback.
- Scheme encouraging air filtering tree species and plants on private land. Approach a number of 'test' potential partners. Discuss their thoughts of how this might work and if they would be interested, identify any concerns and how they might be addressed, gauge if this is a strategy that might work, and if so how, prior to broader roll-out and discussions with the wider private landowner community and businesses.
- 'Celebrate Corstorphine' one day street closure for festival Manse Road to Kirk Loan. Trial as a one day one-off closure. Monitor it's impact on public life and any other feedback. Use this to decide if another festival should go ahead. There may also be ways to design the festival to test and pilot other opportunities for this stretch of street, including avenue trees and wider pavements as part of the Celebrate Corstorphine festival.

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# **PRECEDENTS**

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

own centre wide

The following **precedents** are good examples of places displaying the qualities advocated by the HERE+NOW 12 Design Principles for Healthy Public Spaces and relevant to the Corstorphine town centre.

These precedents show what can be achieved, whether as shorter term more basic interventions, pilots to test impact on public life, or longer term more innovative or complex solutions. These precedents have been selected due to their inclusive and accessible design enhancing both walking and cycling experiences, their use of high sensory interest and green and restorative qualities to create attractive spaces to sit and spend time, or their use of other innovative or piloted solutions ahead of longer term change. Inspiration can be taken from many of these initiatives, where approaches similar to some of the opportunities put forward in this report have been shown and already proven to have a large positive impact on public life. Each precedent has been given a letter, with the map below showing where they might be relevant to the Corstorphine town centre and the opportunities highlighted.



### 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.



### PLANT/FLOWER BOXES, 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.



### YELLOW 'CHATTY' BENCH, 31 CRIGHTON PLACE, LEITH

Edinburgh's Crighton Place has already set a successful precedent for a yellow 'chatty bench' in the city. An opportunity for people to take a rest along the long linear thoroughfare of Leith Walk, and also to engage in conversation with other citizens, and connect with strangers. Whilst first conceived of by Ronan Harrington, a consultant who shared a fivehour bus trip to a music festival where he got talking to a complete stranger, the 'yellow chatty bench' idea has since spread - first being implemented by Dublin City Council, and now further afield across the UK. These yellow 'chatty benches' have been shown to improve public life, target loneliness, provide a legitimised way to spend time in public space, and build a sense of community. All whilst providing a place to rest along a long linear street which many users need. Benches and resting points are not only crucial in helping older people or those who can only walk short distances get out and about, but have also been found to have significant positive mental health outcomes - a way to be 'alone together' and partake in the social life of the city without having to occupy commercialised 'paid for' space such as outdoor cafe/restaurant seating. See film 'Alone Together - the social life of benches'.



### STREET SEATS, NYC

'Street Seats' is a New York City wide program where local partners apply to transform underused street spaces into vibrant, social public places during the warm weather months. Street Seats are installed in the parking bays along the curb line to create a quality setting for eating, reading, working, meeting a friend or taking a rest.

The applying partner selects and installs a design and maintains the Street Seat themselves. The NYC Department of Transportation (DOT) provides operational support such as signage, wheel stop bars, striping on the parking lane, and/or temporary plastic bollards. The Street Seats are prolific in the city, initiated by a range of different local partnerships bringing a sense of ownership to the



### STREET TREE INITIATIVE, LONDON

The Mayor's Street Tree scheme in London was established between 2012 and 2015 initiating the planting of a record number of 20,000 trees along London's roads. The scheme was a partnership with the Forestry Commission and Groundwork London delivered in partnership with the Greater London Authority, the scheme supported community driven projects aiming to plant trees or promote trees and woodlands in London with tangible community benefits and local engagement.

The grant was open to all London boroughs and other organisations that owned or managed public realm (including businesses, registered social landlords etc.) It was also open to civil society organisations and community groups working with or on behalf of boroughs and private landowners.

The scheme aimed at enhancing congested high roads and streets and improving the environment and air quality through the planting of a variety of trees such as birch and oak across London boroughs, considering the right tree for the right place.



### CITY IN BLOOM, LONDON

City in Bloom is an annual campaign organised by Friends of City Gardens and supported by City Gardens, City of London Corporation. It recognises the work of communities, businesses and residents in making the places we live, work and visit greener. For 2017 City in Bloom is supporting the City of London Corporation's Low Emission Neighbourhood (LEN) to improve local air quality and create more liveable and greener neighbourhoods.

This annual competition approach could be initiated in Edinburgh, with different neighbourhoods or town centres e.g. Corstorphine, Gorgie/Dalry, each competing. Organised by City of Edinburgh Council, supported by their Neighbourhood Partnerships, local neighbourhood groups with local businesses design interventions within the street-scape including shop façades and redundant spaces along with residential gardens could be developed to improve air quality and environment through planting. This scheme aligns with HERE+NOW's design principle 10 'Green + Restorative'.



### EXHIBITION ROAD, SOUTH KENSINGTON

The Exhibition Road Commission is an initiative of the Exhibition Road Cultural Group, a partnership of the leading cultural and educational institutions in South Kensington, London.

The scheme harnesses the Dutch-derived concept

that when street and road signage are removed, vehicle drivers adopt a personal responsibility for their own actions and drive more attentively, making more eye contact with pedestrians. Exhibition Road is the longest 'clutter-free' street, opened in 2012 with the aim of making cars and people co-exist harmoniously. The scheme has removed street clutter including protective barriers, poles, signs and kerbs defining the road from the pavements, resulting on a continuous shared space for cars and pedestrians.



# BANK ST PARKLET PROJECT, ADELAIDE, BY TAYLOR CULLITY LANDSCAPE ARCHITECTS

Taylor Cullity Landscape Architects worked with the Department of Planning, Transport and Infrastructure in Adelaide, Australia to transform a busy central city street into a vibrant public place and shared space prioritising pedestrians, cyclists and public life. They did this using a mix of painted junction surfaces, parklet seating (replacing car parking spaces), and trees in containerised raised planters. The Bank Street Parklet project followed significant consultation which showed a desire for interventions such as these to support public life as well as new social and economic opportunities for traders and community. The overall design reconfigures traffic with a narrowed vehicle lane combined with a trial contraflow bike lane, CCTV and lighting upgrades, reduced parking, pedestrian crossover and road supergraphic by artist Sam Songailo create a space that gives greater equity to pedestrians and community amenity.



### LEONARD CIRCUS, LONDON

Leonard Circus in Hackney recently won an Urban Transport Design Award for its Dutch-inspired design which prioritises pedestrians and cyclists over vehicles. Hackney Council's reimagining of Leonard Circus, Shoreditch, transformed a tired, car-orientated junction into an attractive reused yorkstone and granite public place at the junction of Leonard Street and Paul Street. It features new trees, removal of kerbs and road markings, and traffic signs minimised to deprioritise vehicles. Since implementation public life has boomed, with workers now coming to sit and eat their lunch, and more sitting and staying activities here. The junction has become a place that is not only attractive to spend time but which is now accessible to a broader range of users. This has all been achieved whilst still enabling vehicles to pass through this shared space in the heart of bustling London, adjacent to a major vehicle trafficked arterial road.



### NORIEGA ST PARKLET, SAN FRANCISCO

Noriega Street Parklet, San Francisco was designed by Matarozzi Pelsinger Design+Build. Three were built to date, each replacing one parking space. Sharply angular, the design creates a small space to rest, a mini sanctuary to relax in without blocking out the sights and sounds of the city around. Wooden benches with mini built-in gardens, these tiny public parks offer a high degree of amenity value and enhance public life in place of only one car's parking spot.



### PARKLET CURB EXTENSION PILOT ADDING BIKE RACKS. PHILIDELPHIA

Bike corrals can transform one parking space into a useful cycling facility that enables large numbers of cyclists to easily leave their bikes. These can be used as an immediate way to better use the street environment to benefit a larger number of active transit users in place of one car parking space. Particularly suitable where there is a demand for more cycle facilities and a surplus of parking. Bicycle corrals are permitted by the City of Philadelphia through its Streets Department. Any organisation, residents group or local business with the capacity to clean and maintain a bicycle corral can apply for a permit to convert one standard on-street parking space into an on-street bicycle parking corral that will hold up to 12 bicycles.



### IDEAS FIESTA, BRISBANE CITY COUNCIL, AUSTRALIA

A partnership between Brisbane City Council, creative urban community group URBNE, and local businesses, the Ideas Fiesta was a 3 week long community engagement festival in central Brisbane. Australia in 2013.

This 3 week long festival took place throughout outdoor streets and spaces in Brisbane city centre and invited participation and engagement from a range of local groups and organisations as well as local residents. It comprised a curated series of over 24 events, exhibitions, talks, conferences and workshops, digital engagement of more than 16,000 people via social media, and which together engaged people in their local city centre spaces and invited input on the Brisbane City Centre Master

The Ideas Fiesta took engagement to the streets and included closing down a major city centre road to traffic for 3 days to pilot its longer-term pedestrianisation. The street closure celebrated local businesses who traded in the street during this period, and created a temporary public park using astroturf, whilst displaying an outdoor exhibition of potential design ideas to improve the city centre for feedback from the public.



### BACKYARD EXPERIMENT, CANBERRA

During the International Festival of Landscape Architecture held in Canberra in October 2016. Street Furniture Australia launched a pop-up park in the underused urban space of Garema Place. The project was in collaboration with AILA, the ACT Government and In The City Canberra. The aim of the pop-up park was to create a small social experiment. "to test the theory that the fastest and most cost-effective way to attract people is to provide more places to sit." In addition to moveable furniture, the design included bright colours, additional lighting, a lawn, free Wi-Fi and bookshelves as techniques to make Garema Place more inviting. The process and results of the pop-up park were documented in a report by Street Furniture Australia, with some impressive results: before the #BackyardExperiment, 97% of people were observed to just pass through Garema Place without stopping, and 98% of the people who did stop in the space were adults. During the 8 days of the experiment, the number of passersby increased by 190% as people chose to walk through Garema Place instead of taking other routes. In addition to this, 247% more people stayed at the place to sit and enjoy the pop-up park and surrounding area.



### PARNIE STREET, GLASGOW

The city centre street of Parnie Street, Glasgow was closed for ten days as part of the Merchant City Festival 2014. An outdoor play area inspired by traditional street games that's designed to help little kids and big kids re-discover what it's like to play in the street. The street was transformed into a play street by the 'Scotch Hoppers' through interventions using chalk to delineate games like hop scotch and stepping stones. Play is a unique and compelling way to relate to your environment, a way of being at home and at peace in a public space. Permission to play without facilitators was the approach to the scheme to encourage people to play in public. The short term scheme engaged local people with their streets to feel safe and at ease to play. This helps people to lay claim to their local streets and to build a more personal connection with their local environment.



### BIKE SHARE, GLASGOW

A £600.000 initiative to offer 400 bikes for hire at 31 locations across Glasgow was launched in 2014. Each bike has a four-digit code chain lock, a saddle with a theft protection device and GPS fitted to assist in locating any stolen cycles. The service is available to local residents, visitors and also promotes its services to organisations looking to improve their green credentials, promote active transport and reduce use of cars for short, frequent journeys. Glasgow Bike Station, the charity advocating mental and physical health through cycling as a means of transport, has won the contract to carry out all bike maintenance. The scheme is now in a phase of expansion throughout the city due to its success. Introducing a bike share station in Corstorphine town centre could provide alternative commuting options, even as a part journey option to reduce traffic along Saint John's Road.



### 'BIN IT FOR GOOD' PILOT SCHEME. BIRMINGHAM + OTHER LOCATIONS, ENGLAND

A 3 month anti-litter pilot in the main shopping areas of Birmingham city centre reduced litter by half. Birmingham was one of 7 local authorities across England that took part in pilots of the 'Bin it for Good' initiative in 2015, supported by Keep Britain Tidy, The Wrigley Company and Retail Birmingham Business Improvement District (BID). The amount of litter placed in 48 bins in Birmingham was monitored September to November 2015. 'Bin it for Good' stickers placed on participating residual waste bins informed the public that the more litter deposited in the bins, the more money would be donated to charity. An organisation supporting local good causes - LoveBrum - benefitted, which received £1,350 from the initiative due to the percentage of litter placed in bins rising from 89.95 to 95.06% of overall waste over the 3 month trial. This means that the amount of litter picked up from the streets within the BID more than halved over the same time. Councillor Lisa Trickett, Cabinet Member for Sustainability, said: "Given we spend £13 million annually on street cleaning, we are delighted with the results from this pilot project. This type of pilot could be easily transferable to Edinburgh to benefit local causes whilst reducing litter on the street.

# KEY MOVES



Avenue street trees and street re-design at Corstorphine retail town centre 'heart'.

- Widen pavements and create continuous walking surface with raised tables.
- Addition of avenue trees lining St John's Road enabled by wider pavements to create human scale sensory interest.
- Remove railings/clutter.
- Create defined nodal seating/plant areas at active frontages to sit, rest, enjoy public life.
- This would better define the character of the central 'heart' of the retail street in Corstorphine and indicate via narrowed lanes and avenue trees that this is a more pedestrian oriented stretch of street. This may slow drivers and improve perceptions of safety from traffic, making people more likely to engage in public life.
- Consider this approach running from Kirk Loan to Manse Road along St John's Road at a minimum.





2 Transformation into pedestrian friendly green refuge at Featherhall Avenue and Kirk Loan car parks to catalyse public life.

- Potential for public life currently stunted by use of these wider street spaces for car parking.
- Prioritise pedestrian activities by providing seating in sunny spots near the bus stop, combined with opening up the existing wall to better access this seating from the pavement. Ensure seating is set back slightly from the road and set within street trees/planting to partially screen and buffer
- Ensure car parking is significantly reduced or eliminated to create a defined space for pedestrianfocussed and optional activities in the public realm. These spaces could double as spaces for markets on Saturdays, and/or an everyday a welcome respite from a hostile car dominated environment to pause en route to/from the shops. Ensure wider pavements and continuous pedestrian priority over minor junctions and car park surface.



# KEY MOVES

CORSTORPHINI

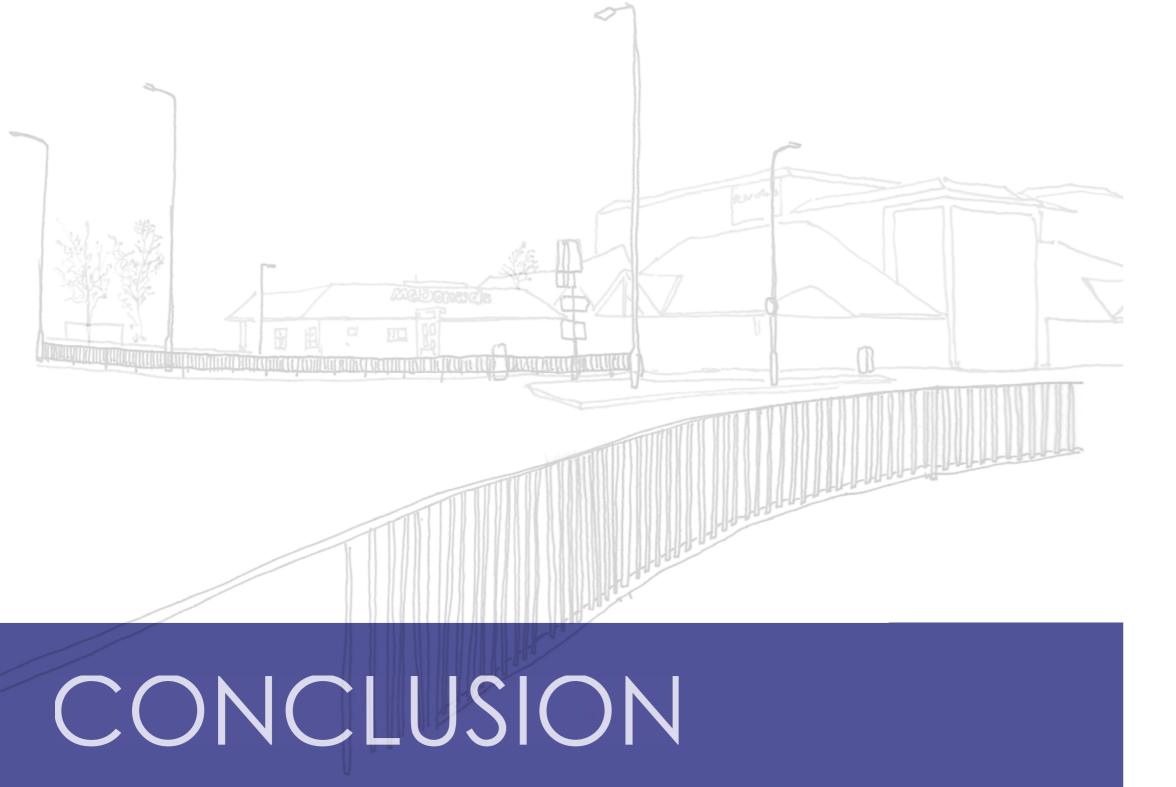


# 3 Create walkable link prioritising pedestrians through the western large retail park.

- Currently there is no pavement route for pedestrians between north and south parts of the retail park despite this being a popular desire line. The alternative pedestrian route via Gylemuir Road has narrow pavements and poor pedestrian priority over the minor junction of Gylemuir Road/Meadow Place Road and fast turning cars.
   Work with large retailers to improve
- Work with large retailers to improve pedestrian environment within the retail car parks, whilst simultaneously improving the public realm aspects. Prioritise improvement of ramped route to/from the south/north car parks via Gylemuir Road and widening pavements plus raised table at junction of Meadow Place Rd/Gylemuir Road.







# CONCLUSION

Through these Public Life Street Assessments, a large amount of useful data and analysis has been generated regarding the existing public life and user experience, movement and place functions of the town centres of:

- Corstorphine
- Tollcross
- Gorgie/Dalry
- Bruntsfield/Morningside
- Stockbridge
- Portobello
- Nicolson St/Clerk St
- Leith Walk/Great Junction Street

This research used direct observation methodologies combined with user interviews and the expertise of using a research team comprising of landscape architects and urban designers to collect this robust mix of qualitative and quantitative data, conduct extensive data analysis, and synthesise the findings in terms of possible design solutions.

Collection of this data, its analysis and interpretation, was combined with HERE+NOW's 12 Design Principles for Healthy Public Spaces and researcher observations, to present a holistic series of possible design responses and key overall strategies aimed at enhancing public life within the town centres. These were presented in the extended version of this report as opportunities for improvement structured around the Edinburgh Street Design Guidance design approach 'levels of

design intervention. These opportunities present possible solutions to some of the issues highlighted by the research evidence base, and are intended as a starting point for further discussion and refinement.

These Public Life Street Assessments have used a consistent methodology to assess each town centre. The methodology has identified the various factors contributing to the overall movement and place function for each place - using a graphic wheel to concisely communicate these findings. This consistent methodology and research team throughout this process for the five town centres studied helps create more reliable data, enabling easy comparison between their movement and place function. Graphics summarising both the movement and place function for each of the town centres studied as part of this series of research are presented on the following pages.

Whilst comparisons with other town centres can be useful, this report has specifically focussed on public life including movement and place function in the Corstorphine town centre.

During research, user interviews and direct observation methodologies revealed **strengths** of the town centre as the existing heritage trail from St John's Road and nearby historic village centre, the strong community and friendly feel, with little fear or perception of crime, and the small independent shops and character along the central and eastern part of St John's Road.

Key issues found related primarily to the traffic, and it's speed, volume, noise, aggression, and in particular pollution. Almost all users were aware of the high pollution levels on St John's Road, with many citing these as the reason they would not spend time outside here. Most users see St John's Road as a necessary place to go for shopping or bus connections, but to spend as little time in as possible, whereas the historic centre to the south and St Margaret's Park are seen as the place to go for more optional and recreational activities. In addition there were issues the large retail to the west of Corstorphine being seen as a potential draw away from the local shops on St John's Street, and particularly narrow pavements, missing sections of pavement or uneven edges creating accessibility issues and hindering walkability throughout the town centre, but particularly the side roads off St John's Road.

Place function for Corstorphine was mixed, scoring for feeling secure from crime, with most users interviewed stating they felt very safe here. However the town centre scored less well for other qualities, in particular 'feeling safe from traffic', 'opportunities to talk and listen', 'opportunities to enjoy positive aspects of climate', and 'aesthetic quality and sensory experience'. The heavy traffic and pollution, and car dominance of the street environment were significant factors in these lower place scores.

In terms of **movement function**, Corstorphine scored moderately for cycle racks and facilities,

enough pedestrian crossing points and minimal obstacles and hindrances. These scores were an average for the whole town centre, and it is worth noting whilst some areas score highly for these aspects, other sections scored less well or had particular issues. For example, whilst sections of south side of St John's Road have wider pavements with minimal clutter, these frequently narrow on both the south side of the road and north, creating pedestrian congestion and difficulties walking due to the reduced width combined with A-frames and other street clutter and uneven surfaces. Corstorphine scored less favourably for the other movement criteria, particularly 'perception of safety from traffic', with cars driving fast, aggressively, and frequently mounting the pavement to park. Additionally there was significant concern regarding pollution throughout the town centre, and this was commonly cited by users as a reason they would not want to walk outside, or would minimise the time spent along St John's Road in particular.

Opportunities were identified relating to the ways the Corstorphine town centre can be improved as both a movement route for those going about necessary activities on foot, but also as a place. Traffic is a key issue, and a significant shift in perception would need to occur, and reduction in traffic and pollution, for this town centre to be used for significantly higher levels of recreational activity. However, many users also cited a need for rest spots and seating whilst out and about shopping, which are currently insufficiently provided. There is

an opportunity to build on the footfall for necessary activities to provide greener, nodal rest spots along the town centre length that are set back from the road or buffered by trees. This would improve the street environment for particularly older users who are present mostly during the daytime, and may need to stop and pause with shopping en route home. They also offer an opportunity for chance meetings and social contact, as a natural gathering space. In addition, opportunities were identified relating specifically to pedestrian movement. These included improving the pedestrian connection between the two car parks of the large retail park to the west, and improvements to the pedestrian connections via Manse Road and Kirk Loan to the historic village centre. The addition of 'green' was also mentioned by a large number of users as desirable, and so there may be opportunities to either better utilise portions of larger private car parks or spaces set back from the road, or to create an avenue tree lined section of St John's Road in the 'heart' of the retail centre between Manse Road and Kirk Loan.

### FINAL REMARKS

Overall we feel this series of five Public Life Street Assessments have been very successful in identifying the key strengths, weaknesses, opportunities and threats at each location within the Corstorphine, Gorgie/Dalry, Tollcross, Leith Walk/Great Junction St, Portobello, Stockbridge, Nicolson St/Clerk St, and Morningside/Bruntsfield town centres. They have built on a solid methodology of research

and analysis to examine the baseline condition of how pedestrians and cyclists are currently experiencing these town centre street spaces, in terms of movement and as a place with public life, to develop targeted opportunities for their improvement that respond to this evidence.

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 suggested opportunities for improvement in the extended version of this report help stimulate more conversations and positive action to address the ways that these town centres can be improved for pedestrians and cyclists, to create higher quality public spaces and which enhance public life in these settings.

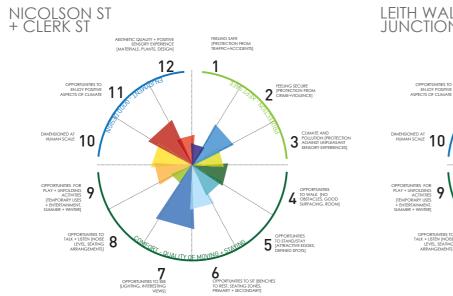
We have found this project particularly inspiring to work on and thank The City of Edinburgh Council for this opportunity. At HERE+NOW we strongly believe in the importance of making evidence based built environment design decisions following research into the user experience of places - valuing the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

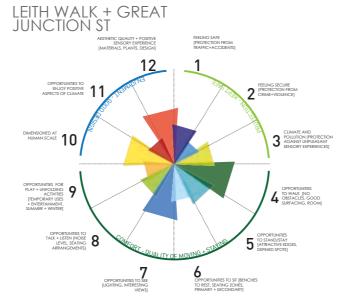


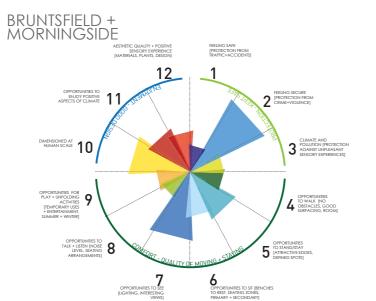
# COMPARISON: PLACE FUNCTION

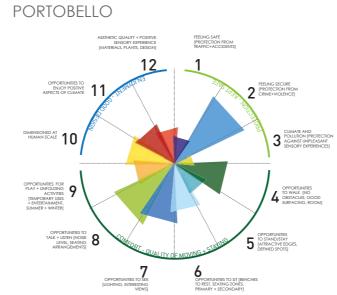
These Public Life Street Assessments have - to date - been carried out using this same methodology, team, research techniques and time slots at eight Edinburgh town centres. This consistent methodology allows easy comparison for place function between town centres.

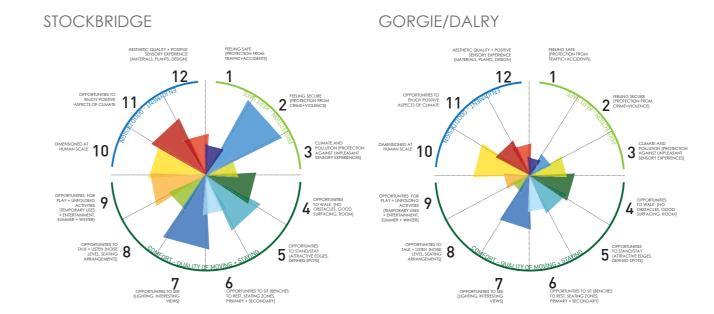
The place function for the Tollcross, Gorgie/Dalry, Corstorphine, Nicolson St and Clerk St, Leith Walk and Great Junction St, Stockbridge, Bruntsfield and Morningside, and Portobello town centres are presented here for easy comparison.

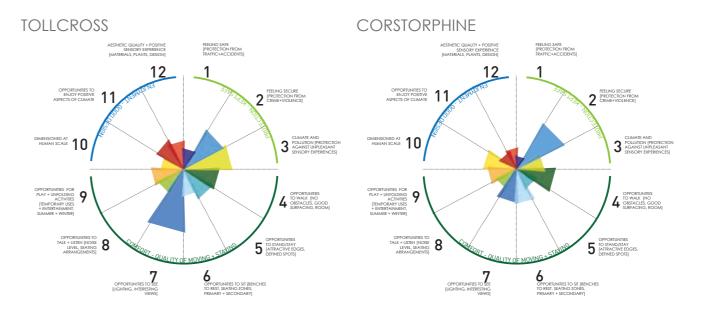








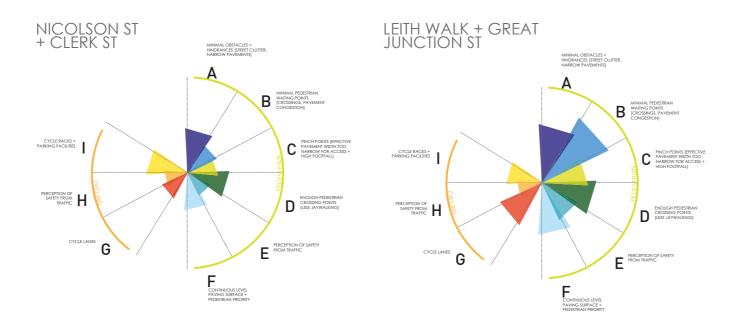


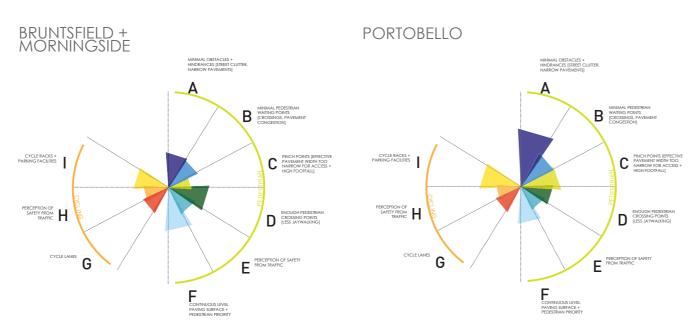


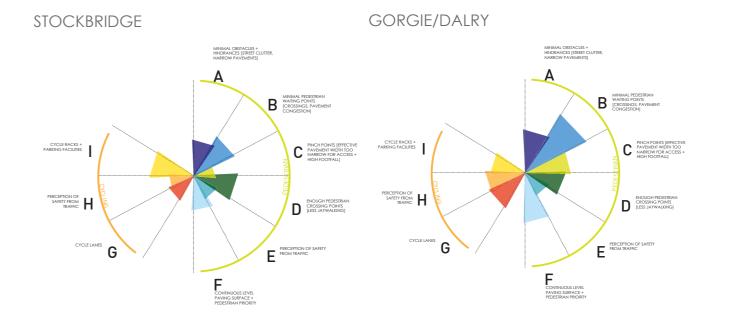
# COMPARISON: MOVEMENT FUNCTION

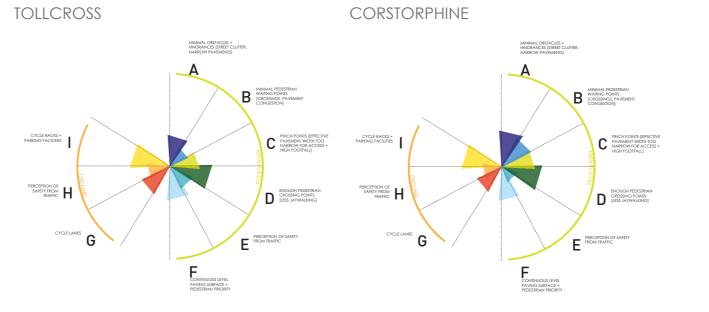
These Public Life Street Assessments have - to date - been carried out using this same methodology, team, research techniques and time slots at eight Edinburgh town centres. This consistent methodology allows easy comparison for movement function between town centres.

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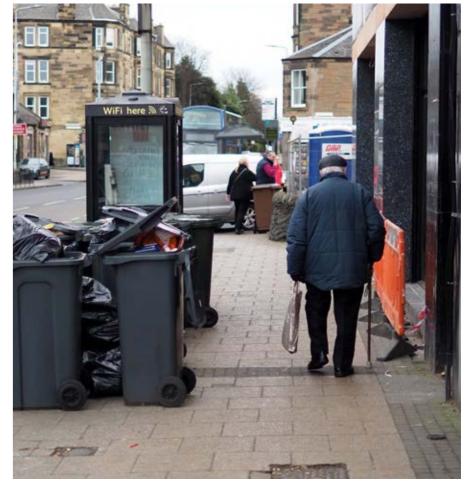
# APPENDIX

# APPENDIX

The appendix contains more detail including the synthesised raw collated data from the various direct observation studies as well as coded tables of complete user interview data including original quotes and comments. It also details additional information on the methodology used to conduct this research study and climatic conditions on research days.

This data was synthesised from 32 original researcher packs at each of the time slots at each key location as well as 8 packs for overall test walks on each research day. This resulted in a total of 40 research packs for each town centre, each comprised of a set of multiple sub-studies such as pedestrian counts, behavioural mapping, user interviews etc. The information for each of these studies was gathered during research days on the street within each town centre.

The individual scanned original research packs including data in as-recorded raw form are also available should they be of use, however given the volume of information and several hundred pages they each contain per town centre we have here instead presented the summary diagrams of this information collated during data analysis.



Looking toward research location D, Corstorphine town centre, 12pm time slot



# METHODOLOGY

### **OVERVIEW**

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.

A standardised set of tools and techniques was used in combination with data collected at a consistent set of times of day and days of the week by a team of 4 researchers in key locations across each town centre. This consistent method makes it easy to compare results. This enabled analysis of each town centre's movement and place function as well as how this varies at 4 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 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 - something which enriched our analysis and design responses to help promote the full range of public life throughout the year. In addition, whilst the data collected is of sufficient quality and quantity to give a good understanding of the place and movement function of the town centre, by repeating similar research studies in summer weather or more in-depth follow up engagement workshops with local groups and Council officers afterwards would be beneficial.

The methodology used has enabled a robust analysis of the street assessment data collected. The learnings from this analysis has fed into and

informed the identification of where there are particular opportunities present in each town centre to maximise the potential for public life.

Havingnowcompletedthisstandardisedmethodology for 8 town centres across Edinburgh using the same research team, methods and approach, comparison of data and movement and place function to compare these places can be achieved. Similarly, repeating this methodology in additional key public realm locations across Edinburgh, or following changes to the street environment would allow further comparative results to start to build a clear picture of Edinburgh's existing public life, how this could be improved, and how significant public works have had an impact on promoting more walkable places and street environments or public realm spaces that are pleasant to spend time outside. This comparable 'before and after' data can help measure the impact of spending on the street environment and public realm as well as target budgets for maximum impact on the place and/or walkable movement function of the city.

# WHEN DID ASSESSMENTS OCCUR?

This series of 3 public life street assessments were required by the client to be complete by May 2017, with a start date of early February 2017. Given this timescale, we completed all assessments and all raw data collection during February and early March to give enough time to conduct high quality, thorough and robust interpretation and analysis of these findings and report write-up prior to May.

### Research days were:

- Corstorphine Wednesday 15 Feb 2017
- Corstorphine Saturday 18 Feb 2017
- Gorgie/Dalry Wednesday 22 Feb 2017
- Gorgie/Dalry Saturday 25 Feb 2017
- Tollcross Monday 27 Feb 2017
- Tollcross Sunday 5 March 2017

The public life street assessments include this series of research days with a team of researchers in situ within each town centre for a minimum 12 hour period each day from 8am to 8pm for raw data collection using direct observation, qualitative and quantitative methodologies. On each research day, a series of consistent research techniques and studies were carried out at four different specified times of day (8am, 12noon, 5pm, 7pm), and on both a weekend and weekday. This allowed recording of data during both morning and evening rush hours, at lunchtime, and later into the evening, to show different usage patterns at these different key

times of day. It also allows us to better understand how pedestrian use of the town centre varies on weekend and weekdays, to ensure the widest range of uses, users, and activity patterns are captured for each town centre. Care was taken to select suitable research days without heavy or extreme rain or wind - using a system of two alternative back-up days should the initial day suggested be forecast as unsuitable.

Assessing these public spaces at four times throughout the day, on different days of the week, and in favourable weather conditions for the time of year enabled data gathering of the widest range of uses and public street life that currently exists in these public urban spaces and town centres. This gives a robust and reliable data set using both quantitative and qualitative methods (described later) from which analysis can be conducted and a design brief and recommendations made. The findings were be interpreted against Gehl's 12 Quality Criteria.

These times and this method complement and build on those used for the first 5 Public Life Street Assessments conducted by HERE+NOW for City of Edinburgh Council in 2015 and 2016, thereby allowing easy comparison of results and monitoring of public life across Edinburgh's town centres, whilst integrating learnings from last time and

incorporating feedback to ensure even better and more useful assessments and reports.

In addition, overall mapping and assessments - such as test walks, obstacle mapping and waiting point mapping - were carried out inbetween the timed studies on each research day, in addition to land use, facade and hours of activity studies, to give an overview of the whole town centre.



### PROGRAMME OF RESEARCH

Based on our methodology and approach, the following timings and programme was undertaken by each of the 4 researchers for each town centre:

- Research days programme: 2 days of on-street research per town centre (one weekday, one weekend day), at 4 times (8am, 12noon, 5pm, 7pm), with detailed focus and studies at both the 4 key locations, and more holistic overview studies of the whole town centre such as test walks completed by researchers to complement these.
- Additional studies: In addition to research days, a land use, facade and activity study for the entire of each of the 3 town centres was conducted, as well as additional workshops with a minimum of 3-5 in-depth user interviews with particular targeted user groups (such as with disabled, elderly people, or those with mobility issues) to help add detail and contextualise the research day findings relating to place and movement function.

### Research Days: At each of the 4 key locations per town centre:

At each of the 4 time slots on each of the 2 research days (weekday, weekend), for each town centre, and at each of the 4 key locations, each researcher collected the following data based on a mix of direct observation and spot user interviews with residents, workers and visitors. This gives a total of 32 time-based data sets of the following information for each of the 3 town centres, which include:

- Pedestrian Movement Counts (10mins)
- Behavioural Mapping (10mins)
- Demographic Mapping (10mins)
- Tracing Study (10mins)
- 'Freeze Frame' photographs + Diary Entry (10mins)
- 5+ User Interviews (30-45mins)

## Research Days: Across the whole of each town centre:

In addition, the following research techniques were done once each assessment day, and were conducted by each researcher across the whole town centre:

- Timed Test Walks of town centre length (timed logical sections, observing experience)
- Map Obstacles (pinch points, conditions, opportunities to improve)
- Map Waiting Points (times, locations, conditions)

### Additional Studies / Research:

- Land use study
- Facade study
- Hours of activity study
- Walkabout workshops / in-depth interview with specific user groups (disabled/elderly people), typically 3-5 users invited to participate in one workshop per town centre.

A land use, facade, and activity study were also completed for each town centre to contextualise and add detail to the analysis.

In addition a minimum of 3-5 in-depth interviews were organised on an alternate day with local disabled or elderly people or those with additional mobility or specific needs, such as young children or prams, to gain a deeper understanding of how they experience the public realm. This typically included a walkabout workshop around the town centre (if they were able and had time), including using the 12 Quality Criteria as prompts for points to discuss and gain insight on in particular.

In addition, we referred to other relevant previous studies, such as prior street audits as applicable. Where possible, we fed the learnings from these into our thinking about this research and analysis.

### Materials used for research programme:

We created 32 standardised sets of 'researcher packs' ahead of each research day for each of the 3 town centres (96 packs total, comprising 6 substudies). to allow consistent recording of data. In addition an extra 8 sets were created for each town centre to collected overview information from each researcher as part of the 'test walks'. These packs included:

- Base map of each town centre area with key locations marked
- Base map of each of the 4 key locations, one for each researcher
- Tracing paper for each layer of data to be recorded, and reference points to allow accurate translation of data during analysis
- Ped counters x5
- Standard key symbols for behavioural mapping
- Standard pen colours/sizes for each layer
- Cameras x5
- Timer / watch with second hand for timing during test walks

In between each of the four research times each day, all researchers met up at a central point within the town centre to debrief, check everyone was adhering to the same methodology and answer any queries or concerns. This was also important for reasons of personal safety for all researchers, and was supplemented by additional safety procedures.



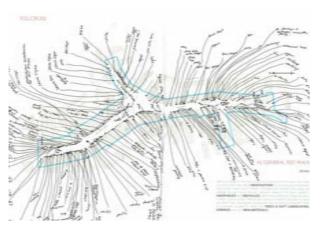
# ASSESSING MOVEMENT FUNCTION

To explore how these public spaces and town centres are currently functioning as a movement route for pedestrians, the HERE+NOW research team used a carefully considered mix of 'direct observation' tools and techniques as advocated by Jan Gehl.

This systematic and consistent recording of direct observation data using human registration, can yield far more nuanced and informative data and analysis than other more automated techniques for assessing movement function. As such was appropriate here in combination with our other methods proposed to give a deeper understanding of the movement function of the three Edinburgh town centres forming this study. The information gathered also fed into assessing place function.

When 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 be easily compared whilst gaining insight and a more detailed qualitative understanding of each of these key locations within the town centre.

The techniques and tools used to do this provide a wealth of information that gave great insight into these three Edinburgh town centres' function as a pedestrian movement routes, as well as feeding into the analysis of their place function.



### TEST WALKS

On each day of research, each researcher takes a test walk down the length of the town centre, noting down any obstacles, hindrances, observations or experiences. This forms the first 'general' test walk - relating to the user experience of walking through the town centre based on personal observations as well as professional expertise. All 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. In addition, a number of specialised test walks are then carried out by each researcher to focus on observations relating to certain themes - such as trees/planting, material choices, bins, bollards, awnings and street clutter.



### MAPPING OBSTACLES

Having completed 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).



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### NOTING WAITING POINTS, TIME + EXPERIENCE

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). One researcher in particular then follows this up with an additional test walk that looks purely at waiting point times and experience, using a variety of routes through the town centre and in both directions.

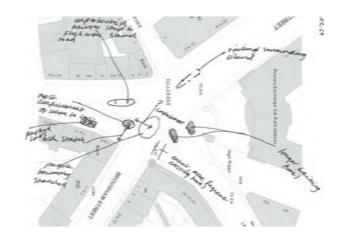
### DEMOGRAPHIC COUNTING

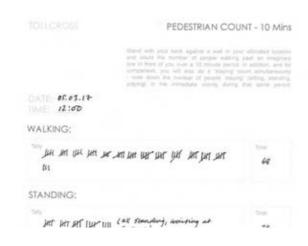
Following the pedestrian movement count, each researcher at each key location within the town centre conducts a further 10 minute demographic study. They note down using a simple table the age bracket and gender balance of those people visible from that location, and the number of people utilising the 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 various types of sitting, standing, and playing activities at each of the 4 times of day (8am, 12noon, 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.

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### PHOTOGRAPHY, DIARY + OBSERVATIONS

Each researcher at each of the 4 key locations for each town centres, takes a photograph to capture the 4 times of day their results have come from [8am, 12noon, 5pm, 7pm]. They also keep a diary noting down any particular conditions or observations 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. A location map is also provided to researchers to note down any particular spatial observations at each time slot.

### 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 the pavement 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 4 times during each of the days of research at each town centre (8am, 12noon, 5pm, 7pm) and at each of the 4 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.

### TRACING

At each of the four 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 was assessed against the 12 key Quality Criteria for creating high quality public places as advocated by Jan Gehl. Each location, and the town centre as a whole was compared to these ideal criteria and conditions for quality public spaces to assess its current condition. In combination with the knowledge gained from test walks, user interviews, and movement recording techniques, assessment against these 12 Quality Criteria helps reveal what and where opportunities may be for improvement within each town centre in terms of public life.

The 12 key criteria advocated by Jan Gehl are:

- Protection against traffic and accidents feeling safe
- 2. Protection against crime and violence feeling
- 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
- 12. Aesthetic qualities and positive sensory experience

To assess the place function of each town centre according to this criteria framework, a mixed method approach was 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 was used in addition to a qualitative methodology of randomised semistructured interviews with users in the street. This ensured the capturing of a mix of residents, workers and visitors already highly represented in the street environment, as well as gathering additional information and user experiences from targeted in-depth interviews and workshops with certain groups (e.g. elderly or disabled people, those with young children). Together this gives a more holistic understanding of the place function of each location and the town centre as a whole.

In addition, the overall town centre background studies looking at types of facade, land use and times of activity also supplement and fed into the place function analysis. These gave additional insight and contextualisation to all research findings, and helped to input into the place function assessment in addition.





### ASSESSING PLACE FUNCTION

### Semi-structured interviews

Each researcher conducted 5+ user interviews (where possible) at each of the 4 key locations at each town centre and at each of the 4 research time slots (8am, 12noon, 5pm, 7pm) and on both a weekday and weekend day, using a random sampling technique.

These spot-interviews with people that actually use the town centre public space, allowed us to gain more qualitative and detailed insight into user experience of the town centre at these points. Spot user interviews were conducted using random sampling to gain a representative sample of residents, workers, and visitors using the town centre at each of the key locations. They are an invaluable tool to better understand how different users with different needs experience the town centre street environment.

These interviews included questions structured around the 12 Quality Criteria, and will subsequently be analysed and 'coded' according to the 12 Quality Criteria to feed into assessment of the place and movement function of each town centre.

User interviews give a more qualitative assessment of how people feel about a place. Rather than just

directly observing how people move about or use the space as an impartial invisible person, instead user interviews allow the researcher to interact with the people using the space to give added depth and insight 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 gives 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.

By interviewing a diversity of users we learned a range of information about different aspects of the public space based on individuals' own experience and perspective. To ensure selection of interviewees was random and representative of the users occupying that location at that time, researchers selected every 3rd person walking past to invite to take part in an interview, until they had successfully interviewed a minimum of 5 people for each time of day. The only time this number was not achieved was where there were insufficient numbers of people in the street to ask, researchers did not feel safe approaching people for whatever reason, or another mitigating factor prevented this.

### <u>In-depth interviews and walkabout workshops with</u> particular user groups

To supplement the randomised spot user interviews, and to gain a more in-depth understanding of end user experience of the town centre street environment from the perspective of specific user groups e.g. local disabled and/or elderly people, we also conducted a minimum 3-5 in-depth user interviews with disabled/elderly people or those with young children based on 12 Quality Criteria as part of walking workshops (as appropriate) around the whole town centre. These included questionnaires based on the 12 Quality Criteria and allowed for more in-depth discussion with, and practical understanding of the common themes that emerge among these user groups in terms of the way they experience their local town centre.

Responses from all interviewees (spot interviews in the street and specific in-depth interviews) were coded to draw out key themes for each public space at the different times of day/week and priorities for action or design recommendations identified as a result. Each interviewee was asked 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. Part of the researchers job is to ask 'Why is that?' after each question (as much as appropriate) to really get to the heart of their motivations and feelings for their answers.



# KEY LOCATIONS IN EACH TOWN CENTRE

The Public Life Street Assessments included assessment and spatial analysis of their current function and usage at four 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.





# RESEARCH LOCATIONS



AT PEDESTRIAN CROSSING POINT .
NEAR MAIN TRAFFIC JUNCTION

Close to the major traffic junction at Drumbrae roundabout, this spot captures pedestrian movement flows toward larger retail from the more human-scale town centre to the East. Adjacent to a pedestrian crossing and busy bus stops.



### CORSTORPHINE HUB (JUNCTION OF MANSE PLACE/ST JOHN'S RD)

Outside Corstorphine Hub community centre / cafe.
Adjacent to key traffic junction and pedestrian crossing.
Human-scale retail frontages with potential for increased public life.



CAR PARK AT JUNCTION OF FEATHERALL AVENUE/ST JOHN'S RD

Broader street space with active pub frontage and potential for increased public life. Positioning of research on corner will also capture linear pedestrian movement along town centre.



BUS STOP / SAINSBURY'S / CAR PARK OFF ST JOHN'S ROAD

Outside Sainsburys/Greggs at bus stop adjacent to car park. Space opens out into car park, potential for public life. Bus stop as point of interest and existing activity. Linear movement along town centre also captured.



# CLIMATIC CONDITIONS

CORSTORPHINE

Varying weather conditions on each research day may impact the public life patterns observed. As such, the conditions research was undertaken in are expressed here.

A consistent methodology has been used through each research day in the town centre and at the five time slots research was recorded. However this record of weather may explain any anomalous results.

Whilst rain and snow was avoided where possible, due to the time of year cold conditions were inevitable and unexpected rain showers were occasionally experienced for short periods during some time slots. However, where possible and as much as could be predicted, rain/snow free days were chosen based on the weather forecast 24 hours before each planned research day.

Whilst temperatures were always cold - unavoidable at this time of year - a mix of sunny, cloudy and occasionally rain showers were observed. These gave excellent research results for this time of year-showing the diversity of conditions present in Winter months and how these impact on public life.

### WEDNESDAY 15 FEBRUARY

8am - Cold (5oC), cloudy with sunny spells.

12pm - Cold (7oC), cloudy.

5pm - Cold (5oC), cloudy, overcast, spots of light rain.

7pm - Cold (4oC), spots of light rain, overcast, dark.

### SATURDAY 18 FEBRUARY

8am - Cold (10oC), cloudy, dry.

12pm - Cold (9oC), overcast, light rain.

5pm - Cold (9oC), cloudy, overcast, spots of rain.

7pm - Cold (9oC), dark, overcast, spots of rain.



### LOCATION A | AT PEDESTRIAN CROSSING ON MEADOW PLACE ROAD NEAR ROUNDABOUT

| TOWN CE      | ENTRE: CORS | TORPHINE | PROTECTION - How to minimize unpleasant exper   | riences. 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, he condi   | earing and talking. Playing and unwinding are also inclutions. Pedestrians need to move freely, as well as stan   |
|--------------|-------------|----------|---|---|---|--|--|---|
| 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            | 15.02.2017  | 08.00    | There is too much traffic here  | 8 out of 10 safe, I don't worry about crime   | There is too much traffic here  |  |  |   |
| A            | 15.02.2017  | 08.00    | There is too much traffic here  | 8 out of 10 safe, I don't worry about crime   | There is too much traffic here  |  | This isn't somewhere I like to spend time, just where I catch the bus from.  |   |
| A            | 15.02.2017  |          | There is too much traffic here  | ,   |   |  | There's no reason for me to come here apart from to catch the bus.   |   |
| A            | 15.02.2017  | 12.00    |   | 9 out of 10 safe, I don't worry about crime.  |   |  | There is a really nice cafe worth visiting which is part of the heritage trust   |   |
| A            | 15.02.2017  | 12.00    |   | 9 out of 10 safe, I don't worry about crime.  | Down the side residential streets, the entire side of the pavement gets occupied by bins at collection time which means you can't walk there. | Down the side residential streets, the entire side of the pavement gets occupied by bins at collection time which means you can't walk there.  |  |   |
| Δ            | 15.02.2017  | 12.00    |   | I'd like to change the areas reputation.  |   |  | Along the main road there are no chances to stop which isn't good for public life.   | Along the main road there are no chances to stop wh<br>isn't good for public life.  |
| Δ            | 15.02.2017  | 12.00    |   | 9 out of 10 safe, I don't worry about crime. [] There are social problems in the new build where I work |   |  | I know there are amenities, but there aren't many around St John's Road.   | ant good to public inc.   |
|              |             |          |   |   | The traffic is a nuisance but it brings   |  | around of John's Ivold.  |   |
| A            | 15.02.2017  | 12.00    | The traffic is a nuisance but it brings business.  The traffic doesn't make me feel very safe [] The traffic  | 9 out of 10 safe, I don't worry about crime.  | business.   |  |  |   |
| Α            | 15.02.2017  | 17.00    | means I can't let my dog off the lead here.   |   | A shelter might enhance the area or railings<br>Traffic fumes are a problem [] Dog poo is   | 3  | I only walk through this area to go home.  | I'd spend time sitting in the village but not at this junc  |
| A            | 15.02.2017  | 17.00    | A cycle path to avoid traffic would be good.  | There's no crime here   | a problem here  | We spend time here because we have to walk the dogs.   |  | I'd sit in the park   |
| A            | 15.02.2017  |          | A cycle path would make cycling feel safer rather than having to loop back through the park   | Crime isn't a problem here  | Dog poo is a problem here [] Trafffic and traffic pollution are a problem here  |  |  | I'd sit in the park   |
| A            | 15.02.2017  | 17.00    |   |   | It's so polluted here. [] There is lots of traffic here   |  |  |   |
| Α            | 15.02.2017  | 19.00    |   |   |   |  |  |   |
| А            | 18.02.2017  |          | I wouldn't spend any time outside here in summer. It's dirty, noisy, unclean, there's lots of litter and busy traffic. [] The pavements are often uneven. Also there is no pedestrian priority in this big car park. It's dangerous.  | I feel 10 out of 10 safe here. I don't worry al   |   | stuck in the road with the cars getting frustrating and trying to go forward.  | I wouldn't spend any time outside here in summer. It's dirty, noisy, unclean, there's lots of litter and busy  | I wouldn't spend any time outside here in summer. It<br>dirty, noisy, unclean, there's lots of litter and busy tra<br>It's unpleasant. I wouldn't want to spend any time<br>outside here. |
|              |             |          |   | I don't worry about crime here. I feel 9 out of   | I'm only here walking to the shops, or going to the park with the dog. The weather  | I'm only here walking to the shops, or going to the park with the dog. The weather   | I'm only here walking to the shops, or going to the park   |   |
| Α            | 18.02.2017  | 08.00    | Traffic is okay - you have to just live with it.  | 10 safe.  | doesn't affect me.  | doesn't affect me.   | with the dog. The weather doesn't affect me.   |   |
| A            | 18.02.2017  |          | Traffic is the biggest threat here. Cars just go straight<br>through the red light. I think it's because they can't see or<br>don't notice the light. They don't stop for pedestrians. I'm<br>really careful now. Traffic has increased in recent years.<br>Cars go really quick coming off the roundabout. They<br>think they're on a motorway.  |   | The weather doesn't affect me - I'm just catching the bus.  | Traffic is the biggest threat here. Cars just go straight through the red light. I think it's because they can't see or don't notice the light. They don't stop for pedestrians. I'm really careful now. Traffic has increased in recent years.  | I never spend time here, I'm just doing a bus change at this bus stop on my way to work. I don't even know where you could spend time outside here?!   | I never spend time here, I'm just doing a bus change this bus stop on my way to work. I don't even know where you could spend time outside here?!   |
| A            | 18.02.2017  |          | The main issue here is cars and traffic. Especially at the McDonalds drive through in the big car park here. It's one way so cars queue in the car park and obstruct pedestrians. The car park is a nightmare to walk through. The link for pedestrians is terrible. Particularly to go to Tesco from here (north end of the retail park). You have to go down the car ramp. There's no pavement. It feels really unsafe. |   |   | The main issue here is cars and traffic. Especially at the McDonalds drive through in the big car park here. It's one way so cars queue in the car park and obstruct pedestrians. The car park is an inplitmare to walk through. The link for pedestrians is terrible. Particularly to go to Tesco from here (prorth end of the retail park). You have to go down the car ramp. There's no pawent. It feels ready lunsafe. |  | I never spend time outside here, even on my lunch<br>break in summer - there's nowhere to sit, and it's not<br>ince, Just a logic arp raik. No tree or seats or anythin                   |
| A            | 18.02.2017  |          | Traffic is crazy. Very busy, fast, doesn't stop for podestrians. There's a problem at the ramp to PC World from Tesco too - there's no pedestrian route. Everything is designed around the car. It's horrible to walk through here. I'd never spend time outside here - I don't even know where I could sit? I'd go to the historic bit of Corstophine instead, that's much better.                                       |   |   | Traffic is crazy. Very busy, fast, doesn't stop for pedestrians. There's a problem at the ramp to PC World from Teoc too. There's no pedestrian route. Everything is designed around the car. It's horrible to walk through here.  | Everything is designed around the car. It's horrible to<br>walk through here. I'd never spend time outside here - I<br>don't even know where I could st? I'd go to the historic<br>bit of Corstophine instead, that's much better. | walk through here. I'd never spend time outside here  |

| . Opportunities to participate in a variety of activities and experienc d sit where it feels good and natural.   | be the surroundings rest on how city space is designe   | d to facilitate basic human activities under good   |  |  | the climate and the sensory experience of the ces on a human scale, with fine details, good  |  |   |
|--|---|---|--|--|--|--|---|
| 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?<br>Necessary / optional / recreational<br>activity?                                     | What is this place lacking?   |
|  | I spend time at home.   | I spend time in the garden at home  |  | There is too much traffic here   |  | Anon- waiting for a bus  | Less traffic  |
|  |   | This isn't somewhere I like to spend time, but I do use the shops here  |  | There is too much traffic here   | The car park isn't very attractive   | Anon- waiting for a bus  | Less traffic.   |
|  |   | There's no reason for me to come here apart from to catch the bus. [] There's no attractions here.                  |  |  | It's not somewhere I would spend more time in during the summer  | Anon- waiting for a bus  | Less traffic. More things to do.  |
|  | There is a really nice cafe worth visiting which is part of the heritage trust [] The local community is aging and dying off in this area which affects people who are still attending church | I look after the church graveyard [] There is a really nice cafe worth visiting which is part of the heritage trust |  | There is a really nice cafe worth visiting which is part of the heritage trust   |  | Anon - church reverend   |   |
| 'd spend more time around the old village in summer  |   |   |  |  | I'd spend more time around the old village in<br>summer [] Down the side residential streets,<br>the entire side of the pavement gets occupied<br>by bins at collection time which means you<br>can't walk there.  | Anon- walking the dog  | Sort out the bins. Less clutter street  |
| -  |   | Along the main road there are no chances to stop  |  | Along the main road there are no chances   |  |  | Places to stop and sit. Improve   |
| think there are interesting parts round here like the towers.  | life  | which isn't good for public life.  I know there are amenities, but there aren't many                                |  | to stop which isn't good for public life.  |  | Shona - looking after grandchildren.   | areas reputation.   |
|  | There are social problems in the new build where I work   | around St John's Road. [] There are social problems in the new build where I work.                                  |  |  |  | Anon - social worker (working)   |   |
|  |   |   |  | The traffic is a nuisance but it brings business.  |  | Anon - working at McDonalds  | Less cars.  |
|  | My friend is on the opposite side of St John's Rd so I go to see her when I'm out with the dog.   |   |  | Traffic is the biggest nuisance here   |  | Anon - walking the dog   | More shelter. Feel safer from traffic.  |
|  | <b>J</b>  | There's lots to do in terms of walks, cycling and restaurants here  |  | Traffic fumes are a problem  |  | Angela- walking the dog  | Cycle path avoiding traffic. Les<br>dog poo. Less pollution and fu  |
|  |   | There is a great choice of amenities here   |  | Traffic fumes and dog poo are a problem  |  | Anon - walking the dog   | Less pollution and fumes. A b loop to the park - safer for pedestrians and cyclists.  |
|  |   | There is a great choice of amenities freie  |  | It's so polluted here. [] There is lots of   |  |  |   |
|  |   |   |  | traffic here   |  | Anon - walking from work   | Less pollution. Less traffic.   |
| There used to be trees here in the car park. I don't know if they were vandalised or what, but they've been removed for some reason, It would be good to get then back. It would look better.  [] I'd like them to do something about all the vacant shops in the town centre. It's not nice to walk past. | I wouldn't spend any time outside here in summer. It's dirty, noisy, unclean, there's lots of litter and busy traffic. [] Traffic is really noisy here.                                       |   | Also there is no pedestrian priority in this big car park. It's dangerous. |  | It's dirty, and noisy from traffic. [] I wouldn't spend any time outside here in summer. It's dirty, noisy, unclean, there's lots of litter and busy traffic. [] Bring back the trees. Clean the bus shelter. Make the pawements better-more even, well looked after, and clean themitgets all slippery here at the bus stop [bus stop west side of Meadow Place Road] where all the grease from the McDonalds that get thrown on the floor goes, [] People drop litter all the time here. It makes it look disploitated. [] They put some trees and seats here. It's like that up at Drumbrae where the 2th bus turns - 15s much nicer, looks better aesthetically. More caref for. More like that would be good. | Jan (60s) - I'm shopping at Tesco. I come every week to Tesco just for shopping.                                       | Bring back the trees. Trees ar more seating. Clean the bus shelter. Make the pavements - more even, well looked after clean them - it gets all slipper here at the bus stop [bus stop side of Meadow Place Road] where all the grease from the McDenalds that get thrown on floor goes. Do something abo vacant shops. Make it more pdestrian priority. Put a route pedestrians through the carp Clear up the litter. For me the the main thing is to make the pavements better and more e It makes life really difficul for people as it is at the moment. |
|  | I like that it's a friendly area.   |   |  |  | I don't like the dog fouling.  | Ken - I'm shopping   | Less dog fouling.   |
| like the village feel of the older part of Corstorphine.   | Traffic is noisy and busy.  |   |  |  |  | Jon - going to work. I never spend<br>time here, I'm just doing a bus<br>change at this bus stop on my way to<br>work. | Less traffic. More accessible folder people (easier to walk).   |
| garanta and an   |   |   | my lunch break in summer - there's   | I never spend time outside here, even on my lunch break in summer - there's nowhere to sit, and it's not nice. Just a big car park. No trees or seals or anything. |  | Marc - working at PC World   | Better pedestrian priority and connection to Tesco [from no car park].  |
| d never spend time outside here - I don't even know where I ould sit? I'd go to the historic bit of Corstorphine instead, that's   | I'd never spend time outside here - I don't even know where I could sit? I'd go to the historic bit of  |   | Everything is designed around the car. It's                                | I'd never spend time outside here - I don't<br>even know where I could sit? I'd go to the<br>historic bit of Corstorphine instead, that's<br>much better.          | even know where I could sit? I'd go to the historic bit of Corstorphine instead, that's much   | Anon - working here  | Better pedestrian priority and connection to Tesco [from no car park]. [] Somewhere to  |

LOCATION A CONTINUED | AT PEDESTRIAN CROSSING ON MEADOW PLACE ROAD NEAR ROUNDABOUT

| TOWN CE      | NTRE: COR    | STORPHIN  | NE    | PROTECTION - How to minimize unpleasant expe   | riences. 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. Playing and unwinding are also include conditions. Pedestrians need to move freely, as well as stand a   |   |  |  |
|--------------|--------------|-----------|-------|--|---|--|---|---|--|--|
| 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            | 18.02.2017   | 1         | 17.00 | The traffic is always heavy. I guess it's fine.  | We don't worry about crime here.  |  | It's fine.  | We just come here for the shop, we wouldn't spend time here.  | We just come here for the shop, we wouldn't spend time here.   |  |
| A            | 18.02.2017   | 1         | 17.00 |  |   |  |   | I'd never spend time outside here. I just go to the Tesco and then get the bus.   | I'd never spend time outside here. I just go to the Tesco and then get the bus.  |  |
| A            | 18.02.2017   | 1         | 1     | I don't like spending time here any more. It's all changed since I grew up here 70 years ago. It used to be all fields and cows. Now it's all this traffic and big shopping centres. I don't like spending time here anymore. I just take the bus to see my wife each day from up the road. [] don't like all the traffic. It's so much busier than it used to be. Big developments too. The traffic is horrible. Too busy. Too many cars. It's not like it was. |   | The weather doesn't affect me. I'm just taking the bus to see my wife.   | It's not easy to walk through here. Too much traffic.   | I don't like spending time here any more. It's all changed since I grew up here 70 years ago. It used to be all fields and cows. Now it's all this traffic and big shopping centres. I don't like spending time here anymore. I just take the bus to see my wife each day from up the road. | I don't like spending time here any more. It's all changed since I grew up here 70 years ago. It used to be all fields and cows. Now it's all this traffic and big shopping centres. I don't like spending time here anymore. I just take the bus to see my wife each day from up the road.  |  |
| R            | SEARCH DIARY | OBSERVATI |       | Some cyclists were observed using the roads despite the roads being very heavy with traffic, particularly around peak times. The roundabout was also observed to be fairly chaotic with cars frequently beeping their horns at one another.  | Researchers observed that pavements were relatively dark and poorly lit for a short period of the early evening which might affect perceptions of safety with the onset of evening. | affected by various smells, from both smog from the heavy traffic but also the smell of fried food and McDonalds could be detected on the street. Some sensory factors were noted as particularly unpleasant, the smog and pollution was particularly noticeable, and vomit was noted on the street at this location at midday during the week. Researchers also observed that when the weather was particularly wet and rainy, the streets were much quieter in terms of pedestrian activity. | dominated car park. Researchers observed a number of pedestrians being confused of how to get to Tesco from the nothern car park, with some cutting down through the vegetation and then jumping down the wall to the pedestrian crossing, and others backtracking and finding routes through the car toward the car ramp to the west. It was noted by researchers that pedestrian lights are set to a short waiting time which maintains pedestrian flow at their location. It was noted that a large number of pedestrians were carrying large shopping bags to the bus stops and that there was potential to improve shelter at the bus stop from traffic for the large number of shoppers. Long queues were frequently observed where pedestrians were waiting for busses. Researchers observed large crowds around | Researchers also observed that pedestrians walked at pace to and from bus stops but infrequently paused or stopped in the street. They were often observed with headphones plugged in and carrying shopping bags, implying they were undertaking necessary errands                          | Researchers observed a large number of people sitting and eating in their cars at this location. Many of these people had bought food from McDonalds, and either wanted to eat inside due to the cold weather, or had no outboor alternative due to a lack of seating and pleasant outboor environment in which to do so at this location. Researchers noted an opportunity to create more of a pedestrian gateway into the retail park at this location, building on the existing bus stop and well used pedestrian gateway into the retail park from the main town centre to the east of here. This could include additional shelter for those waiting for buses (currently the bus shelter is over capacity in poor weather), as well as additional seating and planting including trees to create a higher quality gateway into the retail park. Including seating as part of this - semi-screened with high canopy trees from the road may provide a more conducive environment for sitting behaviours. |  |

| . Opportunities to participate in a variety of activities and experien d sit where it feels good and natural.   | ce the surroundings rest on how city space is designed | ed to facilitate basic human activities under good   |  |  | the climate and the sensory experience of the ces on a human scale, with fine details, good  |  |  |
|---|--|--|--|--|--|--|--|
| 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?<br>Necessary / optional / recreational<br>activity? | What is this place lacking?                        |
|   |  |  |  |  |  | Ron and Liz - we come here once a week from Sighthill to go to Tesco.              | Don't know   |
|   |  |  |  |  |  | Jim - going to the shop [Tesco]. I live around the corner.                         | Don't know - it's fine.                            |
| I don't like spending time here any more. It's all changed since I grew up here 70 years ago, It used to be all fields and cows. Now it's all this traffic and big shopping centres. I don't like spending time here anymore. I just take the bus to see my wife each day from up the road. [] I don't like all the traffic. It's so much busine than it used to be. Big developments too. They obscure the existing residents view. It used to all be fields. It was so much nicer to look at back then. |  |  |  |  | I'd like it to be green like it used to be here.<br>Fields and cows. Or at least more trees. It's all<br>just big developments and horrible busy traffic<br>now. It's a motorway not a place. It used to be<br>so beautiful. |  | More trees. Less traffic. Small scale development. |
|   |  | It was noted that a particularly high proportion if children and families were using the parking lot and McDonalds. A high proportion of dog walkers were also observed and there may be opportunities to reduce dog fouling through design adjustments to the pavement to improve the quality of the streetscape. | It was noted by researchers that bus<br>services seemed to be fairly infrequent,<br>with pedestrians observed complaining<br>about bus times at the bus slore. | It was observed by researchers that there was often a constant flow of pedestrian traffic going to the shops, waiting areasigreen spaces could be introduced as at present the only larger outdoor public space provision is the car park. |  |  |  |

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LOCATION B | ST JOHN'S ROAD AT FEATHERHALL AVENUE + CAR PARK

| TOWN CE      | NTRE: CORS | TORPHINE | PROTECTION - How to minimize unpleasant experi  | rences. 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, s   |  | aring and talking. Playing and unwinding are also included<br>ions. Pedestrians need to move freely, as well as stand ar   |
|--------------|------------|----------|---|--|---|---|--|--|
| 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   |
| R            | 15.02.2017 |          | The biggest threat here is definitely the congestion and traffic. It's really bad, but what can you do?![] would like to see the parking in this car park (corner of Corstorphine Road and Featherhall Avenue) better monitored. It used to be monitored and so people would just park here whilst they popped into the shop. Now it isn't, and people just park here all day long.   | I feel 7 out of 10 safe from crime.  | The biggest threat here is definitely the congestion and traffic. It's really bad, but what can you do? [] hate even having to have my lunch outside in the warmer months. You have to perch in the car park right next to the traffic and all the cars and pollution. It's horrible.   |   |  | I wouldn't spend time outside, even in summer. I hate even having to have my lunch outside in the warmer months. You have to perch in the car park right next to   |
| В            | 15.02.2017 |          | I would never sit outside or spend time here in summer, because of the traffic. [] Cars park on the pavement near the shop - it means prams from the nusvery around the corner can't get past. It needs bollards or something to stop them. They ignore the double red line.  | I never worry about crime here.  |   | Put 'entry' and 'exit' on the car park so drivers don't go the wrong way and block it up. At the moment they come in straight off the main road as they don't want to go all the way round and in from Featherhall Avenue. It causes confusion and people don't know where cars are coming from. II I never go outside here and I drive to work. Sometimes I get the bus in summer and walk down here from one stop up the road, but that's it. It's not a nice place to walk through or spend time. [] There's some broken paving that makes it tricky for some people to walk through risks uneven.   | I never go outside here and I drive to work. Sometimes I get the bus in summer and walk down here from one stop up the road, but that's it. It's not a nice place to walk through or spend time. [] would never sit  | Fix the wall outside [including timber seats inset]. [] I  |
| В            | 15.02.2017 | 12.00    | The biggest threat here is the traffic. It's really busy and polluted. It's a main arterial road so I don't know what you can do though. The pollution and traffic is really bad here. It puts you off spending lime outside. It like there to be less cars and more space for people. It's not a good place to be outside at the moment.   | I feel 8 out of 10 safe. I don't worry about crime.  | The biggest threat here is the traffic. It's really busy and polluted. It's a main arterial road so I don't know what you can do though. The pollution and traffic is really bad here. It puts you off spending time outside. If like there to be less cars and more space for people. It's not a good place to be outside at the moment. |   | I live here but I wouldn't spend time here. I'd go outside at St Many's Park, not here. It's busy and polluted. No-one wants to sit on benches facing a big arterial road and with all the pollution. [] The biggest threat here is the traffic. It's really busy and polluted. It's a main arterial road so I don't know what you can do though. The pollution and traffic is really bad here. It puts you off spending lime outside. If all file there to be less cars and more space for people. It's not a good place to be outside at the moment. | I live here but I wouldn't spend time here. I'd go outside at St Margaret's Park, not here. It's busy and polluted. No-one wants to sit on benches facing a big arterial road and with all the pollution.  |
| В            | 15.02.2017 | 12.00    | The traffic is grim. Cars double park, particularly on Templeland Road, and the pavements are bad there too. It's difficult to walk, and impossible if you're disabled. There are too many cars and they park for too long. They are people that go on holiday and just leave their car here, or commute to other places but park here. The parked cars block driveways and where you want to walk. It's really bad. Ambulances sometimes can't get through, or fire engines. You get stuck if you're walking too - especially if you use a wheelchair. You can't get past all the cars on the pavement and in the road. It's a big problem.  |  | too long. They are people that go on holiday<br>and just leave their car here, or commute to<br>to other places but park here. The parked cars<br>block driveways and where you want to<br>walk. It's really bad. Ambulances<br>sometimes can't get through, or fire  | I just walk to the shops and back. I never spend time outside here if I can help it I1 her taffic is grim. Cars double park, particularly on Templeland Road, and the pawements are bad there too. It's difficult to walk, and impossible if you're disabled. There are too many cars and they park for too long. They are people that go on holiday and just leave their car here, or commute to other places but park here. The parked cars block driveways and where you want to walk. It's really bad. Ambulances sometimes can't get through, or fire engines. You get stuck if you're walking too -especially if you use a wheelchair. You can't get past all the cars on the pavement and in the road. If is a big problem, I1 There's a lot of higgly play pawements near here, where they've been repaved badly. For example Corstorphine Bank Drive. I had a fall recently and broken y vertebrae. I have to be |  | I just walk to the shops and back. I never spend time outside here if I can help it. There's nowhere to sit or spend time, and the traffic is grim.  |
| В            | 15.02.2017 | 12.00    | Pollution is the biggest worry here. I'm worried about my health. I heard about that report that said this street is really bad for pollution. The traffic is ternible, but I don't know what you can do? [] If craelly like cars to stop parking on the pawement. I saw a guy drive right onto the bawement here [north-west corner of the car park at Featherhall Ave/St. John's Road]. He almost hit an elderly guy just trying to walk on the pawement. It's really dangerous for pedestrians to walk here with the cars doing exactly what they like. I wouldn't want to be an older person trying to walk or the pawement. With bollards or something? Something to stop them parking on the pawement. With bollards or something? Something to stop them parking on the pawement. They ignore the double red line. | I feel 9 out of 10 safe here. I don't worry about crime.   | because of the pollution and noise from the<br>cars. [] Pollution is the biggest worry<br>here. I'm worried about my health. I heard<br>about that report that said this street is  | I get off the bus one stop to the east of here and walk from there. It's okay but I wouldn't want to be outside more than I have to. [] I'd really like cars to stop parking on the pavement. I saw a guy drive right onto the pavement here [north-west corner of the car park at Featherhall Ave/St John's Road]. He almost hit an elderly guy just trying to walk on the pavement. It's really dangerous for pedestrians to walk here with the cars doing exactly what they like. I wouldn't want to be an older person trying to walk through here.   | at work. It would be nice to outside and get some fresh  | I'd never spend time here except when I'm at work or coming to work. [] I never go outside - I'm just indoors at work. It would be nice to outside and get some fresh air when its sunny but I wouldn't here because of the pollution and noise from the cars. |
|              | 15.02.2017 | 42.00    | Traffic is the biggest threat here. The volume of the   | I deall comments to the state of the state o |   | Traffic is the biggest threat here. The volume of the traffic. It's really crap. Lots of  |  | I'd never sit outside or spend time outside in summer  |
| В            | 15.02.2017 |          | It's very busy with traffic here at peak times. It's not a good place to spend time outside. The traffic goes to fast. Drivers are the biggest threat here. They don't anticipate cyclists. I can't walk very well now either - I'm quite old But I have my electric bike which helps me get around. It is hazardous though with the cars.  | I don't worry about crime here.  I'd like to see [] a brighter street environment with better lighting. It's hard to see at night.   | It's very busy with traffic here at peak times. It's not a good place to spend time outside. The traffic goes too fast. Drivers are the biggest threat here. They don't anticipate cycliss. I can't walk very well now either I'm quite old But I have my electric bike which helps me get around. It is hazardous though with the cars.  | It's very busy with traffic here at peak times. It's not a good place to spend time outside. The traffic goes too fast. Drivers are the biggest threat here. They don't   | I'd like to see more trees, more refuse birs, and seats.<br>A brighter street environment with better lighting. Its<br>hard to see at night. More pedestrian segregation with<br>wider pavements and more space for people, also<br>more shelter and cover such as awnings to protect you<br>from the weather when you're on foot.   | here.  |

| . Opportunities to participate in a variety of activities and experienc d sit where it feels good and natural.  | e the surroundings rest on how city space is designe   | d to facilitate basic human activities under good   | ENJOYMENT - Enjoyment covers the hu<br>place, including design and the quality of  | man scale, enjoying the positive aspects of<br>of materials used. It is vital to create city spa<br>materials and good street furniture.  | the climate and the sensory experience of the ces on a human scale, with fine details, good   |   |  |
|---|--|---|--|---|---|---|--|
| 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?<br>Necessary / optional / recreational<br>activity?                                  | What is this place lacking?  |
|   |  |   |  |   | I would like to see the parking in this car park [corner of Corstorphine Road and Featherhall Avenue) better monitored. It used to be monitored and so people would just park here whilst they popped into the shop. Now it isn't, and people just park here all day long.  | retail)   | in the car park outside here.  |
|   |  |   | Fix the wall outside. Put 'entry' and 'exit' on the car park so drivers don't go the wrong way and block it up. At the moment they come in straight off the main road as they don't want to go all the way round and in from Featherhall Avenue. It causes confusion and people don't know where cars are coming from.   |   | Fix the wall outside. Put entry and 'exit' on the car park so drivers don't go the wrong way and block it up. At the moment they come in straight off the main road as they don't want to go all the way round and in from Featherhall Avenue. It causes confusion and people don't know where cars are coming from. [] The wall outside has caved in out front. Cars park on the pavement near the shop - it means prams from the nursey around the corner can't get past. It needs boliards or something. |   | Fix the wall outside. Put 'entry and 'exit' on the car park so drivers don't go the wrong way and block it up. At the moment they come in straight off the main road as they don't want to go all the way round and in from Featherhall Avenue. It causes confusion and people don't know where cars are coming from. [] Add bollards or something to stop cars parking on the pavement slabs. |
|   |  |   |  | do though. The pollution and traffic is<br>really bad here. It puts you off spending<br>time outside. I'd like there to be less cars<br>and more space for people. It's not a         | The biggest threat here is the traffic. It's really busy and polluted. It's a main arterial road so I don't know what you can do though. The pollution and traffic is really bad here. It puts you off spending time outside. If like there to be less cars and more space for people. It's not a good place to be outside at the moment.   |   | Less cars. More variety of shops.<br>Less pollution.   |
|   | I just walk to the shops and back. I never spend time outside here if I can help it. There's nowhere to sit or spend time, and the traffic is grim.                                    |   | The traffic is grim. Cars double park, particularly on Templeland Road, and the pavements are bad there too. It's difficult to walk, and impossible if you're disabled. There are too many cars and they park for too long. They are people that oo long. They are people that coommute to other places but park here. Or commute to other places but park here. The parked cars block driveways and where you want to walk. It's really bad. Ambulances sometimes can't get through, or fire engines. You get stuck if you're walking too -especially if you use a wheelchair. You can't get past all the cars on the pavement and in the road. It's a big problem. |   | The parked cars block driveways and where you want to walk. It's really bad. Ambulances sometimes can't get through, or fire engines. You get stuck if you're walking too - especially if you use a wheelchair. You can't get past all the cars on the pavement and in the road. It's a big problem.  | Sheena (60s) - going to the shops. I live locally so 1'm here a lot.  | Better, more even pavements, and less parking.   |
| I'd never spend time here except when I'm at work or coming to work.  | I never go outside - I'm just indoors at work. It would be nice to outside and get some fresh air when its sunny but I wouldn't here because of the pollution and noise from the cars. |   |  | I never go outside - I'm just indoors at work. It would be nice to outside and get some fresh air when its sunny but! wouldn't here because of the pollution and noise from the cars. | I never go outside - I'm just indoors at work. It would be nice to outside and get some fresh air when its sunny but I wouldn't here because of the pollution and noise from the cars.  | Mark - working at 'Cash for Clothes' adjacent to car park.  Anon - I've been to see the solicitor                   | I'd like them to stop cars parking<br>on the pavement. More trees. A<br>better place to be outside - seating,<br>planting, less pollution.   |
| I like the nice people here, and the local businesses.  |  |   |  |   |   | here - I used to live here, from 1982<br>onwards. I've just moved away.   | More parking.  |
| I'd like to see more trees, more refuse bins, and seats. A brighter street environment with better lighting. It's hard to see at night. More pedestrian segregation with wider peavements and more space for people. Also more shelter and cover such as awnings to protect you from the weather when you're on foot. |  | seats. A brighter street environment with better lighting. It's hard to see at night. More pedestrian segregation with wider pavements and more space | with better lighting. It's hard to see at<br>night. More pedestrian segregation with<br>wider pavements and more space for   | and cover such as awnings to protect you  | I'd like to see more trees, more refuse bins, and seats. A brighter street environment with better lighting, it's hard to see an right. More pedestrian segregation with wider pavements and more space for people. Also more shelter and cover such as awnings to protect you from the weather when you're on foot.  | Bob - I'm an architect and 84 years old. I'm just here to go to the dentist. I live half a mile away from here [the | I'd like to see more trees, more refuse bins, and seats. A brighter street environment with better lighting. If shard to see at night. More pedestrian segregation with wider pavements and more space for people. Also more shelter and cover such as awrings to protect you from the weather when you're on foot.  |

LOCATION B CONTINUED | ST JOHN'S ROAD AT FEATHERHALL AVENUE + CAR PARK

| TOWN CE      | NTRE: CORS       | TORPHINE |   | iences. 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, s   | standing and sitting as well as the possibility for seeing, he condi   | earing and talking. Playing and unwinding are also include<br>tions. Pedestrians need to move freely, as well as stand a  |
|--------------|------------------|----------|---|---|--|---|--|---|
| 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  |
| В            | 15.02.2017       | 19.00    | Traffic is okay. People say its the busiest street in Scotland, and lots of pollution. I don't know though. [] We don't use the car park area here much at the moment. Sometimes customers park there. It would be good if there was more planting, seating and so on in the car park. That would be a positive thing.  |   |  | I usually walk to work. It's okay I guess.  | It's okay as a place to spend time outside. Not near this street (St John's Road) though, [] We don't use the car park area here much at the moment. Sometimes customers park there. It would be good if there was more planting, seating and so on in the car park. That would be a positive thing. | We don't use the car park area here much at the moment. Sometimes customers park there. It would be good if there was more planting, seating and so on in the car park. That would be a positive thing. |
| В            | 18.02.2017       | 08.00    | The traffic is very noisy all the time fro the HGVs   | 4 out of 10 - the pub can attract some bad people at night [] I do worry about crime as I have had my car broken into before [] Crime for me is the biggest nuisance here | The weather can make me drive to work sometimes instead of taking the bus, [] I wouldn't spend time sitting here but I might walk to the park during my lunch break [] The traffic is very noisy all the time fro the HGVs   |   | The pub and bookies are horrible places and dirty [] There isn't much to see or do or anything of interest here.   | I wouldn't spend time sitting here but I might walk to the park during my lunch break   |
| В            | 18.02.2017       | 08.00    | The traffic can be quite bad  |   | The grey ugly car park is dirty and unwelcoming [] When it rains I smoke in my car [] I wouldn't sit here, there's nowhere nice to sit and it's too close to the road [] The traffic can be quite bad  |   |  | I wouldn't sit here, there's nowhere nice to sit and it's too close to the road   |
| В            | 18.02.2017       | 08.00    | I don't like how busy the road is [] I would like the roads to be safer.  |   | I don't like how busy the road is  | The better the weather, the longer I go for a walk for.   |  | I'd spend time sitting outside at a cafe, but not outside.  |
| В            | 18.02.2017       | 08.00    | It's too close to the road and polluted to sit here [] Traffic can be quite fast on the main road [] 'I'd like to see the number of HGVs and lorries using St John's Road reduced.  | I do worry about crime, I have a high spec security alarm at home.  | If the weather is bad I wouldn't wander around the shops, I'd just take the dog for a walk [] It's too close to the road and polluted to sit here [] The pollution and noise from the traffic are the biggest issues here.   | I often walk arund the high street and go to the cafes and pubs. [] I find it easy to walk around but unappealling.   |  | It's too close to the road and polluted to sit here   |
| В            | 18.02.2017       | 12.00    | The traffic is noisy and busy   | 7 out of 10 for safety - I know everyone that goes to the pub   | There isn't much to see and the benches are too close to the road [] There's little shelter from the rain, I smoke at RBS for shelter [] The traffic is noisy and busy   | It's not a pretty place but for cars it functions well  | There's little shelter from the rain, I smoke at RBS for shelter   | There isn't much to see and the benches are too close to the road [] There's nowhere nice to sit in summer  |
| В            | 18.02.2017       | 12.00    |   | The pub is a little rough [] I don't worry about crime here.  | I wouldn't sit outside, it's ugly, noisy and polluted.   |   | It's not somewhere I like to spend time, I live here but I work in town. [] I'd rate it as a 1 out of 10 as a place to spend time in   | I wouldn't sit outside, it's ugly, noisy and polluted.  |
| В            | 18.02.2017       | 12.00    | I'd like to see slower traffic, safer travel options for cyclists   | I'd like to get rid of the pub and the bookies and replace it with nice cafes   |  |   | I wouldn't spend time here but I'm on my way from a friends.   |   |
| В            | 18.02.2017       | 12.00    | The traffic is noisy and busy   |   | The traffic is noisy and busy  |   | I don't like the area, it's ugly and dull  |   |
| В            | 18.02.2017       | 17.00    | The traffic is a problem, the crossing lights can also be very fast before they change.   |   | I like Lukes St Margarets Park but I really don't like the main road.  | I like Lukes St Margarets Park but I really don't like the main road. [] On a nice day I might walk to Queensferry  |  | There are some nice cafes here to sit outside.  |
| В            | 18.02.2017       | 17.00    | Traffic coud be reduced with less HGVs and coaches  | I don't worry about crime but sometimes<br>you get kids fighting at Mcdonalds   | I don't like spending time outdoor here, I only smoke outside.   | I don't like spending time outdoor here, I only smoke outside.  | I don't like spending time outdoor here, I only smoke outside.   | There isn't much seating to sit outside in the summer   |
| В            | 18.02.2017       | 19.00    |   | I feel safe but there are a lot of teenagers hanging around   | There's a lot of noise on the main road where I live   | I'd rate it 1 out of 10 as a place to spend time outdoors, it's dull and uninteresting.   | I don't like spending time here, I'm just on route to town [] I'd rate it 1 out of 10 as a place to spend time outdoors, it's dull and uninteresting.  |   |
| В            | 18.02.2017       | 19.00    | I'd like to see the traffic improved, I cycle a lot and I don't like using the main road  |   | There is nowhere to sit and it's too cold here   |   |  | There is nowhere to sit and it's too cold here  |
| R            | SESEARCH DIARY ( |          | Researchers observed high volumes, speeds, and dominance of traffic throughout research days. Several near misses were observed with pedestrians and cycliat at the minor junction of \$1 John's Road and Featherhall Avenue, and in the adjacent car park, with cars assuming infly of way and not adequately checking for or yielding for pedestrians or cyclists. One close miss was observed at midday at the weekend during the researcher observation period. Researchers observed many cars parking for long traffic and the properties of the p | Researchers observed mixed respones to  | had particularly high levels of rubbish<br>outside with a large number of cigarrette<br>ends visible from the night before until the<br>street sweepers arrived at 8.30am. At the<br>weekend, a large number of football fans<br>were observed gathering around the pub<br>and sheltering under the RSS awnings due<br>to the patchy rain and windy weather<br>conditions. This was frequently used as a<br>shelter throughout the day, and frequently<br>was used as a meeting and talking spot | Researchers observed pedestrians frequently cutting through the car park at the corner of Featherhall Avenue and St John's Road to better follow their desire lines which do not align with the existing narrow pavements at right angles. Cars were observed to be very dominant in the space - both parking throughout the area (even on pavements and areas with double red lines) - se well as moving cars turning quickly and with little warning into the car park, and posing a threat to pedestrian and cyclist safety. Several near misses were observed on research days with cyclists and/or pedestrians almost being struck by fast moving cars who seem to assume they have right of way at all times. Researchers noted poportunities to transform the car park area into a more pedestrian priority space-for benefits to both movement function and public life as a place for people not cars. This could be achieved with a raised table at the minor junction of St John's Road with Featherhall Avenue, as well as at both entry and ext points to the car park. To take this further, the entrier car park area could be rethought as a shared space with significantly limited car parking, creating more room for pedestinas to walk with their desire lines, and the addition of trees, planting, seating and more hunther scale elements to improve the desired provides of the carbon walk with their especies may also help mitigate pollution to a small degree. The use of permable surface materials and improved quality of paving materials may help indicate that this is a more pedestrian priority space, as well as providing a smoother more accessible, and wider surface for pedestrians with prams or other mobility issues to use. | Researchers observed that smokers outside the pub who didn't have a designated area to stand could be found littering and dropping cigarette ends on the street. At the weekends it was also observed that few people were observed on the street in the evenings with                               | Researchers observed the use of the bench at this location by one pedestrian, although the seating remains infrequently used.   |

| Opportunities to participate in a variety of activities and experienc<br>sit where it feels good and natural. | e the surroundings rest on how city space is designe  | d to facilitate basic human activities under good  | place, including design and the quality of                        | frant scale, enjoying the positive aspects of<br>f materials used. It is vital to create city spar<br>materials and good street furniture.  | the climate and the sensory experience of the<br>ces on a human scale, with fine details, good                   |  |  |
|---|---|--|---|---|--|--|--|
| - 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?<br>Necessary / optional / recreational<br>activity? | What is this place lacking?                  |
| ve lived here a long time. I generally like the area.   |   |  |   |   |  | Anon - bar manager and staff at The<br>Centurion pub - I work and live here        | I don't know                                 |
| don't like to spend time here but I do go out to the shops on my  | The pub and bookies are horrible places and dirty [] 4 out of 10 - the pub can attract some bad             | I don't like to spend time here but I do go out to the shops on my lunchbreak []The pub and bookies are horrible places and dirty [] I wouldn't spend time here but I might walk to the park during my lunch break [] There isn't much to see or do or |   | The traffic is very noisy all the time fro the  | The pub and bookies are horrible places and dirty [] The traffic is very noisy all the time fro                  |  |  |
| nchbreak  | people at night   | anything of interest here.   |   | HGVs  | the HGVs   | Anon - On the way to work  | Less traffic.                                |
| only come here for work, I live out of town. [] The grey ugly car<br>ark is dirty and unwelcoming             |   | I only come here for work, I live out of town.   |   | When it rains I smoke in my car [] The traffic can be quite bad  The better the weather, the longer I go for  | The grey ugly car park is dirty and unwelcoming  | Anon - Smoking break from RBS  | Better parking                               |
| ike exploring the shops.  | I'd spend time sitting outside at a cafe  | I like exploring the shops.  | I like exploring the shops.                                       | a walk for. [] I'd spend time sitting outside at a cafe[] I don't like how busy the road is   |  | Anon - male getting a newspaper  | Safer roads.                                 |
| often walk around the high street and go to the cafes and pubs.   |   | I often walk arund the high street and go to the cafes and pubs.   | I often walk around the high street and go to the cafes and pubs. | If the weather is bad I wouldn't wander around the shops, I'd just take the dog for a walk [] It's too close to the road and polluted to sit here [] The pollution and noise from the traffic are the biggest issues here. [] I like the residential areas and quiet back streets | This particular spot is ugly [] I like the residential areas and quiet back streets                              | lan - walking the dog  | Less pollution. Less traffic.                |
| here isn't much to see and the benches are too close to the road  | Like spending time at my local publishe centurion   |  |   | There isn't much to see and the benches are too close to the road [] There's little shelter from the rain, I spoke at RBS for shelter [] Some trees might be nice here.   | The traffic is noisy and busy [] It's not a pretty place but for cars it functions well                          | John - watching the football at the pub  | Less traffic.                                |
| d rate it as a 1 out of 10 as a place to spend time in  | ,   | It's not somewhere I like to spend time, I live here but I work in town. [] I'd rate it as a 1 out of 10 as a place to spend time in   |   | I wouldn't sit outside, it's ugly, noisy and  | I wouldn't sit outside, it's ugly, noisy and polluted. [] The pub is a little rough                              | Graeme - going to Tesco  | Less traffic noise and pollut                |
|   | I wouldn't spend time here but I'm on my way from a friends.  | bookies and replace it with nice cafes   |   |   |  | Lucy - on my way home  | Less traffic. Better cycling fa              |
| don't like the area, it's ugly and dull   | There are some nice cafes here to sit outside.  | I don't like the area, it's ugly and dull  I like Lukes St Margarets Park but I really don't like the main road.   |   | I like Lukes St Margarets Park but I really don't like the main road. [] On a nice  | I don't like the area, it's ugly and dull  I like Lukes St Margarets Park but I really don't like the main road. | Rita- visiting friends.  Anon - taking the dog for a walk                          | Less traffic.                                |
|   |   |  |   | I don't like spending time outdoor here, I only smoke outside.  |  | Anon - smoking outside the pub   | More seating.                                |
|   | I don't like spending time here, I'm just on route to town I don't like spending time here but my dad often | I don't like spending time here, I'm just on route to town   |   | There's a lot of noise on the main road where I live  |  | Dean - going out   | I'd like better transport conn<br>into town  |
| I like more stuff to do and see as I have to go into town for stuff do.                                       | goes to the Centurion [] I'd like more stuff to do and see as I have to go into town for stuff to do.       |  |   |   |  | Sam - going out with Dean  | More stuff to do. Less traffic. cycle lanes. |
|   |   |  |   |   | The car park was observed to be particularly aesthethically unappealling and proposals may                       |  |  |

# **USER INTERVIEWS:** LOCATION C | ST JOHN'S ROAD AT MANSE ROAD

| TOWN     | CENTRE: CORS   | TORPHINE | PROTECTION - How to minimize unpleasant exper  |   |   | COMFORT - the quality of walking and staying in a place. It involves walking, s   | standing and sitting as well as the possibility for seeing, he condi  | earing and talking. Playing and unwinding are also includitions. Pedestrians need to move freely, as well as stand   |
|----------|----------------|----------|--|---|---|---|---|--|
| Key Loca | tion Date      | Time     | 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   |
| С        | 15.02.2017     | 08.00    |  |   |   |   |   |  |
| С        | 15.02.2017     | 12.00    |  | No I don't worry about crime but there have<br>been a number of break ins in the area                     | The weather makes me less inclined to stay<br>outside [] The noise is a problem, it's a<br>very busy road   |   | The weather makes me less inclined to stay outside [] I like the church and the garden  | I might sit on the bench by the church which is a good spot to watch the world go by   |
| С        | 15.02.2017     | 12.00    | Traffic is very busy here  |   | If I need to go the shops and it's raining, I'll  | If I need to go the shops and it's raining, I'll bring the car  |   |  |
| С        | 15.02.2017     | 12.00    | Traffic is very busy [] The crossing is ok but the lights change very fast so you don't have long to cross the road  | I worry about crime, friends have been robbed here [] I don't like the drunks at                          | If it's raining I might take the bus if I really  | If it's raining I might take the bus if I really needed to go out   |   |  |
| С        | 15.02.2017     |          | I have seen a few crashes at the junction [] The junction is busy but easy to walk   | ale rest ourtery  | needed to go out [] I'd like it to be quicter   | It's a short walk from some nice pubs   |   | If the weather is ok, sometimes I sit on a bench in my lunchbreak  |
| С        | 15.02.2017     | 12.00    |  |   | It's very noisy with all the traffic passing  |   |   |  |
| С        | 15.02.2017     | 17.00    | The traffic is very busy here, especially during peak  | I have never experienced any trouble here   | The traffic is very busy here, especially during peak times [] The noise and car  |   | It's not somewhere I like to spend time, I am just on my way home [] I'd rate it as a 1/10 place to spend time outdoors.  |  |
|          |                |          | The traffic is bad here, I have had a few close calls  | That's never expendiced any access note   | I like the surrounding area but not so much   | I quite like window shopping here [] I enjoy walking around the area, but not so much on St John's Road [] The pavements are nice and wide but get narrow | I like the surrounding area but not so much the main  |  |
| С        | 15.02.2017     | 17.00    | because of the quick lights  | Sometimes walking home late can feel a bit  | the main road   | after the block ends  | road  |  |
| С        | 15.02.2017     | 17.00    | The road surface is bad, and HGVs, buses and coaches   | scary   |   |   | There's not really any reason to spend more time  |  |
| С        | 15.02.2017     | 17.00    | often travel through very fast   | broken into   | The pollution is bad here   | The pavements can be very narrow at points  | outdoors  | When the weather is nice, I sit outside at the pub   |
| С        | 15.02.2017     | 19.00    | The road is really busy  | I don't worry about crime   | It's too noisy  |   | I just use it as a route to elsewhere   |  |
| С        | 15.02.2017     | 19.00    |  |   |   |   |   |  |
| С        | 15.02.2017     | 19.00    |  | The lighting could be better  |   |   | It's just a route to/from work  | There's nowhere to sit   |
| С        | 18.02.2017     | 08.00    |  |   |   |   |   |  |
| С        | 18.02.2017     | 12.00    | Noise and trafic are a problem and accidents do happen   | There are problems with the younger generation. It would be good to give them something to do.            | There is too much traffic to want to sit around [] Noise and traffic are a problem  |   |   | There is too much traffic to want to sit around  |
| С        | 18.02.2017     |          | There isn't enough space for the lorries that are coming down with supplies to the supermarket [] There's not enough pavement near the school so people walk straight into the busy road.  | I sometimes feel unsafe as things do happen around here.  | It's too noisy here   | Pavements are wide which gives easy access to the shops   | Not enough has been done to encourage people to spend time outdoors.  | Not enough has been done to encourage people to spend time outdoors.   |
| С        | 18.02.2017     | 12.00    |  | I haven't heard about much crime happening here   | Traffic is a problem, it's always busy [] It's too busy to sit outside in nice weather  |   |   | There aren't meany people sitting outside as there are too many cars [] It's too busy to sit outside in nice weather   |
| С        | 18.02.2017     | 17.00    |  | I feel safe here, it's a quiet area, and I haven't heard about any crime                                  | The traffic doesn't bother me   | The wide pavement is good as it doesn't get too crowded when I'm shopping   | I don't spend much time outside   | It's a welcoming area but there isn't enough space to soutside   |
| С        | 18.02.2017     |          | Sometimes it can be hard to cross the road without waiting for a long time   |   | I don't like the traffic but there's not much I can do  | Sometimes it can be hard to cross the road without waiting for a long time  | I am just passing through because I stay across the road [] I love parks and maybe something more eco friendly would encourage me to spend more time here rather than in town | It's handy for shopping here but not for sitting outside [] I love parks and maybe something more eco frien would encourage me to spend more time here rather than in town |
| С        | 18.02.2017     | 17.00    |  | There are nice people here, and not too many crimes   | There are too many bikes and cars here  |   | I work nearby and like to wander around the shops   |  |
| С        | 18.02.2017     |          | It's too noisy from the traffic [] The traffic isn't safe for the kids [] Making the road more people friendly would be nice   | I haven't really heard about anything bad<br>happening [] It's safe here, I've lived here<br>for 16 years | The wind doesn't always help because it's<br>quite an open space [] It's too noisy from<br>the traffic  |   | It's handy to hang around with friends or family for a local dinner   | I like to go outside with friends or sit in a local pub  |
| С        | 18.02.2017     | 19.00    |  |   | There's too much noise and too many cars on the road [] It would be nice to be able to sit down and spend some time without noise   | I like walking the dog here   |   | It would be nice to be able to sit down and spend som time without noise   |
| C        | 16.02.2017     | 19.00    |  |   | noise   | Tilke walking the dog here  |   | There is nowhere that I enjoy to sit down or nothing th  |
| С        | 18.02.2017     | 19.00    |  |   | The traffic and noise are an issue The air pollution is too high [] The weathe  | r   |   | I enjoy looking at   |
| С        | 18.02.2017     | 19.00    |  | 10 out of 10 for safety. The area feels very safe to me and I don't worry about crime at all              |   |   | The weather affects me because if it's raining the area is an open space  | I'd spend more time sitting outside in the summer on a quiet day like a Sunday   |
|          | RESEARCH DIARY |          | Researchers observed a high number of HGVs using St<br>John's Road which impacted upon users perceptions of<br>safety and pollution at this location. Traffic remained<br>persistantly busy throughout the day. Researchers also<br>observed a bus hitting a car at this location in the<br>evening during the rain. Researchers observed a large<br>number of cyclists using St. John's Road but noted that<br>the pavements were relateively wide at this location and<br>had the noted that it procryous the properties of<br>high this process of the properties of<br>high process of the process of<br>high process of | Rsearchers observed that there was potential to improve the lighting on the                               | Researchers observed that there may be a<br>opportunity to plan noise dampening trees<br>and plants along the pavement outside<br>Costorphine Hub where parking spaces<br>could be repurposed. Researchers<br>observed that people preferred to use the<br>building overhang to walk under, regardless<br>of the weather. During poor weather,<br>researchers observed a significant fall in the<br>number of pedestrians using the street with |   |   | , y man a decimal  |

| . Opportunities to participate in a variety of activities and experienc<br>d sit where it feels good and natural. | e the surroundings rest on how city space is designe   | d to facilitate basic human activities under good   | ENJOYMENT - Enjoyment covers the hu<br>place, including design and the quality of   | uman scale, enjoying the positive aspects of<br>of materials used. It is vital to create city spa<br>materials and good street furniture.   | the climate and the sensory experience of the ces on a human scale, with fine details, good          |  |  |
|---|--|---|---|---|--|--|--|
| 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?<br>Necessary / optional / recreational<br>activity? | What is this place lacking?  |
|   |  |   |   | The weather makes me less inclined to   |  |  |  |
| I enjoy exploring the shops and going to the carvery $[\dots]$ I like the church and the garden                   |  | I enjoy exploring the shops and going to the carvery  | I enjoy exploring the shops and going to the carvery  | stay outside [] The noise is a problem, it's a very busy road   | I enjoy exploring the shops and going to the carvery [] I like the church and the garden             | Mark - on my lunch break   | I'd like to see more parks in the area   |
|   |  | I don't come here that often but I do come to the shops in the area sometimes                               |   |   | I don't like how the shops look  | Linda - going to Iceland   | Less traffic   |
|   | I often meet friends at the Hub  |   |   | I'd like it to be quieter   |  | Nancy - going to the cafe  | Quieter, less traffic, less anti-social<br>behaviour.  |
|   | I don't spend any time here, I just come here for work   | I don't spend any time here, I just come here for work  |   | If the weather is ok, sometimes I sit on a bench in my lunchbreak   |  | Richard - works at ESPC  | More plants would be nice in the area  |
| I only work here, I don't spend much time here  |  | I only work here, I don't spend much time here  |   | It's very noisy with all the traffic passing  |  | Sara - works here  | Some nice trees or something would be nice   |
| There's nothing of great interest here  | It's not somewhere I like to spend time, I am just on my way home  | It's not somewhere I like to spend time, I am just on my way home [] There's nothing of great interest here |   | The traffic is very busy here, especially during peak times [] The noise and car pollution is bad here                                      |  | Anon - on way home   | Something to attract tourists/visitors   |
| Thorough a great method horo  |  |   |   | I like the surrounding area but not so  |  | ,  | More greenery and fewer cars   |
| I'd like there to be better shops and more things for young people  | I like spending time at the Royal Oak pub  | I quite like window shopping here I'd like there to be better shops and more things for                     | I quite like window shopping here   | much the main road  | I quite like window shopping here  | Joe - going to Iceland   | would be an improvement  Better shops. More things for   |
| to do   | I go the the various pubs nearby  I like the Oak, it's my favourite pub [] I think the   | young people to do  |   |   |  | Daisy - on the way to Iceland  | young people to do. Wider pavements. Less pollution  |
|   | area has a good community feel   |   | There's nothing to see here. [] The road  | The pollution is bad here   | The pavements can be very narrow at points   | Anon - on the way to the pub   | from traffic.  |
| There's nothing to see here   | It's a boring place, I prefer the town [] Sometimes  |   | is really busy  | It's too noisy  |  | Tim - going for a run  |  |
| It's a boring place, I prefer the town  | I meet friends at the park   | It's a boring place, I prefer the town  | _   |   | It's a boring place, I prefer the town   | Sara - going home  |  |
| It's just a route to/from work [] Sometimes I go to Mimi's  | Sometimes I go to Mimi's   |   | It's just a route to/from work  |   |  | Mhari - going home   | Better lighting  |
|   |  |   |   | There is too much traffic to want to sit  |  |  |  |
| There's nothing for young people. [] The area has a lot of potential if more was put into the area                |  | There are a lot of shops that are handing for locals  | There are a lot of shops that are handing for locals  | around [] Noise and traffic are a<br>problem  |  | Anon - works nearby and just going for a wander                                    | Less traffic. Things for young people to do.   |
| Not enough has been done to encourage people to spend time outdoors.  |  |   | There isn't enough space for the lorries that are coming down with supplies to the supermarket  |   |  | Anon - Shopping  | Wider pavements where these are narrow.  |
| I like to shop here   |  |   |   | Traffic is a problem, it's always busy [] It's too busy to sit outside in nice weather  |  | Anon - shopping  | Less traffic. Quieter places to sit.   |
| I like the shops here   | It's a friendly area with nice people and it's handy to have local pubs here   | I like the shops here [] It's a friendly area with nice people and it's handy to have local pubs here       |   | I don't spend much time outside   | The wide pavement is good as it doesn't get too crowded when I'm shopping                            | Nadine- coming back from work  | More seats outside.  |
| and and depoted   | ·  | I am just passing through because I stay across the road  |   | . con spend made and could  |  | lan - walking back home  | I love parks and maybe something more eco friendly would encourage me to spend more time here rather than in town. Markets outside and things to do. Longer time to cross at the lights. |
| I work nearby and like to wander around the shops   | There are nice people here, and not too many crimes  | I work nearby and like to wander around the shops   |   | There are too many bikes and cars here  | I work nearby and like to wander around the shops  | Lorraine - going back from work  | Parking  |
| I like to look around the neighbourhood   | I like to go outside with friends or sit in a local pub [] It's handy to hang around with friends or family for a local dinner | It's handy to hang around with friends or family for a local dinner   |   | The wind doesn't always help because it's<br>quite an open space It's too noisy from<br>the traffic   | More nature would be nice  | Denis - went for a walk  | More space for young people would improve things   |
|   |  |   | to sit down and spend some time without   | cars on the road [] It would be nice to be<br>able to sit down and spend some time  |  |  |  |
| There is an about that I sain the sit down as authors that I sain.  |  | some time without noise There is nowhere that I enjoy to sit down or  | noise   | withouth noise  |  | Derek - walking  | Seating. Less traffic and noise.  Parking. Seats. Nice things to look  |
| There is nowhere that I enjoy to sit down or nothing that I enjoy looking at                                      |  | nothing that I enjoy looking at   | The traffic and noise are an issue  | The traffic and noise are an issue  |  | Lin - walking back home  | at. Trees.   |
|   |  |   |   | I like spending time here, especially<br>during the summer []The weather<br>affects me because if it's raining the area<br>is an open space | I like spending time here, especially during the summer [] More nature/plants would improve the area |  | More nature/plants would improve the area  |
| A high proportion of people were observed to be window shopping to avoid the rain at this location.               |  | A high proportion of runners were observed in the evening.  | Researchers observed that St John's<br>Road is the route in and out of Edinburgh<br>for the number 900 bus which connects<br>Edinburgh and Glasgow. |   |  |  |  |

LOCATION D | ST JOHN'S ROAD AT KIRK LOAN NEAR CAR PARK

| TOWN CEN     | ITRE: CORS | TORPHINE |   |  |   | COMFORT - the quality of walking and staying in a place. It involves walking, s  | tanding and sitting as well as the possibility for seeing, he condi-  | earing and talking. Playing and unwinding are also include<br>tions. Pedestrians need to move freely, as well as stand a  |
|--------------|------------|----------|---|--|---|--|---|---|
| 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   |  | 5 - Opportunities to stand/stay   | 6 - Opportunities to sit  |
| D            | 15.02.2017 |          | The traffic is heavy along this road [] A lot of people jay walk at crossing points that are convenient for them                  |  | The main threat is the traffic  | The streets are easy to walk and clear of litter [] A lot of people jay walk at crossing points that are convenient for them   |   |   |
| D            | 15.02.2017 | 08.00    |   | I know the neighbourhood well and don't have any wornes about safety along the main street during the day              | The pollution is quite intense and the seats are very close to the road, I need to sit frequently to rest my legs but it's not very nice next to the road [] The pollution is a big issue - this is one of the most polluted roads in the city. | I have mobility issues because I have siatica so finding a bench in the street is really important [] There is quite a narrow path between the bus stop and stone wall.  |   | I have mobility issues because I have siatica so finding a bench in the street is really important [] I would like to see more seating  |
| D            | 15.02.2017 | 08.00    |   | We feel pretty safe when using the street during the day or catching the bus into town.                                | Traffic is a big issue. Cars often diverted routes through Costorphine  | The bus stop has just recently been replaced with a new shelter set back from the kerb to make way for the bus wing mirrors which means more pawement is taken up with space for the bus stop and seating has been incorporated into it  |   | The bus stop has just recently been replaced with a new shelter set back from the kerb to make way for the bus wing mirrors which means more pavement is taken up with space for the bus stop and seating has been incorporated into it |
| D            | 15.02.2017 | 12.00    |   | I don't worry about crime, it's a safe area  | I sometimes go to the park to spend time<br>outside, I wouldn't sit near the road. []<br>There's too much traffic, it's always getting<br>busier  |  | There's a park nearby where I like to go to spend time  | I sometimes go to the park to spend time outside, I wouldn't sit near the road.   |
| D            | 15.02.2017 | 12.00    |   | Crime doesn't seem to be much of a problem here  | In the summer the pollution is really strong  |  | It's just a transport corridor to get buses, I live back from the road [] This is not where I would choose to spend my time |   |
| D            | 15.02.2017 | 12.00    |   | I feel very safe, I know the area well [] I feel very safe, have lived here all my life, it feels a bit like a village | The bus shelter is good for the rain and also the canopy to the shop front  |  |   | I don't need to sit, my friends have more need for seating than me  |
| D            | 15.02.2017 | ,        | Crime isn't issue but the cars are a risk [] You have to wait ages for the crossing and motorists go through the lights sometimes | Crime isn't issue but the cars are a risk  | I don't come here if the weather is bad if I can help it [] It's too polluted and there are too many buses  | You have to wait ages for the crossing and motorists go through the lights sometimes   |   | There aren't many places here where you can go and enjoy the sunshine   |
| D            | 15.02.2017 | 12.00    |   | doesn't feel safe  |   |  |   |   |
| D            | 15.02.2017 |          | When trying to cross the road the lights take ages to stop<br>traffic and you end up standing and waiting for a long<br>time      | It's fairly safe early on in the evenings  | Traffic is an ongoing issue in the neighbourhood  | When trying to cross the road the lights take ages to stop traffic and you end up standing an waiting for a long time  | Usually I spend more time in town or at home away from the main street  |   |
| D            | 15.02.2017 | 17.00    |   | I feel fine about safety   | The new bus stop could be moved from the road as you get sprayed when it's been raining   | The signals at the bus stop have changed recently and I feel like i have to wait longer than before  | I wouldn't choose to spend time here, I am just here for work   |   |
| D            | 15.02.2017 | 17.00    | The traffic is the biggest issue  |  | The traffic is the biggest issue  |  | I wouldn't choose to spend time here  |   |
| D            | 15.02.2017 |          | The traffic is heavy and there is lots of pollution, but I'm from Glasgow so I'm used to it                                       |  | The traffic is heavy and there is lots of pollution, but I'm from Glasgow so I'm used to it   |  |   |   |
| D            | 15.02.2017 | 19.00    |   | We always have felt safe here  |   |  |   | We might sit after work in the summer at the terrace outside the White Lady   |
| D            | 15.02.2017 | 19.00    | The traffic is the main issue here  |  | The traffic is the main issue here  |  |   | Maybe more seats at the bus stop would be good  |
| D            | 18.02.2017 | 08.00    |   |  |   | I have arthritis and the pavements are difficult to walk so I only go outswide when needed, i] The pavement inclination makes it hard for arthritis where the street meets the pavement [] Pavements are really tricky for old people [] Width of pavement is fine just i] Pavement is fine just in [] Width of pavement is fine just i] |   |   |
| D            | 18.02.2017 | 08.00    |   | There have been many house break is recently. [] I worry about crime and traffic                                       | The traffic is rubbish here [] St John's Road is really polluted. [] I worry about crime and traffic [] Traffic lights used to turn green instantly but now I have to wait for ages to cross.   |  |   |   |
| <br>D        | 18.02.2017 |          | It is so polluted that I am scared of walking the dogs here and hold them up  | ,  | It is so polluted that I am scared of walking the dogs here and hold them up  | It is so polluted that I am scared of walking the dogs here and hold them up   |   |   |
| D            | 18.02.2017 |          | ·   | They broke into the shop here and broke into my house once so it's not very safe [] I worry about crime and traffic    | I worry about crime and traffic   | The second of maning the edge has the thought  | There are plenty of green spaces  |   |
|              |            |          |   |  |   |  |   |   |

| . Opportunities to participate in a variety of activities and experienc<br>d sit where it feels good and natural.  | be the surroundings rest on how city space is designed   | d to facilitate basic human activities under good   | ENJOYMENT - Enjoyment covers the hu place, including design and the quality of | man scale, enjoying the positive aspects of<br>of materials used. It is vital to create city spa<br>materials and good street furniture.  | the climate and the sensory experience of the ces on a human scale, with fine details, good    |  |  |
|--|--|---|--|---|--|--|--|
| 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?<br>Necessary / optional / recreational<br>activity? | What is this place lacking?  |
|  |  |   |  |   |  | Raulo - getting bus to Edinburgh<br>college for teacher training                   | Better pedestrian crossings.   |
|  | The main community centre building has burnt down and clubs and activities have moved away.  |   |  | The pollution is quite intense and the seats are very close to the road, I need to sit frequently to rest my legs but it's not very nice next to the road [] The pollution is a big issue - this is one of the most polluted roads in the city. |  | Anon - waiting on a bench  | Less traffic and pollution. Seatin further from the road.  |
|  |  |   |  | Traffic is a big issue. Cars often diverted routes through Costorphine  |  | Anon- couple at the bus stop travelling into town                                  | Wider pavement. Less traffic.  |
| There's a park nearby where I like to go to spend time [] I miss the wee local shops that used to be here [] It's lacking a variety of small shops                                       |  | There's a park nearby where I like to go to spend time [] I miss the wee local shops that used to be here [] It's lacking a variety of small shops  |  |   |  | Mrs Quested - going to look after grandchildren at the Gyle                        | More variety of small shops  |
|  |  | This is not where I would choose to spend my time   |  | In the summer the pollution is really strong  | It's just a transport corridor to get buses, I live back from the road                         | Anon - seeing mother off onto the bus  | Less pollution and traffic.  |
| I think it's ok, I would like it if there was an Aldi, there used to be a Woolworths which felt like the centre of the town  |  |   |  | The bus shelter is good for the rain and also the canopy to the shop front  | There used to be hanging baskets from the lamposts until last year [] Some trees would be good | Edie   | There used to be hanging basket from the lamposts until last year [] Some trees would be good. More seats for people that need t sit down. |
|  |  | I spend all my time in the garden [] There aren't many places here where you can go and enjoy the sunshine  |  | I don't come here if the weather is bad if I can help it  |  | Tam  | Somewhere to sit outside. Cars driving more safely.  |
|  | I have friends and family living along this street but<br>I spend most of my time if I am out either at my<br>friend's house or at the park  | I have friends and family living along this street but<br>I spend most of my time if I am out either at my<br>friend's house or at the park   |  | Carried N   |  |  | Less traffic, and stop cars going through red lights.  |
|  |  |   |  | Traffic is an ongoing issue in the neighbourhood  |  | Margot - coming home from work,  | Shorter pedestrian crossing time   |
| The biggest nuisance is shops like Costa arriving to the street which will have a bad impact on the smaller independent cafes  |  | I wouldn't choose to spend time here, I am just<br>here for work [] The biggest nuisance is shops<br>like Costa arriving to the street which will have a<br>bad impact on the smaller independent cafes | arriving to the street which will have a bad                                   | The new bus stop could be moved from the road as you get sprayed when it's been raining   |  | Anon - shop worker on her way home   | More small shops, less chains.<br>Wider pavements. Better<br>pedestrian priority and stop gettii<br>splashed by buses.                     |
|  |  | I wouldn't come here if it wasn't for the choir that I belong to []I wouldn't choose to spend time here   |  | The traffic is the biggest issue  |  | Anon - on his way to choir practice but lives in Balerno                           | Less traffic.  |
|  | I came here today to visit my grandchildren  |   | The bus services are really good, it's well connected with lots of routes      | The traffic is heavy and there is lots of pollution, but I'm from Glasgow so I'm used to it   |  | Anon- getting bus to East Craigs   | Less pollution.  |
|  | We like to meet up after work at the Toby Carvery for dinner together before getting different buses home [] It's not necessarily somewhere we'd chose to spend time but there are places we can meet [] We might sit after work in the summer at the terrace outside the White Lady | It's not necessarily somewhere we'd chose to spend time but there are places we can meet  |  |   |  | Anon- two ladies getting the bus after work drinks                                 |  |
| I'm local and the area is ok for shopping  |  |   |  | The traffic is the main issue here  |  | Anon- going to the shops   | Less traffic. More seats at the bu stop.   |
|  |  |   |  |   |  | Anon - walking to the shop   | Better pavement materials. Less<br>uneven. More accessible for<br>walking.   |
|  |  |   |  |   |  |  | . 3.   |
| I come to the shops here but I live up in Clermiston. I have to come here for the shops though. [] Too many cafes like Costas and charity shops popping up, I'd like to see normal shops |  | I come to the shops here but I live up in Clermiston. I have to come here for the shops though.   |  |   | Too many cafes like Costas and charity shops popping up, I'd like to see normal shops          | Anon - walking to the shop   | More 'normal' shops, less charity shops and Costa chains.  |
|  |  |   |  |   |  | Angela - live here   | Less traffic and pollution.  |
| The amount of shops could use more variety [] A farmer's market would be nice with fresh fruit and veg and more local businesses   | A farmer's market would be nice with fresh fruit and veg and more local businesses   | I live here and I shop here [] The amount of shops could use more variety [] There are plenty of green spaces   | The amount of shops could use more variety                                     | I worry about crime and traffic   | There are green spaces in the village that are rather nice                                     | Anon - taking a break in the shops   | More variety of shops. Farmers market or something like that to d and see.   |
| market would be nice with fresh fruit and veg and more local   |  | shops could use more variety [] There are plenty  | variety  | I worry about crime and traffic   |  | Anon - taking a break in the shops   | market or something lik  |

<mark>200</mark>

LOCATION D CONTINUED | ST JOHN'S ROAD AT KIRK LOAN NEAR CAR PARK

| т  | OWN CENTRE:     | : CORSTORPHINE |   |  |   | COMFORT - the quality of walking and staying in a place. It involves walking, s  |   | earing and talking. Playing and unwinding are also included<br>tions. Pedestrians need to move freely, as well as stand an  |
|----|-----------------|----------------|---|--|---|--|---|---|
| Ke | y Location Date | Time           | 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  | 18.02.2         | .2017 12.00    |   | I don't worry about crime in the streets but we are careful at home  |   | The streets are ok but for buggies it's not very nice [] I have young children and there is enough space for them in the vililage, not on the main road.   | I wouldn't spend more time on the main road but I live close by so I might go to the park when it's not raining | I wouldn't spend more time on the main road but I live close by so I might go to the park when it's not raining   |
| D  | 18.02.2         | .2017 17.00    |   | No problems at all, the bookies used to be rough but there is now security there too                                       | I live next to the high street at mine so I am used to the traffic  | The width of the pavements could be improved but they are not bad [] Sometimes at peak times it gets busy to walk through  |   |   |
| D  | 18.02.2         | .2017 17.00    | Traffic is a concern  |  | Traffic is a concern  |  | I might not spend time round this street but would around the village   | I might not spend time round this street but would around the village   |
| D  | 18.02.2         | .2017 17.00    | The traffic is quite in your face   |  | The traffic is quite in your face   |  |   |   |
| D  | 18.02.2         | .2017 17.00    |   | There are a lot of load teenagers and I don't like that  | I stay in the house most of the time but it is getting a bit more quiet and green again and I like that [] The traffic is only bad here, I'm ok in my house [] The noise with the traffic is a problem but where I live is nice and quiet |  | The bus stop gets really crowded and I have to stand in the rain  |   |
| D  | 18.02.2         |                | The traffic is horrible []I wouldn't spend more time sitting outside in summer because the traffic is bad for you'your health [] The traffic and the fumes are really bad here [] It's too polluted and noisy |  | The traffic is horrible []I wouldn't spend more time sitting outside in summer because the traffic is bad for you/your health [] The traffic and the fumes are really bad here [] It's too polluted and noisy                             | It's easy to walk but the buses are not frequent   |   | I wouldn't spend more time sitting outside in summer because the traffic is bad for you'your health   |
| D  | 18.02.2         | .2017 17.00    | The traffic is horrible [] The traffic has increased in the past 30 years   |  | The traffic is horrible [] The traffic has increased in the past 30 years   |  |   |   |
| D  | 18.02.2         |                |   |  |   |  |   |   |
|    | RESEARCH        |                |   | Researchers again observed poor lighting at this location in the early evening which may impact unon necestings of safety. | Researchers observed that traffic remained heavy in this location, with cars dominating the location from all directions.   | Researchers observed that frequent backlogs in the cars trying to exit the parking area and turn right towards the rolly centre were created because of the busy traffic on the street. The knock on effect of this was that it became more challenging for pedestrians to cross the side rod and continue along the pavement. Researchers also observed people frequently disembarking buses and heading straight to the Sainsbury's implying many people use the area for 'necessary' over leisure activities. In general footfail was low during weekday evenings with most pedestrians observed to be arriving at the town centre by bus and heading home from work, with a small number also heading into the city centre. Researchers also observed a large number of people informally crossing the road at undificial conservable from the control of t |   | Researchers observed that there may be potential to set back seating with planting to create a bit of a 'tung' in the street, helping to filter pollution and provide some seating/resting opportunities. Researchers observed that the existing lay by is not used for deliveries to Sainsbury's which uses the main street to officed goods and load into large troities. Researchers observed that the street of the |

| . Opportunities to participate in a variety of activities and experien d sit where it feels good and natural.   | ce the surroundings rest on how city space is design  | ed to facilitate basic human activities under good  |   | man scale, enjoying the positive aspects of<br>of materials used. It is vital to create city spe<br>materials and good street furniture.  |  |  |   |
|---|---|---|---|---|--|--|---|
| 7 - Opportunities to see  | 8 - Opportunities to talk and listen  | 9 - Opportunities for play, exercise and unfolding activities raining [] The area is ok for us, I have young                                      | 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?<br>Necessary / optional / recreational<br>activity? | What is this place lacking?                             |
|   |   | children so there are spaces for them but in the village, not on the main road.   |   |   |  | Anon- going to Sainsbury's   | Wider pavements for young children.                     |
| There are good cafes and shops here.  |   | I only work here but I don't spend too much time outside  | There are good cafes and shops here.  | I only work here but I don't spend too much time outside  |  | Anon - work at the bookies   | Wider better pavements. Less uneven.                    |
| The area is quite good for shops but traffic is a concern.  |   | The area is good for shops  |   |   |  | Anon - couple going to the shops   |   |
| The traffic is quite in your face   |   |   | The traffic is quite in your face   | The traffic is quite in your face   | A bit of green might improve the area  | Anon - getting the bus to Glasgow  | A bit of green might improve the<br>area. Less traffic. |
| It's nice in terms of shops but in Aberdeen where I lived there is more to do   | I like the community activities here in summer [] There are a lot of load teenagers and I don't like that | It's nice in terms of shops but in Aberdeen where I lived there is more to do   | It's nice in terms of shops but in Aberdeen where I lived there is more to do | I stay in the house most of the time but it is getting a bit more quiet and green again and I like that [] The traffic is only bad here, I'm ok in my house [] The noise with the traffic is a problem but where I live is nice and quiet | I stay in the house most of the time but it is getting a bit more quiet and green again and I like that  | Anon - catching the bus to visit a friend  | Amenities. Less traffic noise. More trees.              |
|   |   |   |   | I wouldn't spend more time sitting outside<br>in summer because the traffic is bad for<br>you/your health [] It's too polluted and<br>noisy   |  | Anon - taking the bus home   | Less traffic and pollution.                             |
|   | We came here to see a friend  |   |   |   |  | Anon - taking the bus home   | Less traffic.   |
|   |   |   |   |   |  |  |   |
| Researchers observed a high proportion of people window shopping and talking under the building overhang at this location, however the heavy interface with carshos stop and road impact upon its feel as a more intimate space for talking and spending time outdoors. | spaces for teenagers to spend time together, with   | Researchers noted that Costorphine is aligned with a Heritage trail which leads to the south of the Costorphine town centre. There may be further | Dominance of cars and traffic.  |   | Lack of green and trees. Need for improvement to materials, surfaces, and design of the street environment to create a pleasant pedestrian environment. Lack of paving and kerbs in places, particularly Kirk Loan edue of car park. |  |   |

| TOWN CE   | NTRE: CORST                                  | ORPHINE               |   |  |  | COMFORT - the quality of walking and staying in a place. It involves walking, s  |  | tailing and taiking. Flaying and unwinding are also inclinding. Pedestrians need to move freely, as well as star  |
|---|--|-----------------------|---|--|--|--|--|---|
| ey Location   | Date   | Time                  | 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  |
| ime<br>e Davis<br>ide dog user                          | Organisation Guide Dog Assc Blind, Corstorpt |                       | I feel 5 or 6 out of 10 eafe. Particularly on the right hand side of the street as you head West toward the solutions. The provides the provides the street exists of concealed driveway entrances. I don't feel safe walking it a barrier to walking that way. I, I Traffic can be a real obstruction for me. There are often delivery vans or other cars parked on the pavement. It makes it really difficult to navigate (with a guide dog). The moving traffic is really busy too. It's really hard to try and cross the road without pelican crossings. Really hazardous. Cars are all in a rush, going too fast. It's dangerous. The noise is bad too from the traffic. I rely on my hearing [rather than vision] to cross the road. I have to wait for a long time for a gap in the main traffic so it's quiet enough for me to just cross a minor road. The noise is a problem. |  | slippery after rain. I worry about tripping<br>over. [] The biggest threat here is the<br>pollution. The road is really busy, it's the<br>main artery to the city. I hate waiting at the   | are no drop kerbs, there are lots of concealed driveway entrances. I don't feel safe<br>walking. It's a barrier to walking that way. [] There are some wider pavements in<br>places, those are good. Otherwise, I struggle. Especially where there are | wasn't for work. For example, sometimes I go to the PC World or the local shops here. Or Corstophine Hill to walk the dog. [] If a never spend time outside here. The pavements aren't very wide so there's no-where to stop. The only place I might spend time outside is at The White Lady pub in summer. They have a bit you can sit above the traffic. | Lady pub - it's wider there and and there are bench-<br>outside. Everywhere else in the town centre is too<br>narrow. [] A-frames are a big problem for me. And |
| a ioca<br>issident with<br>ram and small<br>iniid (Ben) | February 2017                                | in-deptn<br>interview | The main problem here is the pollution, and it's really busy with traffic. (j.l.They should time the traffic lights better for pedestrians, and to reduce pollution. The pedestrian crossing lights outside the White Lady publishes a really long time to change to green, they are really slow. You have to wait for ages to cross the road. At the same time, they should time the lights better for cars so they get a clear shot through all 3 sets of lights, rather than stopping and causing more pollution.  | I don't worry about crime.                                 | it's really busy with traffic. [] There are often bins all over the pawement. It makes it hard to get past with a pram. Dedicated bin spaces would be a big improvement. It's hard to navigate between people and bins to get down the street with a buggy. Even getting in to the shops can be difficult. A lot of shops have really heavy doors and it makes them hard to access. It's quite offputting to go into shops sometimes because of that. [] They should time the traffic lights better for pedestrians, and to reduce pollution. The pedestrian crossing lights outside the White Lady but bake a | queue in the way of the main path. We get stuck at the back and can't get through. That happens at a lot of different bus stops along the high streat  | access. It's quite offputting to go into shops sometimes because of that.  |   |

| <ul> <li>Opportunities to participate in a variety of activities and experience<br/>d sit where it feels good and natural.</li> </ul> | the surroundings rest on how city space is designe   | d to facilitate basic human activities under good             | place, including design and the quality o   | final scale, enjoying the positive aspects of<br>finaterials used. It is vital to create city spa<br>materials and good street furniture.   | ces on a human scale, with fine details, good  |  |   |
|---|--|---|---|---|--|--|---|
| 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  | What are you doing here today?<br>Necessary / optional / recreational<br>activity? | What is this place lacking?   |
|   | The noise is bad too from the traffic. I rely on my hearing [rather than vision] to cross the road. I have to wait for a long time for a gap in the main traffic so it's quiet enough for me to just cross a minor road. The noise is a problem. |   | Costa moving in on the high street here-<br>it's not a local business. The local shops<br>are good. It's good they are mostly<br>independent. [] A big problem spot is at | seating seem to keep close to the shop front so that's okay. It doesn't get in the way and it's nice to sit outside sometimes if it's sunny so I don't think they're a bad thing. It's good when they have the barrier to indicate the end of the seating though-that helps people navigate where these are. The square frames. It designates the | cleaner, [] The noise is bad too from the traffic. I rely on my hearing (rather than vision) to cross the road. I have to wait for a long time for a gap in the main traffic so it's quiet enough for me to just cross a minor road. The noise is a problem. | morning and evening.   | Mostly bump-ons on the pavement [to indicate edges], More bins. Especially bins for dog poo - it would reduce the poo on the pavement which can be slippy, and I also don't want to walk around for ages with William [my guide dog's] poo bag. [] Also, more pelican crossings to help cross the busy road safely. More litter bins so the street is cleaner.                                      |
| I mainly come here for the charity shops and local shops.   | It's noisy with all the traffic, really busy. It doesn't make it a great environment.  |   | I like charity shops and other local shops here.  |   |  |  | They should time the traffic lights better for pedestrians, and to reduce pollution. The pedestrian crossing lights outside the White Lady pub take a really long time to change to green, they are really to cross the road. At the same time, they should time the lights better for cars so they get a clear shot through all 3 sets of lights, rather than stopping and causing more pollution. |

### ADDITIONAL USER INTERVIEWS WITH SPECIFIC USER GROUPS | CONTINUED

| TOWN CE                                      | NTRE: CORS    | TORPHINE   |  |   |  | COMFORT - the quality of walking and staying in a place. It involves walking, s   |  | aring and talking. Playing and unwinding are also include ions. Pedestrians need to move freely, as well as stand a   |
|--|---------------|--|--|---|--|---|--|---|
| VIti   | Data          | Time   | 1 - Feeling safe - protection against traffic and accidents  | 2 - Feeling secure - protection against   |  | 4 Constraints to Wells  | F. Occasionalists to absorb the  | C. Connection below to all  |
| Key Location William - older local resident  | February 2017 |  | I don't worry about crime here. More the traffic is a worry, and all the pollution. It's not nice. Noisy cars, and the speed they drive at. It's dangerous.  | crime and violence I don't worry about crime here. More the traffic is a worry, and all the pollution. It's not nice. Noisy cars, and the speed they drive at. It's dangerous.  |  | I'd give it a 0 out of 10 as a place to spend time outdoors or along the street. I just , walk to the shop, and the pawement is all uneven. There's often tarmac repairs and they make it uneven to walk on. It makes it hard to get around if you're a bit older. I  | outdoors or along the street. I just walk to the shop, and the pavement is all uneven. There's often taken repairs and they make it uneven to walk on. It makes it hard to get around if you're a bit older. I worry about tripping. Even in summer, I'm only coming here to go get things I need from the shop. | 6 - Opportunities to sit  |
| Brenda - older<br>local resident             | February 2017 | In-depth<br>interview  | Cars park on the pavement and obstruct people trying to walk past. It's particularly bad if you have a pram or are disabled. It's a real obstacle to people getting around, [] It would be better if there was a countdown system on the traffic lights. That way you would know how long you had left to cross. Otherwise you worry the cars will start moving again before you've crossed. The traffic lights should also be better at keeping the traffic flowing - it's better for the pollution so the cars aren't stopped on the main street with their fumes, and means you don't get angry drivers going through on red so much. I think you also need better crossings for pedestrians and longer to cross the road though. I don't know how you do both those things!  | Particularly at the bus stop just here (on St John's Road opposite Station Road). It's dangerous for women at night. Also the buses don't see people waiting and just   | The pollution here on this street is the wors<br>in Scotland. I would never spend time here.<br>Partly because of the bad pollution, but also<br>because there's no stopping places to sit or  | Maintenance of the streets and pavements is really inefficient. They do some things but not others at the same time. There were roadworks here the other day fixing something, but they didn't do the yellow box lines on the junction whilst they were here too. It's all very patchy. Lots of bodge repairs and patches. On the pavement too. It doesn't look good and it's all uneven. [] If like to see the pavements and connection between the historic part of Corstorphine and the big busy retail street improved. They feel like separate places. You wouldn't spend time on the main street -just go to the shop for things you need. It's more of a thoroughfare than a place to spend time. The historic centre is much nicer.   | <ul> <li>busy road, no places to stop or spend time outside.</li> <li>[] I would never spend time here. Partly because of</li> </ul>   | to sit or spend time. No attempt has been made to make it inviting at all. It's not a nice place to spend time - busy road, no places to stop or spend time outside. [] I would never spend time here. Partly because of the bac pollution, but also because there's no stopping places to sit or spend time. There's no seats, no plants, no |
| People First<br>Scotland -<br>group response |               | People First   | either. [] I used to walk along Corstorphine main street<br>quite often. They need to do something about the<br>pollution though. I think something needs to be done.  | have heard of a few people getting attacked (not often).  | At the bus stop beside Abida (Indian Restaurant next to Guitar Guitar on St. John's Road), there is a big puddle in the street and when cars go by they splash anyone waiting for the bus - it goes into the bus stop. [] I think there need to be shelters along the street where you can stop, and won't get splashed by the cars when it's raining. | The buttons on the traffic lights don't always work. The bus tracker system at the bus stops don't always work either. [] I used to walk along Corstorphine main street quite often. They need to do something about the pollution though. I am usually meeting my support staff at a cafe there. [] There are too many people on the pavement and I find it hard to get by. At the bus stop beside Abida (Indian Restaurant next to Guitar Guitar on St John's Road), there is a big puddle in the street adn when cars go by they splash anyone waiting for the bus - it goes into the bus stop.  |  | I like that there are lots of shops and pubs but some cafes can be too expensive. [] I have spent time outside in Constophine - but just going from Lucy's Cafe to Tesco [not outside in the street].   |
| Luca Brunelli                                | PhD candidate | Feb 2017.<br>NOTE:<br>Comments are<br>paraphrased<br>from interview<br>notes except<br>where | Comment from original email to Naomi: "I had an interest that what the community may need is a new retirement file Morningside road and not like the "Cedars" just on the oth development proposal, the community will miss in any cas improvements to it, however it works really as a "well-bein calvities. A different location, away from the main road wicharity shop, activities hub, and softplay for children and f which seems to be well in use by older people."  | Its development with shops units underneath<br>her corner with Manse Road, which is set bac<br>se is a place like the current CYC + Lucy's Ca<br>ghub" for the local old folk, providing also g<br>buld definitely not be the same. It works well | . That would be similar to Falcon House in<br>k from the main road. Whatever the<br>defe. There's probably room for great<br>ood opportunities for intergenerational<br>in fact as a combination of commercial cafe,   | I think that widening pavements, making urban design improvements in line with the Street Design Guidance outlo help with traffic and its resultant pollution. promoting a street environment that isn't just a race course for cars, but is better for pedestrians.  |  |   |
|  |               | quotation<br>marks are<br>used<br>(indicating<br>direct<br>quotations).                      | Key issues I picked up from walkabouts with older people include that people say that the traffice Sine, but actually they then talk about jaywalking across the street, and how they only use one side of the high street. The traffic is a big barrier but it's seen as inevitable. [] Something I heard from a lot of older people was they have a brave and slightly reckless tactic for crossing the road. They just don't look at the cars. They see a gap and they start walking and don't stop. They feel that if they acknowledge the car by looking at it, they have to surrender to it, to stop, so they just don't look and keep going! It's actually against the highway code - in theory cars should stop when a pedestrian has already started to cross, but many of them don't. It makes it a scary environment for pedestrians. |   |  | There's a more popular part of the street - from Manse Road to the East - which is more heavily used and feels like the centre of the town centre. Increasingly you are seeing this spreading West - for example the Mirni's Bakery that has just opened up. This may be a result of the large retail area to the West - the town centre is stretching. People that I interviewed feel this is becoming part of the town centre. [Comment from HERE+NOW interviewer - relation of this to anchor point urban design theory and the impact of the retail area extending the linear nature of the town centre How does this impact on the compact nodal centre model integrating Corstophine historic centre's)   I did a walkaround with a man in a mobility scooter. He struggled on many of the kerbs and narrow points to get past. He sometimes swore in furstration as it made it hard for him to get arround []. The locations of bus stops are also really important. Many older people only go one or wo stops to go to the shops. Or they only walk a short distance once they get off the bus. Making sure these are positioned well and within a short catchment of shops is important. |  |   |

| . Opportunities to participate in a variety of activities and experienc d sit where it feels good and natural.  | be the surroundings rest on how city space is designed  | d to facilitate basic human activities under good             |  |  | the climate and the sensory experience of the ces on a human scale, with fine details, good  |  |  |
|---|---|---|--|--|--|--|--|
| 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?<br>Necessary / optional / recreational<br>activity? | What is this place lacking?  |
| The most important thing to improve would be to make the street a better place to walk, and with less pollution. Also change the mix of shops – there are too many charryl shops and coffee shops it will be important what happens at the old Woolworths that's nov Lucy's Cefe. I don't want a big chain shop there with a big car park that will mean lots more cars. It would be better if it was local shops on the bottom floor, and then flats above.  |   | ombraing seawites   | The most important thing to improve would<br>be to make the street a better place to<br>walk, and with less pollution. Also change | I'd give it a 0 out of 10 as a place to spend time outdoors or along the street. I just walk to the shop, and the pavement is all uneven. There's often tarmac repairs and they make it uneven to walk on. It makes it hard to get around if you're a bit older. I worry about tripping. Even in summer, I'm only coming here to go get. | The most important thing to improve would be to make the street a better place to walk, and with less pollution. Also change the mits of stops: there are too many charify shops and coffee shops. It will be important what now Lucy's Cafe. I don't want a big chain shop there with a big car park that the will mean lots more cars. It would be better if it was local shops on the bottom floor, and then flats above. | I'm going to the shop. I just come   | The most important thing to improve would be to make the street a better place to walk, and with less pollution. Also change the street a better place to walk, and with less pollution. Also change the change was and coffees stops, y will be important what happens at the old Woolworths that a new Lucy's Cafe. I don't want a big carpark that will mean lots more cars. It would be better if it was local shops on the bottom floor, and then flats above.  |
| There's been a decline in the variety of shops. The fishmonger and Co-op have closed. Now it's all fast food and charity shops, either go to the shops here, into the city centre or to the Gyle [] It's all very patchy. Lots of bodge repairs and patches. On the pavement but, it desern look good and it's all uneven [] I'd like to see the pavements and connection between the historic part of Corstophine and the big busy retail street improved. They feel like separate places. You wouldn't spend time on the main street, using the contract of the shop for things you need. It's more of a thronoghter than a place to spend time. The historic centre is much nicer. |   |   |  |  | There needs to be more lighting at night.<br>Particularly at the bus stop just here (n) oft<br>John's Road opposite Station Road). It's<br>dangerous for women at night. Also the buses<br>don't see people waiting and just drive straight<br>past [] It's all very patchy. Lots of bodge<br>repairs and patches. On the parement too. It<br>doesn't look good and it's all uneven.   |  | Fix the traffic light sequences. Longer for pedestrians to cross, and making the traffic run smoother so they don't stop and pollute here as much. [] More plants and seats! [] I think collections are seated to see the seat of the seated the seats and seats are seated to seat the seated seated to seat the seated seat |
| I like that there are lots of shops and pubs but some cafes can be too expensive.   | I think Corstorphine is a friendly place.   |   | There are too many people on the pavement and it's hard to get by.   |  |  | Eve lived here for 10 years  | I would like the air quality to be improved. Traffic reduced. And less litter on the ground - more bins and less dog mess. I also think there need to be shelters along the street where you can stop, and won't get splashed by the cars when it's raining.   |
|   |   |   |  |  |  |  |  |
| The relationship between the historic town centre and the linear retail strip is interesting. Spraeding the town centre into the side streets can be important so it isn't just a long strip. I think for people driving on the road they don't see Constoprhine as a fown side streets and taking in the historic beautiful older parts too could be important.  | The Gyle centre is nearby and there are dedicated buses that take people out there, particularly older folk. However, many of them told me that they prefer the local shops on the high street because the see more people they know to stop and chat. The Gyle has a much bigger catchment area so that the state of the second that the state of the second that the second |   |  |  |  |  | More than half of people in the street are older. It would be hat beneficial to provide house the beneficial to provide house the provide house solution.  |

 $^{6}$ 

# USER INTERVIEWS: ADDITIONAL USER INTERVIEWS WITH SPECIFIC USER GROUPS | CONTINUED

| TOWN CE      | ENTRE: CORST   | ORPHINE   | PROTECTION - How to minimize unpleasant expe   |  | 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. Playing and unwinding are also conditions. Pedestrians need to move freely, as well as   |  |  |  |  |  |  |  |
|--------------|--|---|--|--|--|---|--|--|--|--|--|--|--|
| 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   |  |  |  |  |  |
|              | Additional refere<br>made to Luca's a<br>publications: htt<br>org.uk/2015/12/0<br>luca-brunelli-rya<br>and-harry-smith<br>university-the-fu<br>in-place-a-new-<br>agenda-for-local | articles and<br>p://blog.ilcuk.<br>2/guest-blog-<br>n-woolrych-<br>-heriot-watt-<br>iture-of-ageing-<br>vell-being- | In the UK local high streets have been traditionally at the dimensions of well-being can be supported in these locs role fulfilment in old age. Finally, local high streets can s and independence, drawing on local existing infrastructure.  | e core of everyday life in towns and cities. The<br>ales. Going out and about at the local high stre<br>support personal autonomy and independence<br>ure, facilities and services, whilst increasing fo<br>rmal settings – e.g. cafes and other spaces for<br>rmal settings – e.g. cafes and other spaces for   | y can provide an opportunity to support ageing-<br>et can be an enjoyable everyday activity tappin,<br>fostering a sense of control and allowing for co<br>offall on the high street. A new culture of pedest<br>social interaction. Finally, all the above cannot   | n a sense of independence and well-being. Ageing-successfully-in-place goes bey<br>in-place, as a setting to access amenities and services and a focal point for the co<br>in the positive emotions and happiness, and leading to feelings of attachment and<br>impletion of activities of everyday living. The research revealed numerous aspects<br>rian-friently and walkable environments should be encouraged, considering how<br>be achieved without providing spaces for civic engagement to tap older people's cit<br>University, Edinburgh   | Immunity. In spite of the perceived decline of local hig<br>belonging. From fleeting to more intimate social inter<br>is of local high streets that can be improved to enhanc<br>sensory and cognitive changes can be integrated into  | igh streets, these settings can also offer material and social oppor<br>ractions, local high streets may provide places and opportunities t<br>ce well-being in later life. A new agenda for age-friendly streets sh<br>o transport infrastructure, streetscapes, and premises. Land use a   |  |  |  |  |  |
|              | Additional referemade to Luca's apublications: scphrp.ac.uk/wpcontent/uploads g-mag-2016.pdf   | ence has been<br>articles and<br>http://www.<br>i-<br>/2016/04/Sprin  | In Edinburgh local Town Centres have traditionally been point for their local communities providing a diverse mix cycling or public transport. The popularity of local Town there has been little attempt to understand the important the findings. Going 'out and about' in the local town cen support personal autonomy and independence, fosterin may support personal autonomy and independence, drawn as upport personal autonomy and independence are upported and and a upport personal autonomy and independence are upported as upported and a upported and up | n at the core of everyday life, contributing to a<br>of shopping facilities and other commercial ar<br>Centres is under pressure by changing shopp<br>ce of local town centres in the everyday lives<br>stre can be an enjoyable everyday activity tapp<br>g a sense of control and allowing for completic<br>awing on local existing infinastructure, facilities<br>acces and a variety of informal settings e.g. caff. | vibrant public realm and supporting sustainable<br>do community services' which are also location<br>ing habits, vacancy rates and empty homes, and<br>of older adults and how they can be designed an<br>injinto positive emotions and happiness and ler<br>or of activities of everyday living. The research rand services, whilst increasing footfall on the high | n a sense of independence and well-being in their everyday life. Ageing-successful patterns of local mobility and consumption. According to research carried out by E easily accessed by walking.  *social behaviour, increasing volumes of traffic, and poor maintenance of the stre d managed to offer material and social opportunities for improving the well-being adding to feelings of attachment and belonging. From fleeting to more intimate social expects of local town centres that can be improved to enhance well-being in street. A new culture of pedestrian friendly and walkable environments should be, all the above cannot be achieved without providing spaces for civic engagement. | cidinburgh City Council in 2013 more than 40% of the<br>etscape. Following the National Review of Town Cer<br>of other people ageing in place. Our research adopte<br>all interactions, these settings may provide places an<br>in later life. A new agenda for age-friendly streets if<br>e encouraged, considering how sensory and cognitive | population of Edinburgh live within 800 meters of a local Town C<br>ntres in 2013 the Scottish Government acknowledged the need fo<br>de arthographic approach involving more than 80 retired peopi<br>do poportunities for reducing isolation and provide a restorative ex<br>hould include at least three main areas of intervention which broa<br>we changes can be integrated into transport infrastructure, streets |  |  |  |  |  |

| . Opportunities to participate in a variety of activities and experienc d sit where it feels good and natural.  | e the surroundings rest on how city space is desig  | ned to facilitate basic human activities under good   |                                     | iman scale, enjoying the positive aspects of<br>of materials used. It is vital to create city spa<br>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?<br>Necessary / optional / recreational<br>activity? | What is this place lacking? |
| e use of aids and adaptations around the home. For many older pe<br>tunities for improving the well-being of older people, contributing to<br>for reducing isolation and provide a restorative experience away for<br>ould include at least three main areas of intervention. Affordable h<br>and business improvement policies should consider business rate d<br>eets, and the well-being of the whole community. Investment in our   | the design of age friendly communities that support the home. As 'community-hubs', high streets cousing provision, in close proximity and co-located discretionary relief and other incentives in order to a  | ort aging-in-place. Our research suggests that several<br>an provide opportunities that support participation and<br>next to high streets would support personal autonomy<br>achieve adequate clustering of mixed uses, including   |                                     |   |  |  |                             |
| rmany older people it means the chance to be connected to the co<br>entre where many retail, leisure, commercial and community servic<br>« a revitalisation strategy which could realign policies and resource<br>le, between 61 and 97 years old, exploring how everyday practices<br>perience away from the home. As 'community-hubs', local town ce<br>den those proposed by the Scottish Government Town Centres Acc<br>capes, and premises. Land uses and business improvements bout<br>capes, and premises. Land uses and business improvements out<br>ances of well-being and their engagement with the design of the co | ses are olustered. The proposed Local Developmer<br>is to ensure these locales become more vibrant pla<br>in local town centres support older adults' well-be-<br>intres provide opportunities that support participation<br>tion Plan. Affordable retirement housing provision,<br>and consider business rate discretionary relief and c | nt Plan (LDP) defines local Town Centres as "a focal<br>coss. However despite the demographic imperative<br>ing. Several dimensions of well-being emerged from<br>on and role fulfillment in old age. Finally, they can<br>in close proximity and co-located next to high streets<br>there incentives in order to achieve adequate clustering |                                     |   |  |  |                             |

# DEMOGRAPHIC DATA CORSTORPHINE | DATA

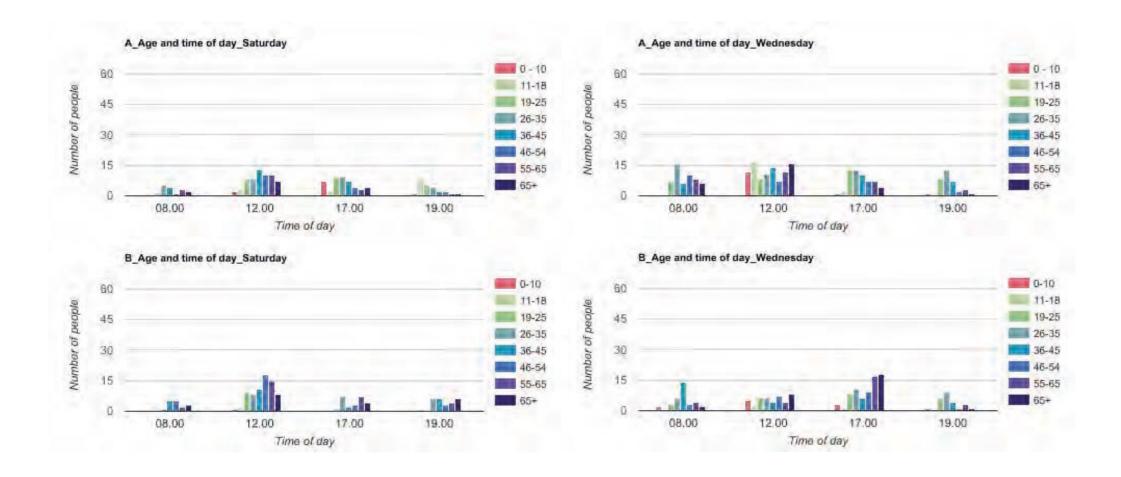
|                     | Corstorphine |       |        |           |    |       | DEMOGRAP | HIC COUNTS |       |     |      |        |                           |   |
|---------------------|--------------|-------|--------|-----------|----|-------|----------|------------|-------|-----|------|--------|---------------------------|---|
| <b>Key Location</b> | Date         | Time  | 0 - 10 | 11-18 19- | 25 | 26-35 | 36-45    | 46-54      | 55-65 | 65+ | Male | Female | Additional Mobility Needs | Other notes                             |
| A                   | 18.02.17     | 08.00 | 0      | 0         | 1  | 5     | 4        | 1          | 3     | 2   | 8    | 8      | 2                         |   |
| A                   | 18.02.17     | 12.00 | 2      | 3         | 8  | 8     | 13       | 10         | 10    | 7   | 27   | 31     | 3                         |   |
| A                   | 18.02.17     | 17.00 | 7      | 2         | 9  | 9     | 7        | 4          | . 3   | 4   | 21   | 16     | 2                         | Not always room to sit at the bus stop. |
| A                   | 18.02.17     | 19.00 | 1      | 8         | 5  | 4     | 2        | 2          | 1     | 1   | 22   |        | 1                         |   |
| A                   | 15.02.17     | 08.00 | 0      | 0         | 7  | 16    | 6        | 10         | 8     | 6   | 30   | 23     |                           |   |
| A                   | 15.02.17     | 12.00 | 12     | 17        | 8  | 11    | 14       | 7          | 12    | 16  | 44   | 52     | 3                         | Lots of parents and children            |
| A                   | 15.02.17     | 17.00 | 1      | 2         | 13 | 13    | 10       | 7          | 7     | 4   | 29   | 28     |                           |   |
| A                   | 15.02.17     | 19.00 | 1      | 0         | 8  | 13    | 7        | 2          | 3     | 1   | 15   | 20     |                           |   |

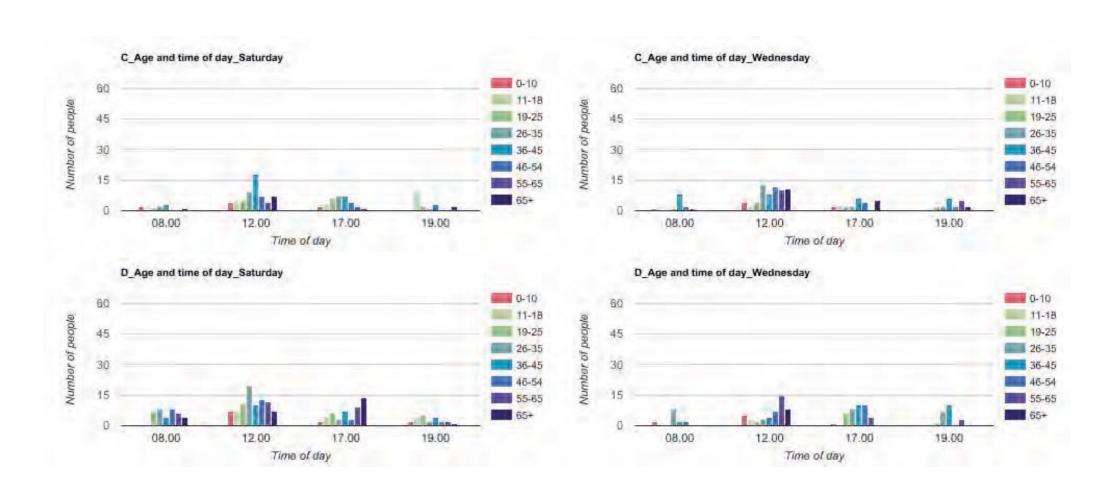
| Key Location | Date     | Time  | 0-10 | 11-18 | 19-25 | 26-35 | 36-45 | 46-54 | 55-65 | 65+ | Male | Female | Additional Mobility Needs | Other notes |
|--------------|----------|-------|------|-------|-------|-------|-------|-------|-------|-----|------|--------|---------------------------|-------------|
| В            | 18.02.17 | 08.00 |      | 0 0   | 0     | 1     |       | 5     | 5 2   | 3   | 1    | 11     | 5                         |             |
| В            | 18.02.17 | 12.00 |      | 1 2   | 9     | 8     | 1     | 1 1   | 15    | 8   | 4    | 12 2   | 5                         |             |
| В            | 18.02.17 | 17.00 |      | 0 0   | 1     | 7     |       | 2     | 3 7   | 4   | 1    | 13 1   | 1                         |             |
| В            | 18.02.17 | 19.00 |      | 0 1   | 0     | 6     |       | 6     | 3 4   | 6   | 1    | 15 1   | 1                         |             |
| В            | 15.02.17 | 08.00 |      | 2 0   | 3     | 6     | 1     | 4     | 3 4   | . 2 | 1    | 15 1   | 1 2                       | Both prams  |
| В            | 15.02.17 | 12.00 |      | 5 2   | 6     | 6     |       | 4     | 7 4   | . 8 | 1    | 13 2   | 7 9                       |             |
| В            | 15.02.17 | 17.00 |      | 3 1   | 8     | 11    |       | 6     | 9 17  | 18  |      | 50 3   | 6 4                       |             |
| В            | 15.02.17 | 19.00 |      | 1 0   | 6     | 9     |       | 4     | 1 3   | 1   | 1    | 15     | 9 0                       |             |

| Key Location | Date     | Time  | 0-10 | 11-18 | 19-25 | 26-35 | 36-45 | 46-54 | 55-65 | 65+ | Male | Female | Additional Mobility Needs | Other notes |
|--------------|----------|-------|------|-------|-------|-------|-------|-------|-------|-----|------|--------|---------------------------|-------------|
| С            | 18.02.17 | 08.00 | 2    | . 0   | 1     | 2     |       | 3 (   | 0     | 1   | 3    | 6      |                           |             |
| С            | 18.02.17 | 12.00 | 4    | . 5   | 5     | 9     |       | 18    | 4     | 7   | 30   | 24     | 1                         |             |
| С            | 18.02.17 | 17.00 | 2    | 3     | 6     | 7     |       | 7     | 2     | 1   | 15   | 17     |                           |             |
| С            | 18.02.17 | 19.00 | 0    | 10    | 2     | 1     |       | 3 (   | 0     | 2   | 8    | 10     |                           |             |
| С            | 15.02.17 | 08.00 | 1    | 0     | 0     | 1     |       | 8 2   | 1     | 0   | 5    | 8      | 1                         | Pram        |
| С            | 15.02.17 | 12.00 | 4    | 2     | 4     | 13    |       | 8 12  | 10    | 11  | 12   | 41     | 1                         | Pram        |
| С            | 15.02.17 | 17.00 | 2    | 2     | 2     | 2     |       | 6 4   | 0     | 5   | 13   | 10     |                           |             |
| С            | 15.02.17 | 19.00 | 0    | 0     | 2     | 2     |       | 6 2   | 5     | 2   | 8    | 9      |                           |             |

|              |          |       |      |       |       |       |       |       |       |     |      |        | •                         |   |
|--------------|----------|-------|------|-------|-------|-------|-------|-------|-------|-----|------|--------|---------------------------|---|
| Key Location | Date     | Time  | 0-10 | 11-18 | 19-25 | 26-35 | 36-45 | 46-54 | 55-65 | 65+ | Male | Female | Additional Mobility Needs | Other notes   |
| D            | 18.02.17 | 08.00 | 0    |       | 7     | 8     | 4     | 8     | 6     | 4   | 16   | 6 21   |                           |   |
| D            | 18.02.17 | 12.00 | 7    | 7     | 11    | 20    | 10    | 13    | 12    | 7   | 4    | 7 38   | 3                         |   |
| D            | 18.02.17 | 17.00 | 2    | 4     | 6     | 3     | 7     | 3     | 9     | 14  | 2    | 2 27   | 1                         |   |
| D            | 18.02.17 | 19.00 | 2    | 4     | 5     | 2     | 4     | 2     | 2     | 1   | 11   | 1 11   | 1                         |   |
| D            | 15.02.17 | 08.00 | 2    |       | 0     | 8     | 2     | 2     | 2 0   | 0   | 1    | 7 7    |                           |   |
| D            | 15.02.17 | 12.00 | 5    | 3     | 2     | 3     | 4     | 7     | 15    | 8   | 2    | 1 32   | 2 1                       | User with walking stick. Commonly observed parents with children. |
| D            | 15.02.17 | 17.00 | 1    | (     | 6     | 8     | 10    | 10    | 4     |     | 2    | 2 17   |                           |   |
| D            | 15.02.17 | 19.00 | 0    | (     | 1     | 7     | 10    | 0     | 3     | C   | 14   | 1 7    | •                         |   |

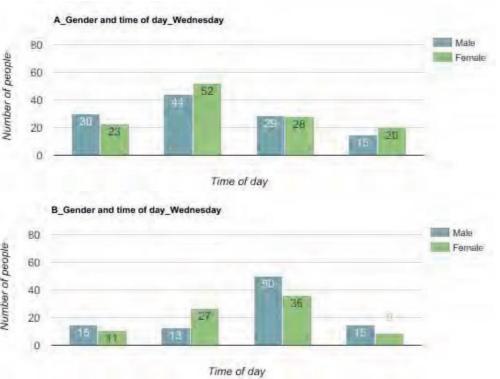
# DEMOGRAPHIC DATA

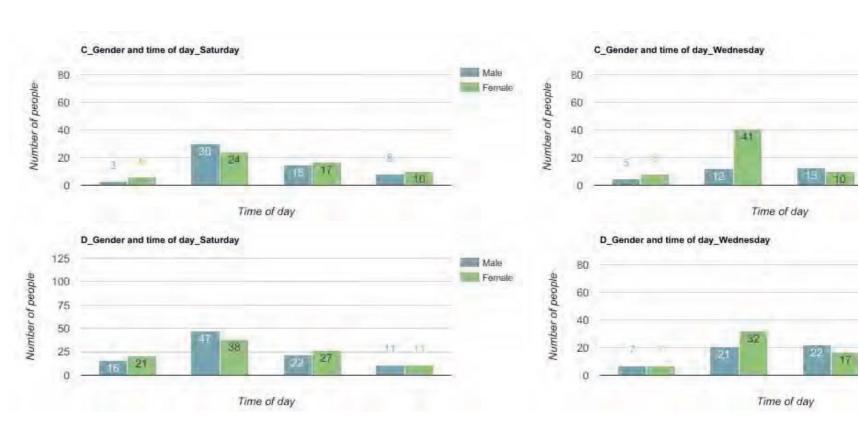




# DEMOGRAPHIC DATA







Male Male

Female

Male

Female

# PEDESTRIAN DATA CORSTORPHINE | DATA

| Corstorphine        |                             |       | PEDE    | ESTRIAN COL | JNT     |         |  |
|---------------------|-----------------------------|-------|---------|-------------|---------|---------|--|
| <b>Key Location</b> | Date                        | Time  | Walking | Standing    | Sitting | Playing | Notes  |
| Α                   | 18.02.17                    | 08.00 | 9       | 2           | 0       | 5       | 5 running (mostly women). 2 standing (waiting for the bus) all walking pedestrians were getting off the bus. |
| Α                   | 18.02.17                    | 12.00 | 68      | 4           | 5       |         | People standing + sitting all were at the bus stop.  |
| Α                   | 18.02.17                    | 17.00 | 41      | 17          | 12      | 2       | All people standing waiting for the bus. Max capacity at bus stop exceeded. 2 children using scooters.       |
| Α                   | 18.02.17                    | 19.00 | 32      | 13          | 2       | 0       | All people standing waiting for the bus.   |
| Α                   | 15.02.17                    | 08.00 | 9       | 5           |         |         | Standing at the bus stop.  |
| А                   | 15.02.17                    | 12.00 | 21      | 3           |         |         | Standing at lights at bus stop. Vomit in the street.   |
| Α                   | 15.02.17                    | 17.00 | 41      | 18          |         | 1       | Cyclist on pavement.   |
| A                   | 15.02.17                    | 19.00 | 19      | 7           |         |         |  |
| RE                  | RESEARCH DIARY OBSERVATIONS |       |         |             |         |         |  |

| <b>Key Location</b> | Date                        | Time  |    |   |   |                                 |
|---------------------|-----------------------------|-------|----|---|---|---------------------------------|
| В                   | 18.02.17                    | 08.00 | 13 | 1 |   |                                 |
| В                   | 18.02.17                    | 12.00 | 73 | 9 |   | 1 person with mobility scooter. |
| В                   | 18.02.17                    | 17.00 | 37 | 8 |   |                                 |
| В                   | 18.02.17                    | 19.00 | 26 | 6 |   |                                 |
| В                   | 15.02.17                    | 08.00 | 14 | 3 | 1 | 1 runner.                       |
| В                   | 15.02.17                    | 12.00 | 45 | 1 |   |                                 |
| В                   | 15.02.17                    | 17.00 | 93 |   |   |                                 |
| В                   | 15.02.17                    | 19.00 | 19 | 4 | 1 | 1 runner                        |
| RE                  | RESEARCH DIARY OBSERVATIONS |       |    |   |   |                                 |

| Corstorphine        |                             |       | PEDE    | ESTRIAN COL | JNT     |         |       |
|---------------------|-----------------------------|-------|---------|-------------|---------|---------|-------|
| <b>Key Location</b> | Date                        | Time  | Walking | Standing    | Sitting | Playing | Notes |
| С                   | 18.02.17                    | 08.00 | 4       |             |         |         |       |
| С                   | 18.02.17                    | 12.00 | 30      | 4           |         |         |       |
| С                   | 18.02.17                    | 17.00 | 25      |             |         |         |       |
| С                   | 18.02.17                    | 19.00 | 16      |             |         |         |       |
| С                   | 15.02.17                    | 08.00 | 12      |             |         |         |       |
| С                   | 15.02.17                    | 12.00 | 85      | 4           |         |         |       |
| С                   | 15.02.17                    | 17.00 | 46      | 8           |         |         |       |
| С                   | 15.02.17                    | 19.00 | 17      | 1           |         |         |       |
| RE                  | RESEARCH DIARY OBSERVATIONS |       |         |             |         |         |       |

| <b>Key Location</b> | Date         | Time  |    |    |   |  |
|---------------------|--------------|-------|----|----|---|--|
| D                   | 18.02.17     | 08.00 |    |    | 2 | 2 runners. Some people on the other street. Smell of gas/petrol. |
| D                   | 18.02.17     | 12.00 | 59 | 12 |   |  |
| D                   | 18.02.17     | 17.00 | 22 | 14 |   |  |
| D                   | 18.02.17     | 19.00 | 40 | 12 |   |  |
| D                   | 15.02.17     | 08.00 | 16 | 7  | 2 | 2 running  |
| D                   | 15.02.17     | 12.00 | 75 | 12 |   |  |
| D                   | 15.02.17     | 17.00 | 69 | 14 |   |  |
| D                   | 15.02.17     | 19.00 | 15 | 10 | 1 | 1 runner.  |
| RE                  | SEARCH DIARY |       |    |    |   |  |

