



PUBLIC LIFE STREET ASSESSMENT

GORGIE / DALRY FULL REPORT

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

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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 Gorgie/Dalry town centre. Additional reports are available for; Leith Walk/Great Junction St, Bruntsfield/Morningside, Portobello, Stockbridge, Nicolson St/Clerk St, Tollcross and Corstorphine.

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 in-depth 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 'on-the-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 design 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 responses 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 Gorgie/Dalry.

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 Gorgie/Dalry 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

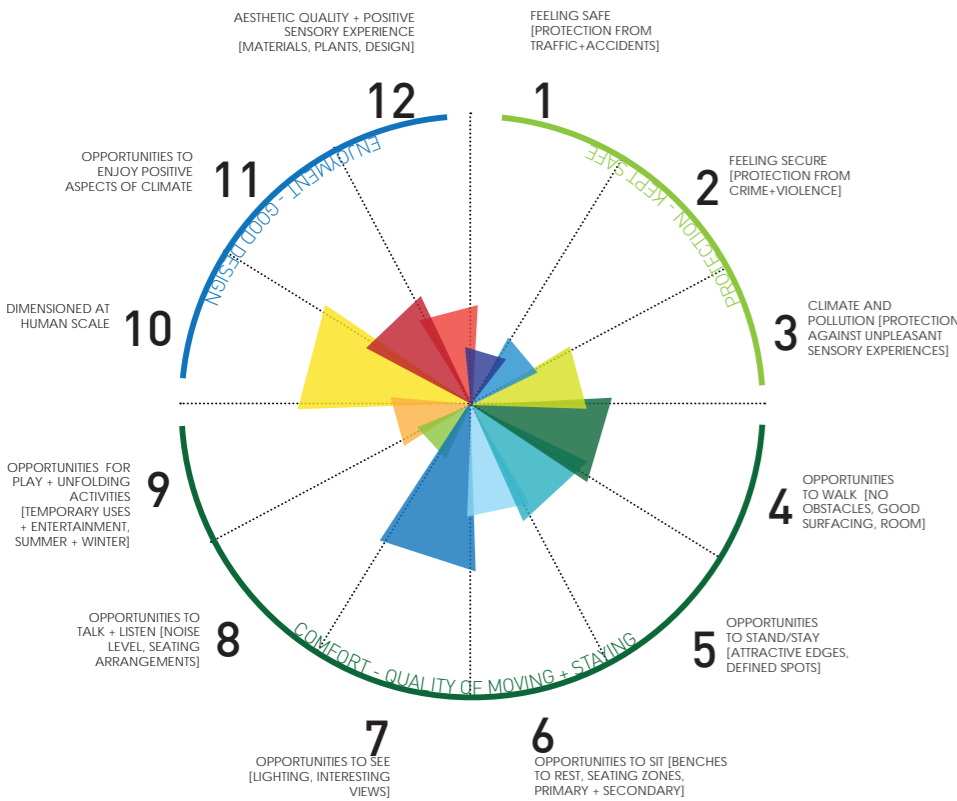
PLACE FUNCTION

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

Gorgie/Dalry **scored favourably for opportunities to see (views, vistas, lighting, people-watching) and being dimensioned at human scale** (particularly due to small-scale independent shops). It scored **moderately well for opportunities to walk (i.e. few obstacles, wide pavements), and opportunities to stand/stay**. However it scored less well for qualities including feeling safe from traffic, opportunities to talk and listen, opportunities for play and unfolding activities, and feeling secure from crime.

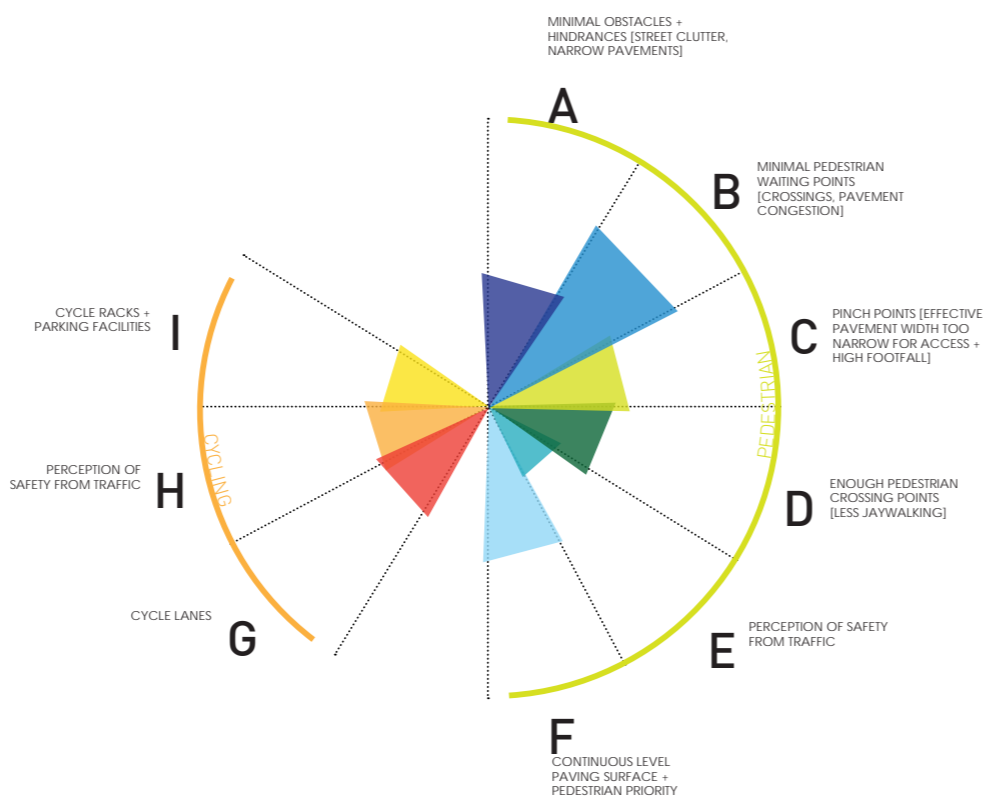
PLACE FUNCTION

ASSESSED AGAINST GEHL'S 12 QUALITY CRITERIA



MOVEMENT FUNCTION

BASED ON DIRECT OBSERVATION TECHNIQUES + USER INTERVIEWS



MOVEMENT FUNCTION

In terms of movement function, Gorgie/Dalry scored **highly** for 'minimal pedestrian waiting points', and **moderately** for minimal obstacles and hindrances, pinch points and continuous level paving surface. These scores were particularly aided by the wide, relatively smooth pavement surface in Gorgie, with raised tables over many crossings. However, there were places throughout the town centre where these qualities were less favourable. For example, whilst overall the town centre scored moderately for pinch points and sufficient pavement width, along Dalry Road near Dalry Place the pavement is considerably narrower, reducing the overall score.

Gorgie/Dalry scored **less well** for perception of safety from traffic, and provision of cycle racks and facilities. Additionally the score for cycle lanes was relatively low. Whilst cycle lanes are technically present throughout most of the town centre, these are not dedicated purely to cycle movement - instead functioning as car parking or bus lane for much of the day.

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 Gorgie/Dalry town centre were **going to work and the shops**. These necessary activities show the importance of the town centre for pedestrian movement.

Dalry was found to have a **very different usage pattern to Gorgie**, and highlights their different feel and character. Less diverse user activities or reasons to be in the street were also found to the west of Gorgie (at Location A) in particular, where 50% of people were en route to the nearby large retail shops. Dalry showed a greater diversity of activities in the street, including more optional and recreational uses, but with the most dominant uses fairly evenly split between going to/from work and walking to the shops.

Interestingly, there is a large discrepancy in the proportion of people en route to the shops in west Gorgie at Location A (50%), compared with the more central/eastern part of Gorgie at Location B (8%). **This may indicate the negative impact the large scale retail to the west of Gorgie is having on the smaller-scale independent shops in central/eastern Gorgie**, drawing people away from the locally owned businesses further east on Gorgie Road, and reducing the vibrancy and public life as a result. This was a concern commonly expressed in user interviews.

Currently the Gorgie/Dalry town centre is dominated by necessary activities. It acts primarily as a movement route to/from necessary destinations including the shops and work. More optional and recreational activities could be encouraged by improving the street environment to **better facilitate and encourage longer staying behaviours**. For example, **widening existing narrow sections of pavement** in Dalry to better facilitate window shopping without causing pavement congestion, and the **incorporation of street trees and seating** to provide rest spots and places to sit at key positions along the town centre length.

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 spaces.

OPPORTUNITIES: OVERVIEW

BASIC:

- Improve Westfield Park/bus waiting condition.
- Create open stepped entrance to Co-op.
- Seating/plants improvement at Dalry Place and new pedestrian/cycle crossing over Dalry Road.
- Widen junction corner pavements at Gorgie Rd/Westfield Rd and Robertson Avenue.
- Remove street clutter, particularly Dalry Road.
- Add seating, trees, on corner near Co-op, Dalry.
- Open up White Park as key green space

STANDARD:

- Enhance Gorgie gateways at railway bridges.
- Dedicated cycle lane/wider pavement east end of Dalry Road
- Footbridge connects Gorgie to cemetery park. Pedestrian crossing + entrance to North Merchiston Cemetery, link via Laurel Terrace to canal.

INNOVATIVE:

- Public-private partnership to transform hard surfaced spaces off main road for people and green space.
- 'Adopt a planter' scheme in Gorgie.

PILOTS

- Temporary seating and mural artwork to test Improved bus waiting condition at edge of Westfield Park.
- Pilot improvement to Co-op wider corner in Dalry with temporary seating, trees, bike racks and monitor impact on public life.
- Pilot extension of raised table to create seating area into Smithfield St, Gorgie with temporary raised planters and seating.
- Pilot cycle lane/wider pavements on Dalry Road with two day closure of bus lane, plus astroturf, temporary seating, planters. Monitor impact.
- Initiative offering vacant premises as temporary 'pop up shops' in Gorgie.
- Farmers market at Gorgie City Farm.

OPPORTUNITIES: KEY MOVES

1 Enhance Gorgie town centre gateway condition at railway bridges

Rethink + redesign

Community art mural under rail bridges forming entrance gateways at both ends of Gorgie. Could be combined with artwork mural in underpass along cycle link between Dalry Road/Fountainbridge. Enhance gateway transition into heart of Gorgie that is followed by more welcoming small scale retail. Currently railway bridge spaces create dark entrance to town centre with blank facades. Improve lighting, potential for colourful community mural artwork celebrating local Gorgie identity. Combine with similar initiative to Leith Shutter Project for shop shutters at night, particularly at building overhang west of Westfield Road.



2 Add seating and trees to enhance public life at Dalry Road/Easter Dalry Road corner near Co-op

Improve

- Maximise the potential of the wider pavement space and south-facing sunny microclimate by adding seating, bike racks and street trees.
- Remove street clutter e.g. bollards, phone boxes.
- Create a more pleasant green spot to meet, socialise, or pause en route to/from the shops.



3a Pedestrian bridges could connect Gorgie to cemetery parkland and beyond

Improve connectivity to/from Gorgie and adjacent urban areas with addition of pedestrian bridge either via White Park car park or Wardlaw St to North Merchiston Cemetery. Enhances access from Gorgie to green space.



3b Pedestrian crossing + entrance to North Merchiston Cemetery, link via Laurel Terrace to canal.

Create new entrance from Slateford Road into North Merchiston Cemetery park to create through-route via new pedestrian bridge connection to Gorgie town centre. Create pedestrian priority crossing over Slateford Road to further connect this to south. Link via pedestrian connection through Laurel Terrace to Harrison Park and canal. Enhances connectivity of urban fabric and proximity of green space for local Gorgie residents.

Rethink + redesign

4 Extend raised table to create seating area into Smithfield St.

Build on positive south-facing microclimate and busy bus stop to create extended seating area into end of Smithfield St with wider pavement to allow pedestrians to pass, and opportunities to pause, sit, eat, talk near local shops. Could be piloted using temporary seating, planters and bike racks. Monitor and evaluate the impact this has on public life.

Improve





ANALYSIS

ANALYSIS

This section details the results and analysis of all data collected within the Gorgie/Dalry 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

GORGIE / DALRY

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

- **Diverse small independent local businesses** and human scale retail frontages.
- **High footfall in Dalry** - near the city centre and Haymarket train station. Many commuters, tourists and students passing through.
- **Good transport links from Dalry** to airport and from Haymarket train station.
- Compact small-scale town centres give **strong identity** to both Gorgie and Dalry.
- **Natural surveillance and footfall at variety of times of day/evening** due to mixed use of residences, shops and evening uses such as restaurants/bars (particularly in Dalry) and large retail/fast food (particularly in Gorgie).
- **Dalry Colonies give a sense of place** and history / architecture that add to the heritage of Dalry.
- **Dalry Place acts as a welcome refuge** from the road for sitting, walking, cycling.
- **Links to Fountainbridge amenities and cycle routes** from Dalry via Orwell Terrace help create a connected network for active travel. New cycle link with Roseburn path will improve active travel connections.
- **Stadium brings public life and people** down Dalry Road and Gorgie Road, connecting the two centres on match days.
- **Gorgie City Farm** provides a set-back quieter destination and amenity for children.

WEAKNESSES

- **Fragmentation between Gorgie and Dalry** town centres. Passive or inactive facades separating the more lively town centres (including former shops converted into residential flats, high cemetery wall) and busy 5-way junction barrier. This stretch feels deserted, intimidating and diminishes potential for a more coherent character and identity of Gorgie/Dalry as one town centre.
- **Closure of independent local shops**, seen as important places for residents to meet and talk in the town centre. Presence of vacant shops increases inactive facades, reduces public life activity on street, and causes perceptions of dereliction.
- **Presence of big retail at large car scale** rather than local human scale (particularly at west end of Gorgie) draws residents away from local shops, reduces aesthetic qualities of town centre and stifles neighbourhood feel.
- **Lack of places to meet/gather**. Local residents - particularly young adults and older people in both Dalry and Gorgie identified need for places for them to meet socially outside or as a local community.
- **Lack of green spaces**. None in Dalry, and White Park in Gorgie hard to access due to railings and barriers to entry. Existing condition poor with worn grass at entrances and dog fouling.
- **Lack of connectivity**. Truncated side roads off Dalry Road and Gorgie Road reduce connectivity on foot or by bike.
- **Potholes and lack of dedicated cycle lanes**. Many cyclists use cut-through to Fountainbridge to avoid cycling through Dalry and Gorgie.

OPPORTUNITIES

- **Provide opportunities to meet socially in the street** environment are improved - promote small independent shops, frequent outdoor seating and shelter/trees, improved greenspace and community facilities.
- **Build on and capture high footfall** particularly in Dalry near Haymarket/city centre to create more vibrant public life through widening pavements, removing street clutter and providing outdoor seating opportunities.
- **Enhance existing 'breathing spaces'** along the linear narrow town centre to create opportunities to stop, gather, spend time e.g. White Park (remove railings to open up), wide corner outside Co-op on Dalry Rd (declutter, add street trees/seating).
- **Improve quality of pavement materials and maintenance** to create a more conducive environment for walking and cycling with less trip/fall hazards.
- **Create smaller seating/tree nodes on south-facing corners** throughout town centre length.
- **Enhance connection to Fountainbridge canal** to make this feel safer, more pleasant.
- **Create local indoor community 'hub'** or space for local social activities in Gorgie and/or Dalry.
- **Improve walking experience**. Initiative providing dog bins / bag dispensers to reduce dog fouling. Ensure raised tables and reduced corner radii on all minor junctions. Ensure bins have designated location set back down minor roads away from pavement corners and screened.
- **Integrate more planting and street trees** throughout Gorgie / Dalry. Where possible, combine with seating to improve walking accessibility for older residents.
- **Widen pavement and provide dedicated cycle lanes** throughout that cars can't park in.

THREATS

- **Arterial route** and main thoroughfare for vehicles.
- **Big retail** threatens local retail and smaller more independent shops that add greater character, active facades and potential for social interaction.
- **Existing preconceptions and reputations** of both areas - lack of safety at night, drug issues, crime.
- **Large car-dominated scale** and suburban feel near big retail in Gorgie.
- **Lack of inclusive community spaces**. Pubs, churches, primary schools currently provide some meeting spaces for local residents and certain groups, but can be exclusive to some demographics or people. There are no outdoor gathering spaces for community events, outdoor markets or other activities that could create a more vibrant public realm.
- **Side streets truncated by railway/stadium** in Gorgie. Poor connectivity creates small sphere of influence for local shops and restricts access to nearby green spaces. Dalry bounded to north by railway - impacts navigation and connection to surrounding areas.
- **Lack of green space** in both Gorgie and Dalry. Existing park adjacent to White Park road, Gorgie, is hard to access with railings creating barriers.
- **Obstruction from trade, large black bins and moveable domestic bins** on the pavement - particularly problematic on corners e.g. at West End Place
- **Lack of sufficient pedestrian crossings, and short 'green man' times** that don't accommodate the older or less mobile user demographics in the area.
- **Uneven pavements** reduce accessibility.
- **Narrow junction corners** in Gorgie cause pedestrian congestion and hazards from turning traffic.
- **Presence of street clutter** creates obstacles to walking.
- **Anti-social behaviour - sports fans on match days** can be intimidating for some users, fights in the street.



OVERVIEW













GORGIE / DALRY

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 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 impact the railway line has on truncating minor roads and reducing the connectivity of Gorgie and Dalry to other nearby areas. This has an impact on both footfall, and ability to access other nearby larger green spaces and facilities. It's also possible to see that public life currently relates primarily to people waiting at bus stops, with the exception of White Park in

Gorgie, Dalry Place, and to a limited extent the wider pavement corner at Co-op on Dalry Road. Some intermittent activity is also present by those window shopping along small-scale independent shop frontages. It is also possible to see where car parking currently coincides with the bus lane/cycle lane, which was mentioned by some users as prioritising cars and vehicles over cycling. The physical separation of the two sections of the town centre - Gorgie to the west, and Dalry to the east - is also visible.

-  Popular destination locally
-  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.
-  Key walking / cycling connections to nearby green spaces and canal.
-  Better prioritising of pedestrians needed at minor road junction e.g. addition of raised tables, reduced corner radii, increased pavement width, improved drop kerbs.
-  Potential for improved connection.
-  New foot/cycle bridge or crossing would enable improved connectivity.
-  Barrier to urban connectivity e.g. railway line.
-  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/or walkable connection between both sides of the road e.g. new pedestrian crossing.
- A** Key location at which research was conducted [labelled A to D].
-  Potential opportunity for key improvement for public life

OVERALL ANALYSIS MAP



PLACE FUNCTION

ASSESSED AGAINST GEHL'S 12 QUALITY CRITERIA

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 Gorgie/Dalry town centre - the area within the blue boundary on the previous page - has a **mix of place function scores**.

For example the town centre **scored more highly** in terms of opportunities to see. This was due to the positive views and character that result from the variety of small-scale independent shops in

both Dalry and the east section of Gorgie, and the high footfall in Dalry providing a good opportunity for people-watching from the limited available outdoor seats at cafes/Dalry Place. However, the large retail character in west Gorgie, and vacant shops and lower footfall in central Gorgie meant 'opportunities to see' scored only moderate-to-high. Similarly Gorgie/Dalry scored moderately high for human scale, primarily due to the small-scale retail along the town centre length and human-scale characterful architectural features (e.g. Dalry Colonies). However, narrow pavements to the east of Dalry Road, combined with obstructions/street clutter, and larger car-dominated and big retail scale of the west end of Gorgie brought this score down slightly for human scale place function.

Medium place scores were found for the town centre in terms of opportunities to walk and opportunities to enjoy positive aspects for climate. Whilst the wider pavement sections facilitate walking, there are issues with dog fouling, uneven paving reducing

accessibility, some narrow pinch points and obstacles from railings, poles, A-frames, narrow junction corners in Gorgie and narrow pavements in Dalry that cause pedestrian congestion. There is some seating in south-facing positive positions in Gorgie (benches near Gorgie Memorial Hall) and Dalry (outside Maplin), and White Park offers some opportunities to be outside, however there is generally a lack of seating or places to pause and spend time outside in Gorgie/Dalry.

The town centre **scored less favourably** in terms of feeling safe from traffic, crime, pollution and poor weather, and there were few opportunities for sitting or spending time outside, or any gathering spaces for unfolding activities. Particularly low place function was found in terms of dominance of traffic over pedestrians/cyclists (specifically lack of cycle lanes, and a need for shorter crossing wait times), concerns about cyclist safety, and traffic noise making conversation difficult so close to the road, particular as there are so few rest spots.

HIGH PLACE SCORE

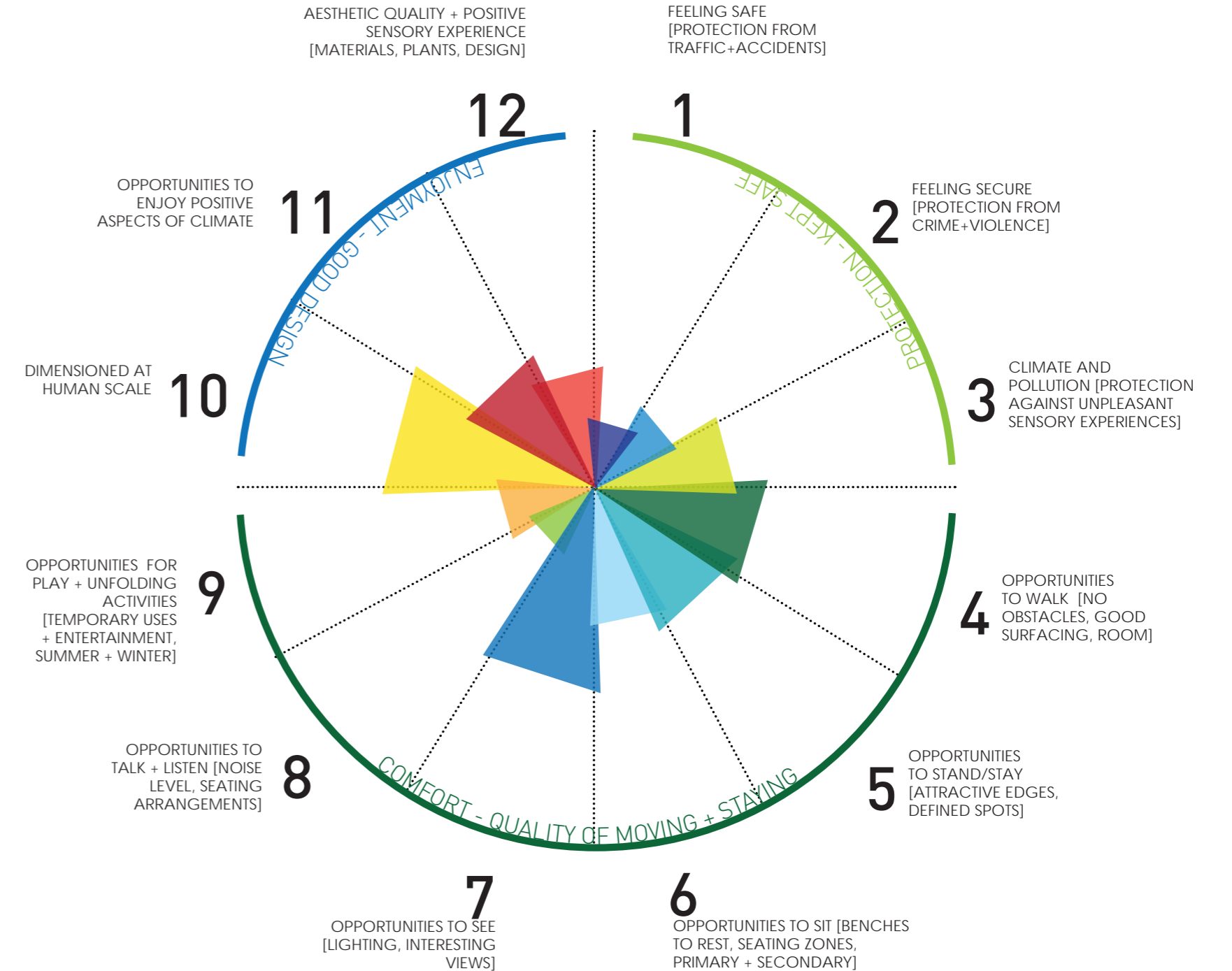
- Opportunities to see (lighting, views) .
- Dimensioned at human scale

MEDIUM

- Opportunities to enjoy positive aspects of climate
- Opportunities to walk

LOW

- Feeling safe (protection from traffic)
- Climate and pollution (protection from unpleasant sensory elements)
- Feeling secure (protection from crime)
- Opportunities to stand/stay
- Opportunities to sit
- Opportunities to talk/listen
- Opportunities for play and unfolding activities.
- Aesthetic quality and positive sensory experience



MOVEMENT FUNCTION

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

The movement function of the Gorgie/Dalry 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 the Gorgie/Dalry town centre could be improved in terms of pedestrian and cycling movement function. At present **the town centre varies considerably between Gorgie and Dalry** in terms of its pedestrian movement function. Gorgie generally has wider, more pedestrian-friendly pavements and mostly raised tables over minor junctions that ease pedestrian movement, though paving slabs are not always in good condition and there are some issues with some car-dominated junctions (particularly to the west), poorly maintained paving slabs and dog-fouling on the pavement. Dalry typically has narrower sections of pavement, further restricted by street clutter which presents obstacles and pinch points to those on

foot and restricts stopping behaviours to the east of Dalry without causing congestion. There is also a need for new or improved pedestrian crossings in key places in Gorgie/Dalry. For example a new pedestrian/cycle crossing is needed over Dalry Road near Dalry Place. Both Gorgie and Dalry have cycle lanes, though these are typically combined with the bus lane and/or where cars can park, rendering them ineffective for much of the day and putting cyclists in the 'door zone'. Cyclists also frequently commented on potholes causing hazards.

As a result **pedestrian movement function** scored most highly for minimal pedestrian waiting points. This is largely due to the raised tables over minor junctions in the eastern section of Gorgie, and in central Dalry. There are however, some long wait times for pedestrians in key trouble spots, for example at the junction of Gorgie Road/Westfield Road near Aldi, and Gorgie Road/Robertson Ave, and to the end of Dalry Road. Raised tables, and resequencing of crossing lights to reduce wait times to better prioritise pedestrian movement would be

beneficial. Pedestrian movement function scored less highly for pedestrian crossing points as a result. A low score was also found for perception of safety from traffic, due to concerns regarding traffic noise, pollution, and volume in particular. Moderate scores for pedestrian movement function related to obstacles, pinch points and level pavements, where results were mixed dependent on location.

In terms of **cycle movement function**, lower scores resulted from poor perceptions of safety from traffic - notably in terms of cars parked in cycle lanes, concerns about the 'door zone', and busy traffic with drivers not looking out for bikes, particularly given the need to swerve around potholes. There was also felt not to be enough cycle racks, particularly in east Dalry. A moderate score for cycle lanes was because, whilst these are present in the town centre, there is demand for segregated lanes that better prioritise cycle movement over cars and buses, and therefore create a more pleasant and safe cycling environment that appeals to a greater diversity of potential cyclists.

HIGH MOVEMENT SCORE

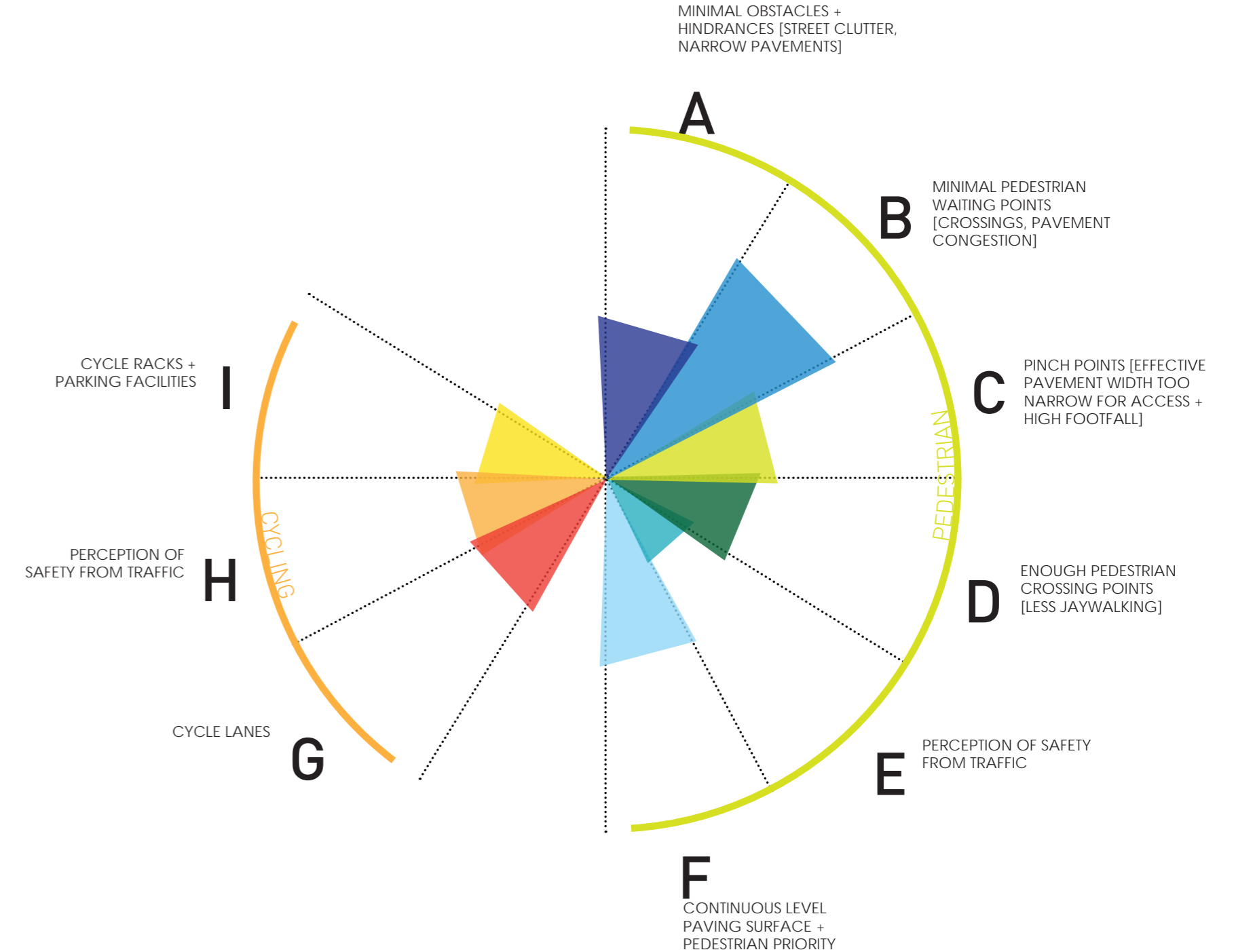
- Pedestrians - minimal pedestrian waiting points.

MEDIUM

- Pedestrians - minimal obstacles and hindrances.
- Pedestrians - pinch points.
- Pedestrians - continuous level paving surface and pedestrian priority.
- Cyclists - cycle lanes.

LOW

- Pedestrians - perception of safety from traffic.
- Pedestrians - enough pedestrian crossing points.
- Cyclists - perception of safety from traffic.
- Cyclists - cycle racks and parking facilities.



LAND USE

OVERVIEW OF GORGIE / DALRY TOWN CENTRE

A land use study was conducted at Gorgie/Dalry 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.

Proportionally, the largest land use was recorded within the 'shops' category. In particular the 'health and beauty [hairdressers etc]' sub-category, with hairdressers and barbers being particularly dominant. The second highest land use in the Gorgie/Dalry town centre was the 'eating' category. This included cafés and bakeries, restaurants, pub/bars and takeaways. A higher concentration of cafés/bars and restaurants was found in Dalry, within the east section of the overall Gorgie/Dalry town centre. This suggests a higher catchment and footfall linking with the west end of the city centre. The west section of the Gorgie/Dalry town centre (Gorgie) contains a higher concentration of takeaways with a lower number of cafés.

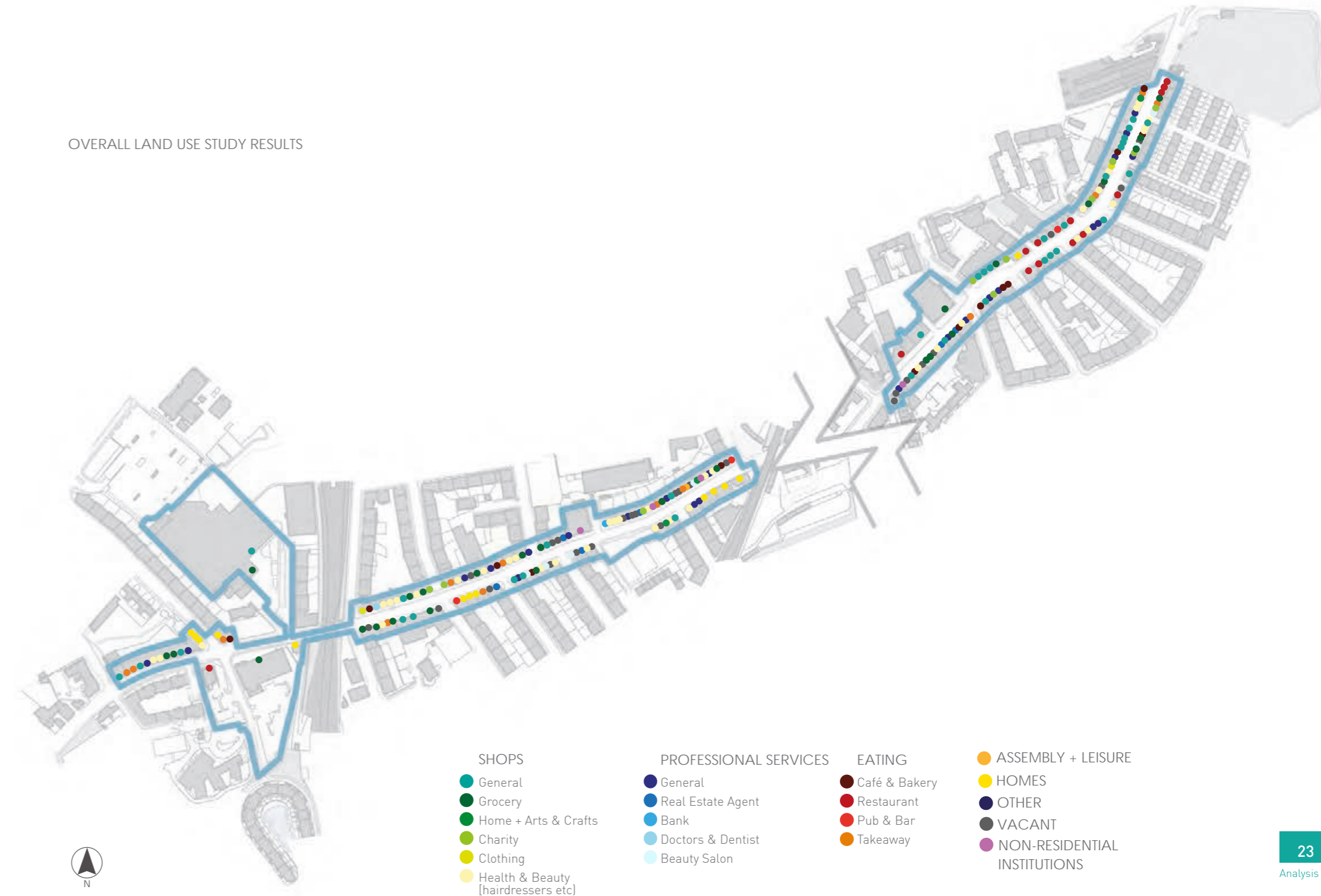
A range of grocery stores were recorded, including a number of specialist international grocery stores demonstrating the multicultural demographic of this town centre. The majority of the shops in both the Gorgie and Dalry sections of the town centre were recorded to be **mostly independents, predominantly active during the day**, but with some later opening hours.

Most noteworthy of the Gorgie/Dalry town centre was the **emphasis on local convenience** and provision of a wide range of services and shops providing for the local community, particularly **local grocery shops and health and beauty related uses**.

A larger proportion of vacant shop units were recorded within the Gorgie/Dalry town centre compared to other Edinburgh town centres studied. A higher concentration of vacant shops were located towards the west section of the town centre (Gorgie) - where 17 of the 26 vacant shops could be found. This along with other observations recorded in the study indicate that the local retail economy of the Gorgie/Dalry town centre is less thriving towards the west section of the town centre (Gorgie)

compared to the east (Dalry). This may also relate to the larger scale retail land uses observed in Gorgie to the town centre's west (Aldi, Sainsbury's) - in place of smaller more independent shops further to the east - as well as lower footfall and reduced catchment resulting from increased distance from Edinburgh city centre and poorer connectivity of the urban fabric compared to Dalry.

OVERALL LAND USE STUDY RESULTS





- SHOPS**
- General
 - Grocery
 - Home + Arts & Crafts
 - Charity
 - Clothing
 - Health & Beauty [hairdressers, pharmacy etc]



- ASSEMBLY + LEISURE**
- Assembly + Leisure



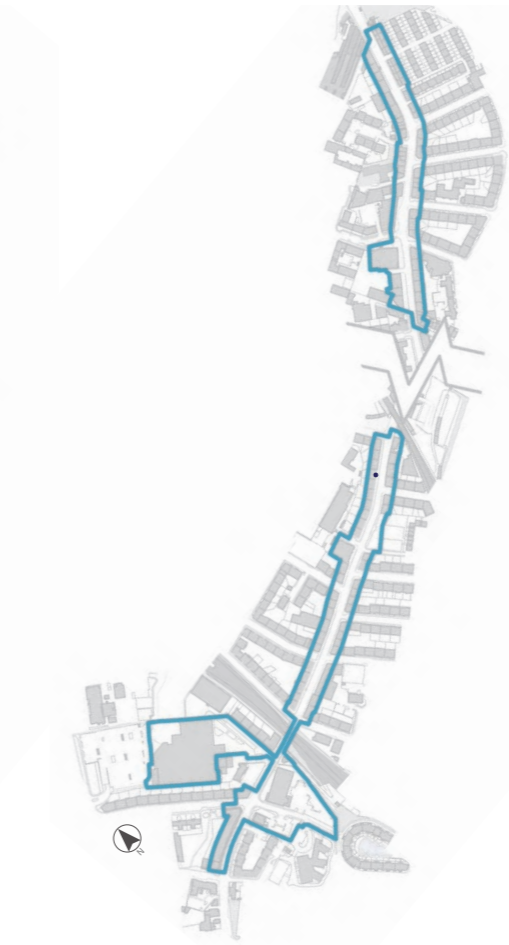
- EATING**
- Café & Bakery
 - Restaurant
 - Pub & Bar
 - Takeaway



- HOMES**
- Homes



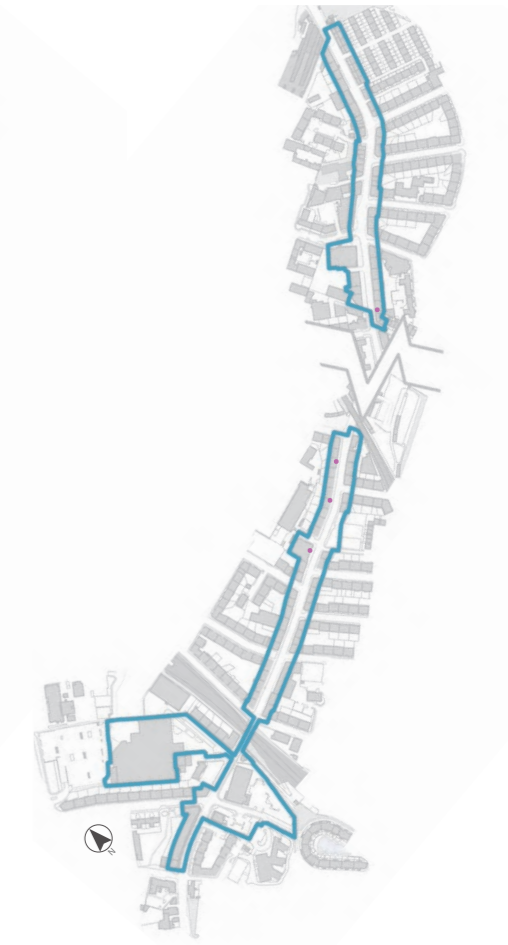
- PROFESSIONAL SERVICES**
- General
 - Real Estate Agent
 - Bank
 - Doctors & Dentist
 - Beauty Salon



- OTHER**
- Other



- VACANT**
- Vacant



- NON-RESIDENTIAL INSTITUTIONS**
- Non-Residential Institutions

FACADE STUDY

OVERVIEW OF GORGIE / DALRY TOWN CENTRE

A facade study was completed for the Gorgie/Dalry 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'.

Overall, shops across the town centre are varied and mostly of small scale, whilst helps to provides a local, human scale feel to the street.

However, the Gorgie/Dalry town centre formed of two distinct parts - Gorgie and Dalry - each with a different character in terms of facades. The **east section** of the town centre (Dalry) has predominantly friendly facades (2). A range of relatively small units, some variation in function, few blind and passive units with a range of variation of relief and details, offering a human-scale, friendly feel to the street.

The **western section** of the town centre (Gorgie) presents a greater range of types of facades, which are overall less friendly, but with a higher concentration of active facades (1). The west section of the town centre shows evidence of unstable shop tenure which is seen in a large number of vacant shops. The vacant shop units present a higher

presence of inactive facades which impact on the street character and feel of the streetscape to be less inviting or interesting for pedestrians. Along with a higher level of vacant shops creating inactive facades, there is also a higher presence of house/tenement frontages which present less active/more boring facades (4).

The presence of **large grocery shops** in this town centre (for example Aldi and Sainsburys located in the west section of the town centre), result in long stretches of 'boring' facades (3) where the facade is screened with laminate posters preventing views into shops. This is in contrast to other grocery shops such as Scotmid which allow views through to the interior of the shop, creating a more visually interesting facade.



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

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

3: Boring facades. Large units, few doors. Almost no variation, uninteresting units, few or no details.

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

OVERALL FACADE STUDY RESULTS



- Active
- Friendly
- Boring
- Inactive



ACTIVITY STUDY

OVERVIEW OF GORGIE / DALRY TOWN CENTRE

An activity study was carried out to gain insight and understanding of the times of day that the town centre frontages were in use and, therefore having a positive impact on public life.

As the land use study has shown, Gorgie/Dalry town centre has a range of land uses including a **high proportion of shops and eating places**. These are primarily open between 9am and 6pm with some small convenience shops and coffee shops opening earlier in the morning (7am-9am).

There is **some activity late into the evening** in both the western section of the town centre (Gorgie) - which tends to be more takeaway uses, and the eastern end of the town centre (Dalry) which has a greater concentration of restaurants and other land uses which stay open later in the evening (typically until 10pm or later). This demonstrates that there is more activity later into the evening in the east Dalry end of the town centre compared to the western Gorgie area. This can have an impact on public life and natural surveillance in terms of 'eyes on the street' into the evening. As a result the Dalry section of the town centre may be perceived as feeling safer by users into the evening due to it remaining busy and active into the evening.

The activity study of Gorgie/Dalry shows a **daily rhythm of activity ranging from 7am until late**, it has also highlighted a weekly rhythm with several shops' closed on Mondays.



PLACES OPEN 7AM - 9AM



PLACES OPEN 9AM - 12PM



PLACES OPEN 12PM - 6PM



PLACES OPEN 6PM - 10PM



PLACES OPEN 10PM - LATE

DEMOGRAPHIC ANALYSIS

GORGIE/DALRY

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

Overall, there was a significantly higher proportion of men than women represented in the Gorgie/Dalry town centre, with 60% men to 40% women. This may indicate a perception of a lack of safety by women. This is supported by the proportion of females represented in the town centre declining throughout the day, from 42% at 8am to 34% by 7pm. There may have been some influence in these overall figures due to the Saturday research date coinciding with a Six Nations Rugby Match. This is likely to explain the particular spike in male representation (65% to 35% women) recorded on the Saturday in particular.

Regarding age, 26-35 year olds were found to be the most dominant group observed on the street, comprising 25% of all users across the town centre. A high proportion of 19-25 and 36-45 year olds were also observed (23% and 18% respectively). These three groups were most visually represented in Gorgie/Dalry town centre and coincide with those of university / younger-middle working age.

Both under 18s, and the over 55 age groups were under-represented in the Gorgie/Dalry town centre, accounting for 4% of 0-10 year olds, 6% of 11-18 year olds, 7% of 55-65 year olds and 4% of 65+ year olds. This may indicate a limited breadth of offer and activities that appeal to a wider age group.

LOCATION A

Location A was positioned in west Gorgie, outside the Aldi supermarket. Researchers observed that on weekend mornings, both males and females were fairly equally represented, with a decrease in representation of women observed in the evenings, with 71% of males to 30% females at 5pm on a Saturday. This is likely, in part, due to the rugby match occurring nearby, to which researchers observed that it was primarily males attending. During the Saturday 7pm slot, it was also observed that there was a particularly high proportion of 11-18 years olds using McDonalds as a place to socialise with friends. During the weekday, under 18s were significantly less visible in the evenings.

During the week, the representation of females was higher, rising to 60% at 12pm on Wednesday. There was also a significant increase in the 55-65 and 65+ age groups on weekdays, with a high proportion of elderly people with additional mobility needs observed at 12pm during the week. This may be due to people in these older age groups being retired and therefore available during the day, and/or choosing to avoid more crowded peak times day for ease of mobility. During the weekend, the 55-65 and 65+ age groups declined in visibility throughout the day, with a significant representation of 45% combined at 8am on Saturday, declining to 11% by 7pm. The representation of people in both the 19-25 and 26-35 age groups was also significantly higher on weekdays, particularly at the 8am, 5pm and 7pm time slots. A much lower representation of 19-25 and 26-35 year olds were observed at the weekend.

This could be explained the by large workforce either employed in the locale, or commuting to/from or within Edinburgh at these times on weekdays.

LOCATION B

Location B was situated at the bus stop adjacent to White Park in Gorgie. At Location B, females and males were fairly equally observed during the weekday. However, there was a less female representation at the weekend.

Researchers observed the high proportion of 0-10 and 11-18 year olds visible at 8am during the weekday may be due to those en route to nearby schools. Equally, the peak proportion of 0-10 year olds (14%) at 12pm on the Wednesday, was noted to coincide with young children being picked up from the local nursery. Again, the proportion of 19-25 and 26-35 year olds remains dominant on both the weekday and a large part of the weekend, most likely due to the young working population living or working in the area.

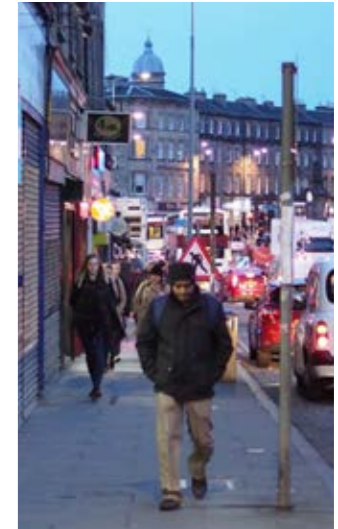
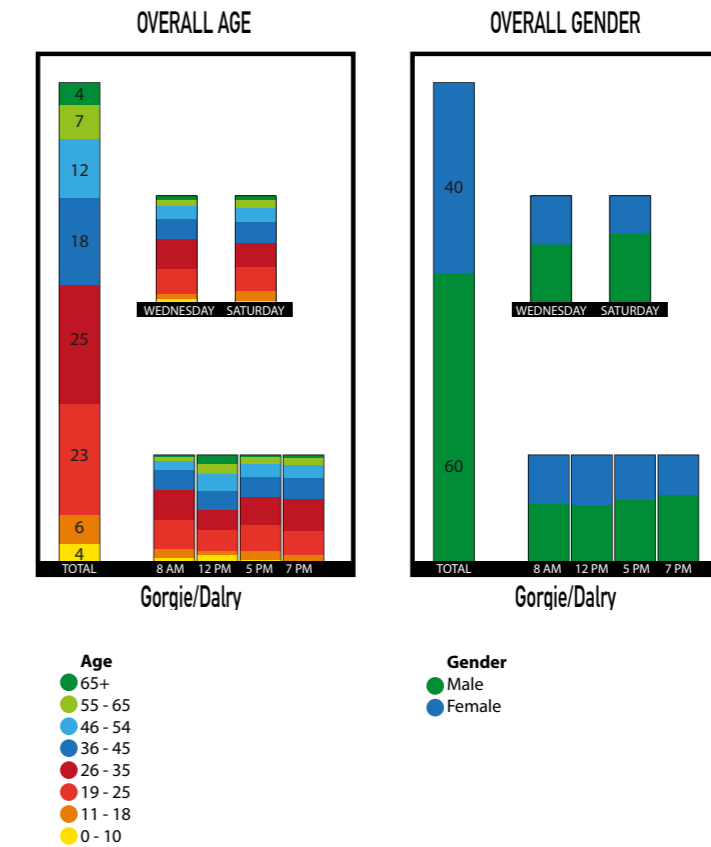
Those over 65 were less well represented at Location B at the weekend compared to the weekday where they were particularly visible at 12pm and 7pm. It is generally accepted there is a need to ensure the street environment is conducive to the accessibility needs of all users to promote their use of the street environment. This may be relevant in encouraging more older residents to walk to local shops by creating a pleasant environment to walk, spend time or meet others socially for those of all ages.

LOCATION C

Location C was situated at the corner of Dalry Road and Easter Dalry Road near the Co-op. The proportion of women and men was again fairly equally observed during the weekday, with an increase in the proportion of males observed at the weekend. Young children and children in the age group 10-18 years were observed primarily on weekdays in the morning - noted by researchers en route to school. The weekend 8am slot had a particularly low visual representation of anyone over the age of 36.

LOCATION D

Location D was situated on Dalry Road at the east of the town centre, adjacent to the pedestrian route through the Dalry Colonies. At Location D, again the proportions of female representation was observed by researchers to be lower at the weekend, likely due to the research observation day coinciding with a nearby rugby match - for which many pedestrians were observed walking down Dalry Road and Gorgie Road towards/away from. Both the weekday and weekend demonstrated particularly high numbers of people in both the 19-25 and 26-35 age groups. Very low proportions of young children, under the age of 10 were observed either during the week or the weekend at Location D. However during the weekend, more 11-18 year olds were visible in the streetscape, particularly during the 5pm observation. The proportion of 36-45 year olds were well represented during the week and at the weekend, with a fairly even representation of people in both the 55-65 and 65+ age category.

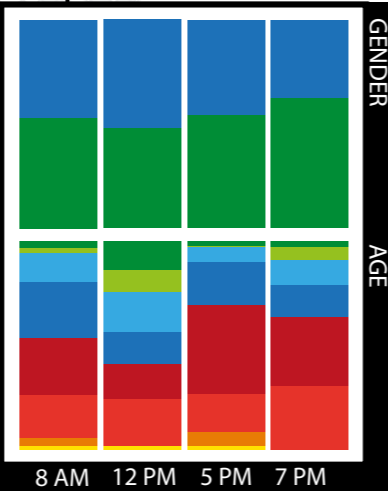
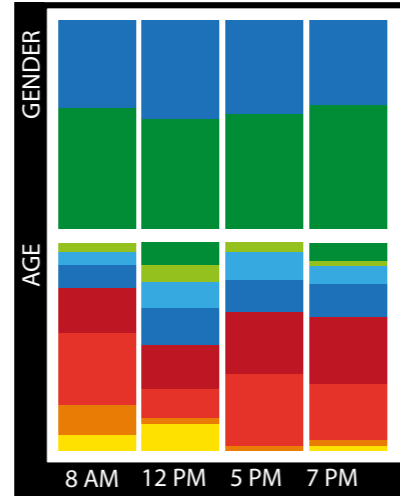
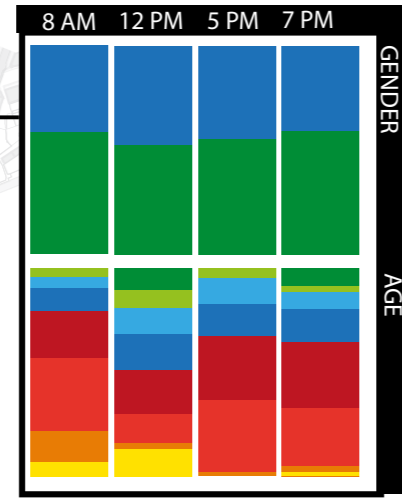
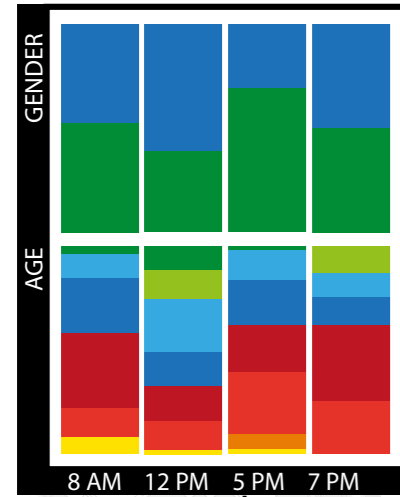


WEDNESDAY 22 FEB

DEMOGRAPHIC ANALYSIS
GORGIE/DALRY

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

- Gender**
- Male
 - Female

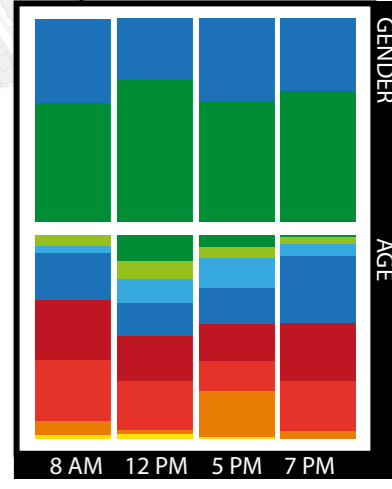
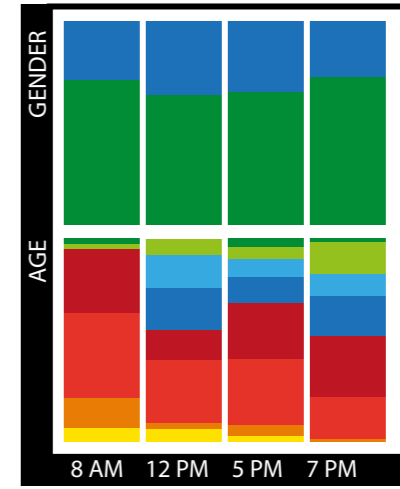
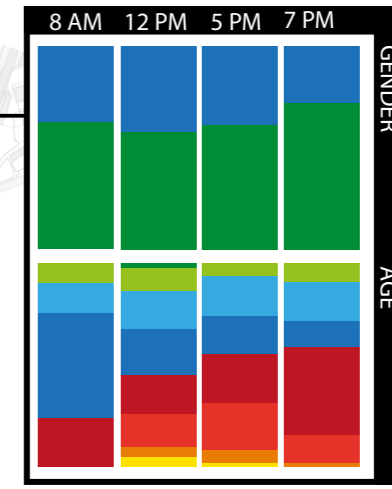
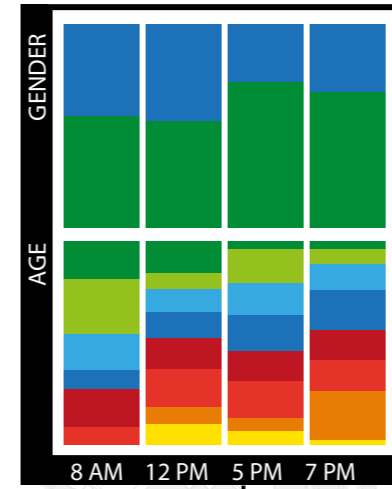


SATURDAY 25 FEB

DEMOGRAPHIC ANALYSIS
GORGIE/DALRY

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

- Gender**
- Male
 - Female



PEDESTRIAN ANALYSIS

GORGIE/DALRY

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.

Gorgie/Dalry was found to be significantly more active on weekdays, particularly closer to Haymarket station and Edinburgh city centre, which are likely to contribute to the higher footfall. A smaller difference in pedestrian numbers was observed between weekdays and weekends at Location A and B in Gorgie.

Overall, the Gorgie/Dalry town centre was active with pedestrian movement at all times of day. Peak flows were observed within Dalry and closer to Haymarket station and Edinburgh city centre, particularly around 8am and 5pm - likely due to commuters walking to/from work. Overall 5pm was the peak time for all pedestrian activity across the Gorgie/Dalry town centre. Weekend mornings were found to be particularly quiet in terms of pedestrian activity. This is likely due to a limited number of open shops, cafes and restaurants at this time, meaning those pedestrians observed were likely using the street environment to pass through en route elsewhere. Less pedestrian activity overall was observed at the research locations in Gorgie furthest from central Edinburgh, this may be because of their distance from larger city-wide destinations and activities, and the major transport node of Haymarket Station, and/or due to the use of other forms of transport (such as buses or cars) in this part of the town centre.

Overall, Location D nearest to Haymarket station and Edinburgh city centre was found to be the most active. Pedestrian movement at this location peaks at 8am and 5pm. This pattern was more or less observed at the other locations in Gorgie/Dalry during the week (correlating with rush hour commuting times), and with peak pedestrian flows at the weekend broadly being concentrated at 12pm and 5pm (correlating with times people were observed in the street environment for more leisure or recreational activities such as shopping or meeting people).

LOCATION A

Location A was situated in the west end of Gorgie, outside Aldi at the junction. Location A had the lowest level overall of observable pedestrian activity in the Gorgie/Dalry town centre. During the weekdays pedestrian flow remains low but equal at both 8am and 7pm with a peak in pedestrian activity at 5pm (although still low at only 38 pedestrians). This is likely to be because of its more residential location, with a smaller offer in terms of localised small scale shopping and restaurant facilities or other destinations at this end of the Gorgie/Dalry town centre. Instead, the larger chain retail influences a different pattern of pedestrian footfall that whilst seems to promote less public life overall, did appear to increase presence of some users in the street environment at the 8am time slot (mainly walking to Aldi) when most other shops and local destinations are closed. Location A is particularly quiet on Saturday mornings, with only 6 people observed around 8am - almost all going to the Aldi. However the remainder of the day demonstrated higher levels of pedestrian activity here.

LOCATION B

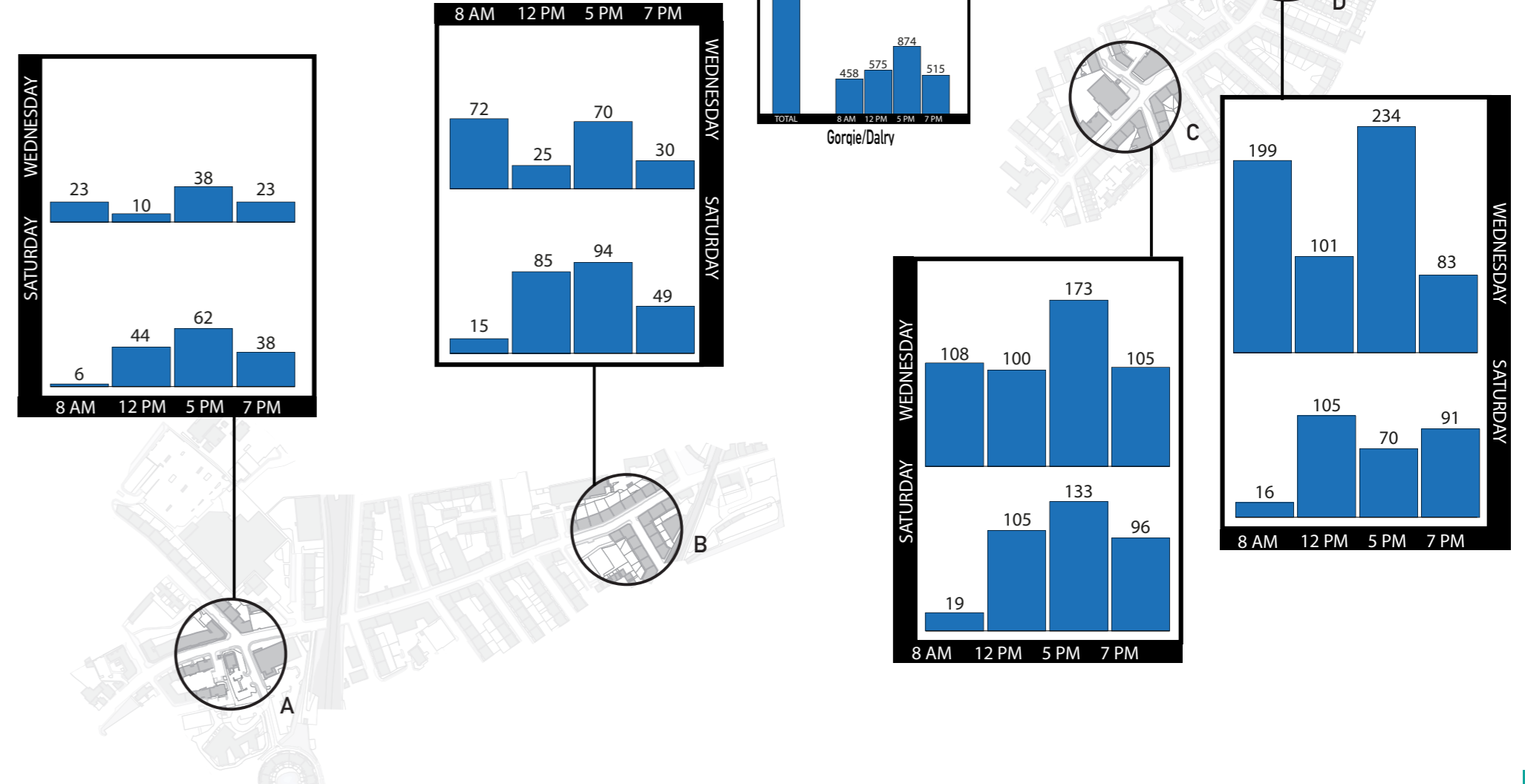
Location B was situated adjacent to White Park on Gorgie Road. Location B was found to have more pedestrian activity than Location A, however the pattern of activity is broadly similar at both locations in Gorgie. During the weekdays Location B was most active in the morning and early evenings, at 8am and 5pm when people were walking towards and home from work, often via the bus stop. Again, Saturday mornings were found to be particularly quiet, with higher levels of pedestrian activity observed around midday and 5pm at the weekend.

LOCATION C

Location C was situated on the corner of Dalry Road/Easter Dalry Road, next to the Co-op. Higher levels of pedestrian activity were observed here with peak pedestrian flows observed at 5pm both at the weekend and during the week. During the week the morning, day time, and evening activity was relatively even, with 108, 100 and 105 people observed at 8am, 12pm and 7pm respectively. As with the other locations, Saturday mornings remained particularly quiet, with just 19 people observed at 8am compared with peak flows of 133 people observed at 5pm on the same Saturday.

LOCATION D

Location D, on Dalry Road, close to Haymarket station, showed the highest pedestrian activity flows. Peak pedestrian activity was again observed at 8am (199 people) and 5pm (234 people) but remained relatively high throughout the day. Weekend activity showed the same trend of quiet early mornings, however pedestrian flows peaked at midday at this location on the Saturday.



OVERALL TEST WALKS

GORGIE/DALRY

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.

The Gorgie/Dalry town centre is split into two separate sections along the same length of road - moving from Dalry Road to Gorgie Road as the thoroughfare moves south-west away from Edinburgh city centre. Researchers noted that there is a **strong local neighbourhood feel in both sections of the town centre** which demonstrate visible signs of a multicultural population with a number of international food/grocery shops. The majority of the shops are small scale local independents with **larger supermarkets in the Gorgie section** of the town centre to the south-west. The town centre shows some good examples of stretches of pavement which are clear with consistent materials

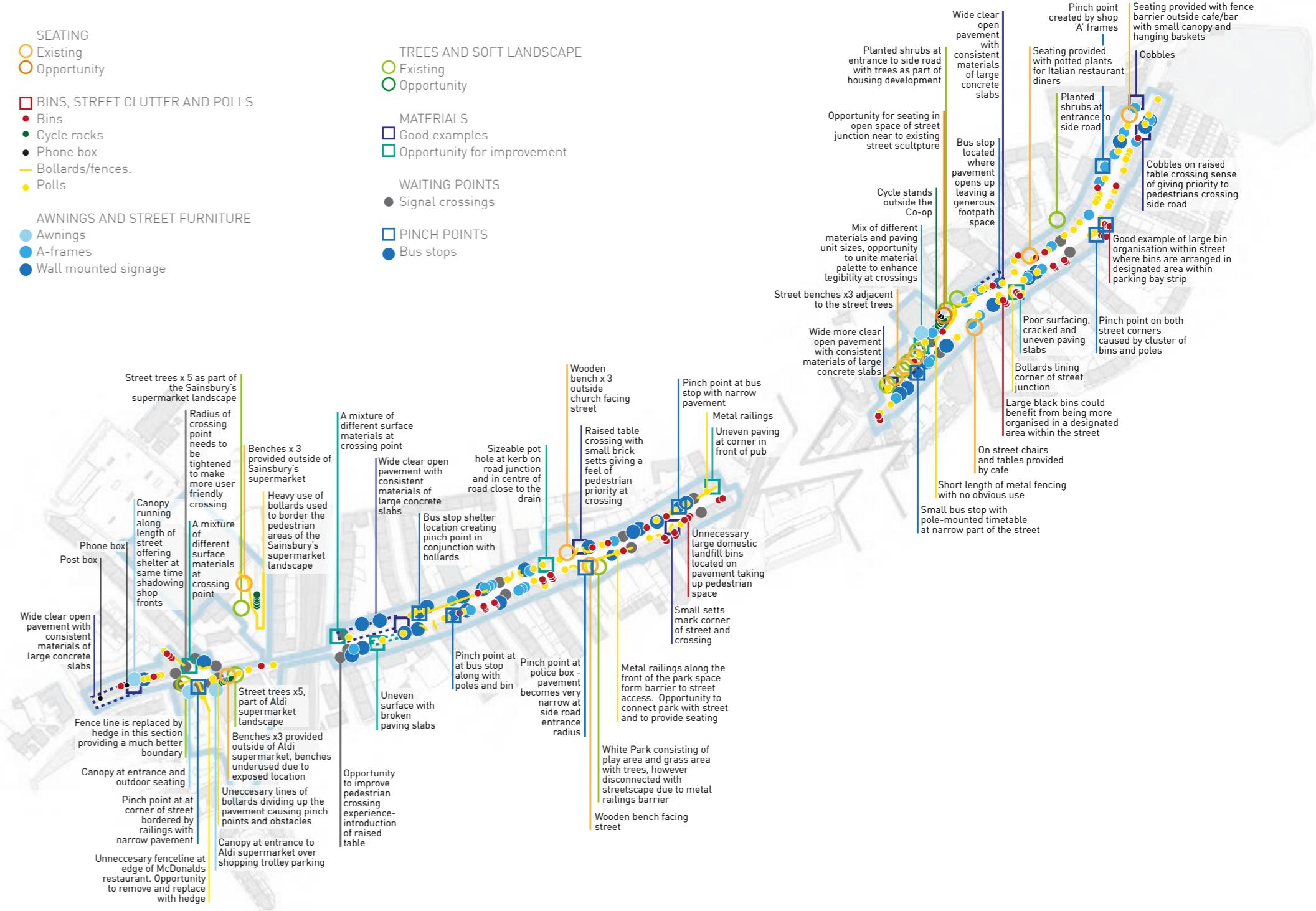
such as the pavement between Wheatfield Road and Smithfield Street in Gorgie and at the junction between Washington Lane and Dalry Road in the Dalry. There were several areas noted where the paving was cracked and uneven, causing puddling. This usually aligned with junction crossings and presents a further challenge for pedestrians to cross the road.

The **street clutter** within Gorgie/Dalry town centre was noted to be high. In particular the presence of shop A-frames which were observed to be more concentrated in some areas of the street than others, perhaps a reaction to neighbouring shops having them.

There are **three main areas of street trees** within the town centre. This tree planting tends to respond to the larger shop/supermarkets and their entrance landscape. Some of the tree planting is combined with the provision of public seating which was observed to be a **positive combination for public life**. For example, in Dalry on the north side of the street (south-facing) outside the Maplins store, trees are centre aligned and set within wider pavement and with adjacent seating and bins, allowing walking space either side and a more pleasant environment to sit and spend time.

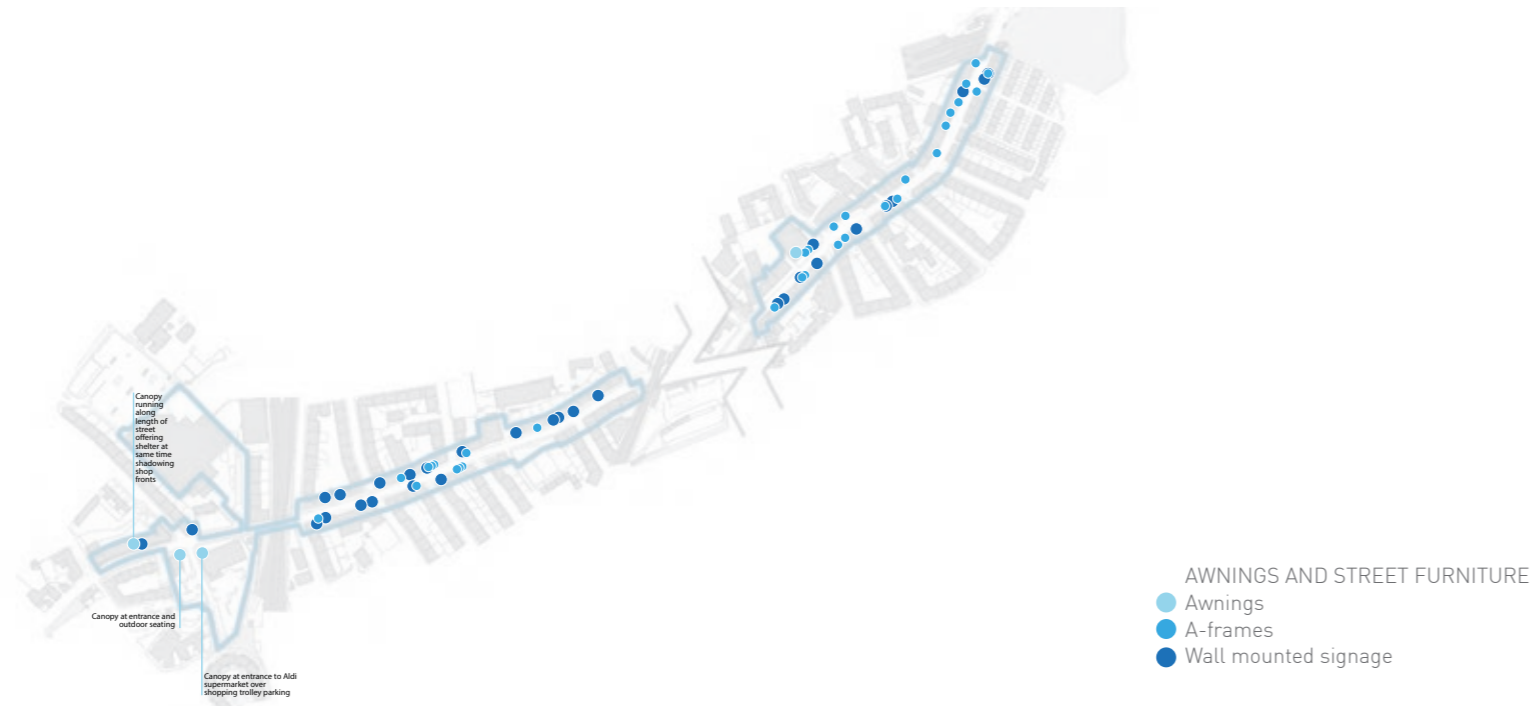
Researchers noted that the town centre of Gorgie/Dalry has a low quality built form in relation to retail. There seem to be **few original shop facades** restored to their original form, but rather more recently clad facades with large printed signage. The feel of the two town centres differ to one another in terms of

a sense of a thriving town centre. The east end of the town centre at Dalry Road was recorded to feel more thriving with activity relating to the shop facades compared to the west end of the town centre in Gorgie. **This distinction in character between Dalry and Gorgie, in quality of materials and built form, as well as increased footfall and the nearby destinations present in Dalry (due to its proximity to Haymarket train station and Edinburgh city centre), was noted to be significant and felt to impact on public life.**



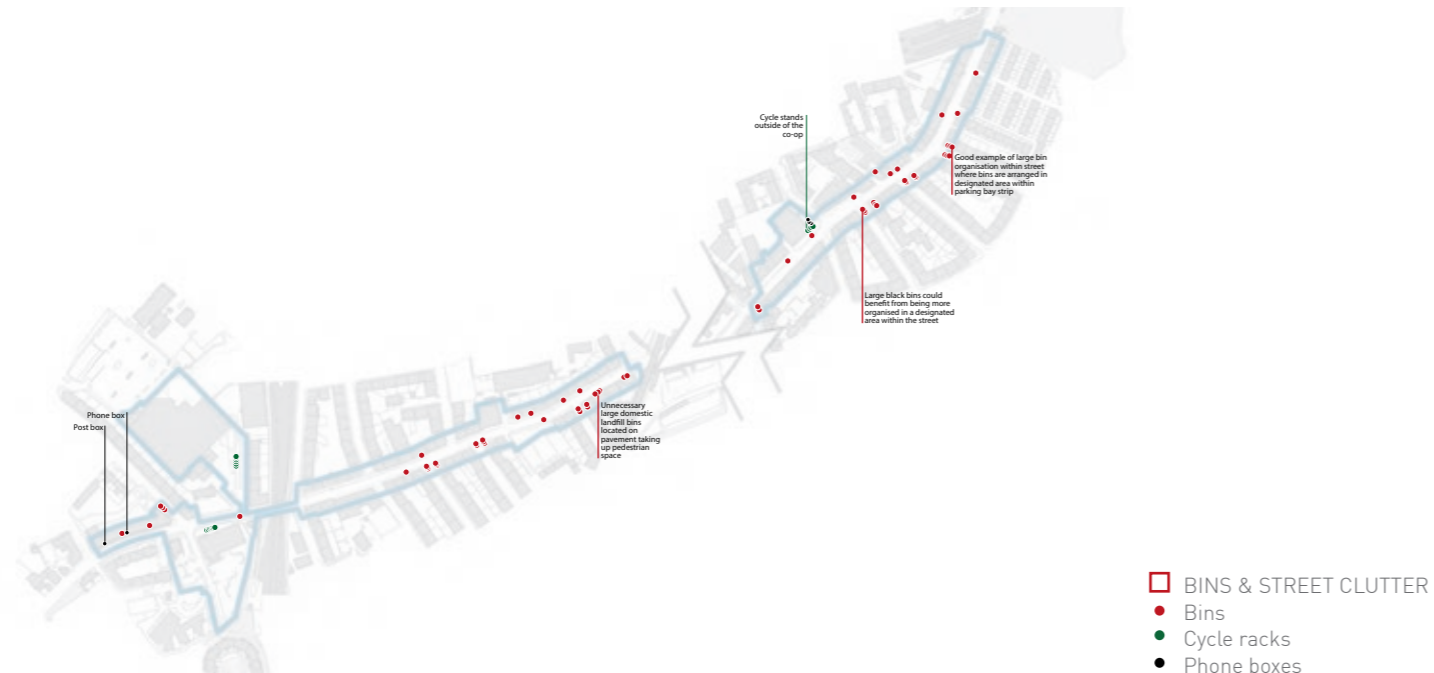
AWNINGS, A-FRAMES, AND WALL-MOUNTED SIGNAGE.

Awnings were recorded along the two sections of the town centre. In particular three significant awnings are located to the west. The main awning in the west covers the length of the block of shops opposite the McDonald's restaurant in Gorgie. As part of the building, it shades the shops facades and covers nearly the full width of the pavement. A-frames, were observed to be more concentrated in some areas of the street than others, perhaps a reaction to neighbour shops displaying them were evenly distributed across the two sections of the town centre. Wall mounted signage was recorded more frequently in the west section.



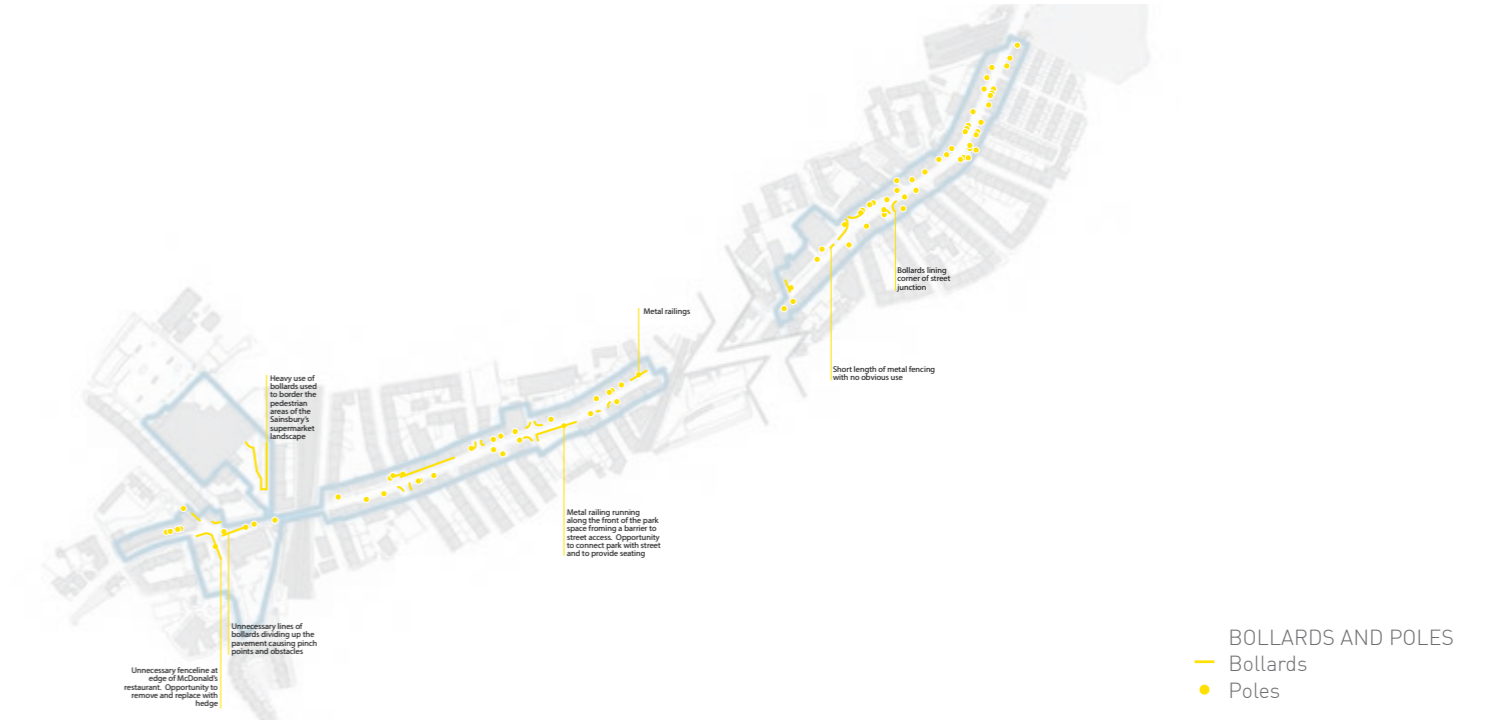
BINS AND STREET CLUTTER.

The majority of the large black bins in Gorgie/Dalry town centre are located at street junctions. A good example of bin arrangements on the street corner was recorded at Caledonian Road where the bin area was delineated with white lines on the road so as not to take up pavement space. There were several cycle racks recorded in the town centre, but all in association with supermarkets. For example, Co-op, Aldi and Sainsbury's where they are provided within their entrance landscape. Gorgie/Dalry town centre could benefit from mounting cycle hoops to poles to provide a more even spread of bike parking opportunities.



BOLLARDS AND POLES.

A large number and range of bollards and poles were recorded in the Gorgie/Dalry town centre. There are also a many railings and fences, most of which are located in the west section of the town centre associated with the two supermarkets; Sainsbury's and Aldi in Gorgie. There are a series of fences and hedges forming boundaries around the perimeter of the McDonald's restaurant which are recommended to be replaced with hedgerows to provide more on street planting and lessen the presence of barriers to the street. A large number of the bollards and their positioning around Sainsbury's and Aldi appear unnecessary, presenting further obstacles to the town centre to those walking and cluttering the street environment.



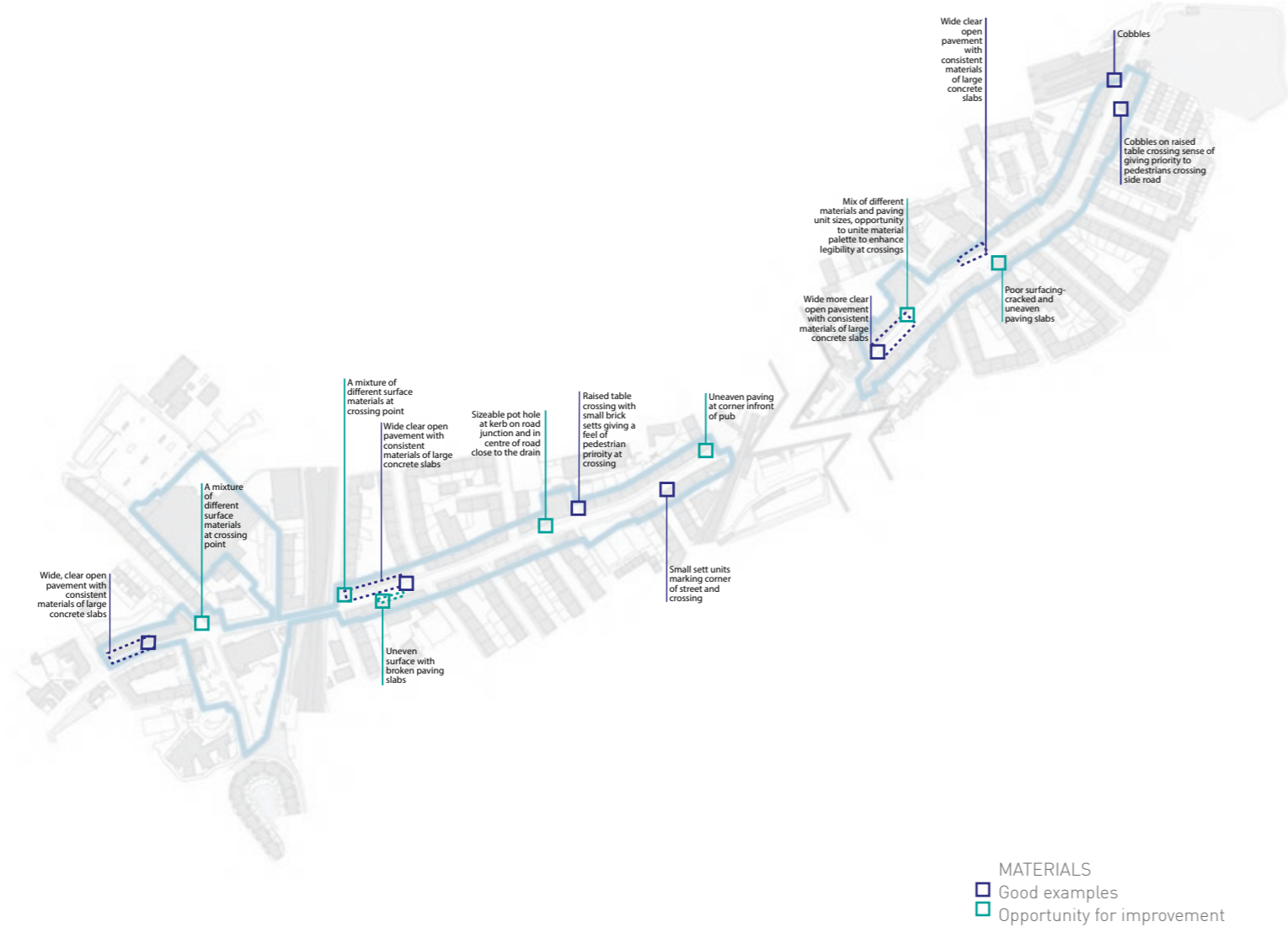
WAITING POINTS.

There are 11 signalled pedestrian crossings across the Gorgie/Dalry town centre. These are fairly evenly positioned along the length of the two sections of the town centre. It was noted by researchers that the radius of the crossing point in particular on the west side of the road at the junction between Gorgie Road and Westfield Road would benefit from being tighter to give more pavement space and help create a more user friendly crossing. It was also recommended that a raised table be introduced to the crossing at Gorgie Road and Wheatfield Road in order to improve the pedestrian crossing experience.



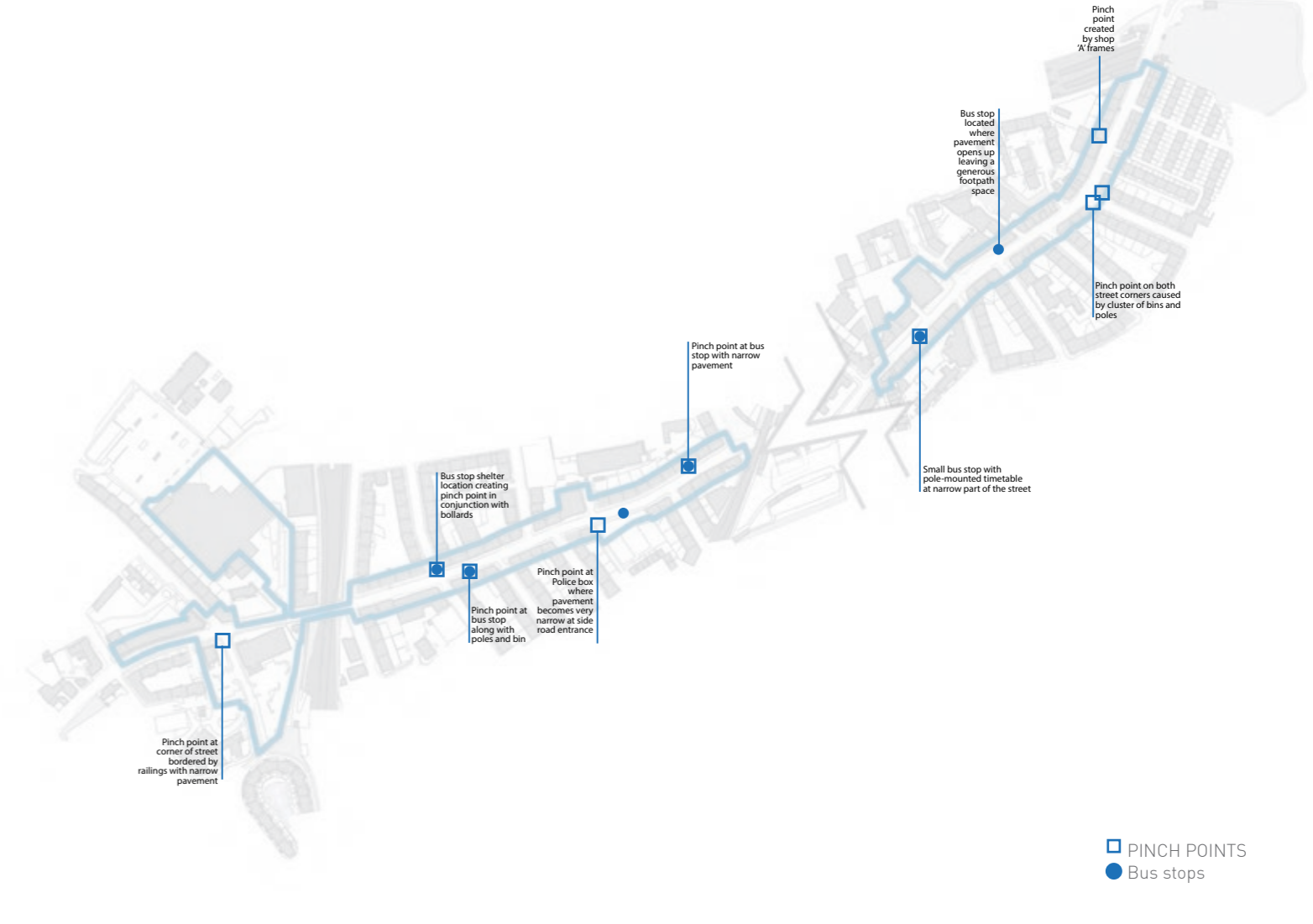
MATERIALS

There is a mixture of paving materials present in the Gorgie/Dalry town centre. Good examples are highlighted where the paving materials are consistent and robust and where the pavement is wide and clear. In Gorgie/Dalry there are areas of large concrete pavers for the main footway where the pavement is mostly clear of street clutter and a clear walkway is provided. Most of the less good examples of paving were recorded to be located at road junctions where the paving was often damaged or uneven, creating pooling of rain water and sometimes accessibility issues at the crossing points. There were also some areas of mixed material types and unit sizes which are visually discordant and include patches and repairs resulting in uneven surfaces. These mismatching materials are recommended to be replaced with a consistent materials palette for the town centre to give a visual identity to Gorgie/Dalry and improve walkability for all users.



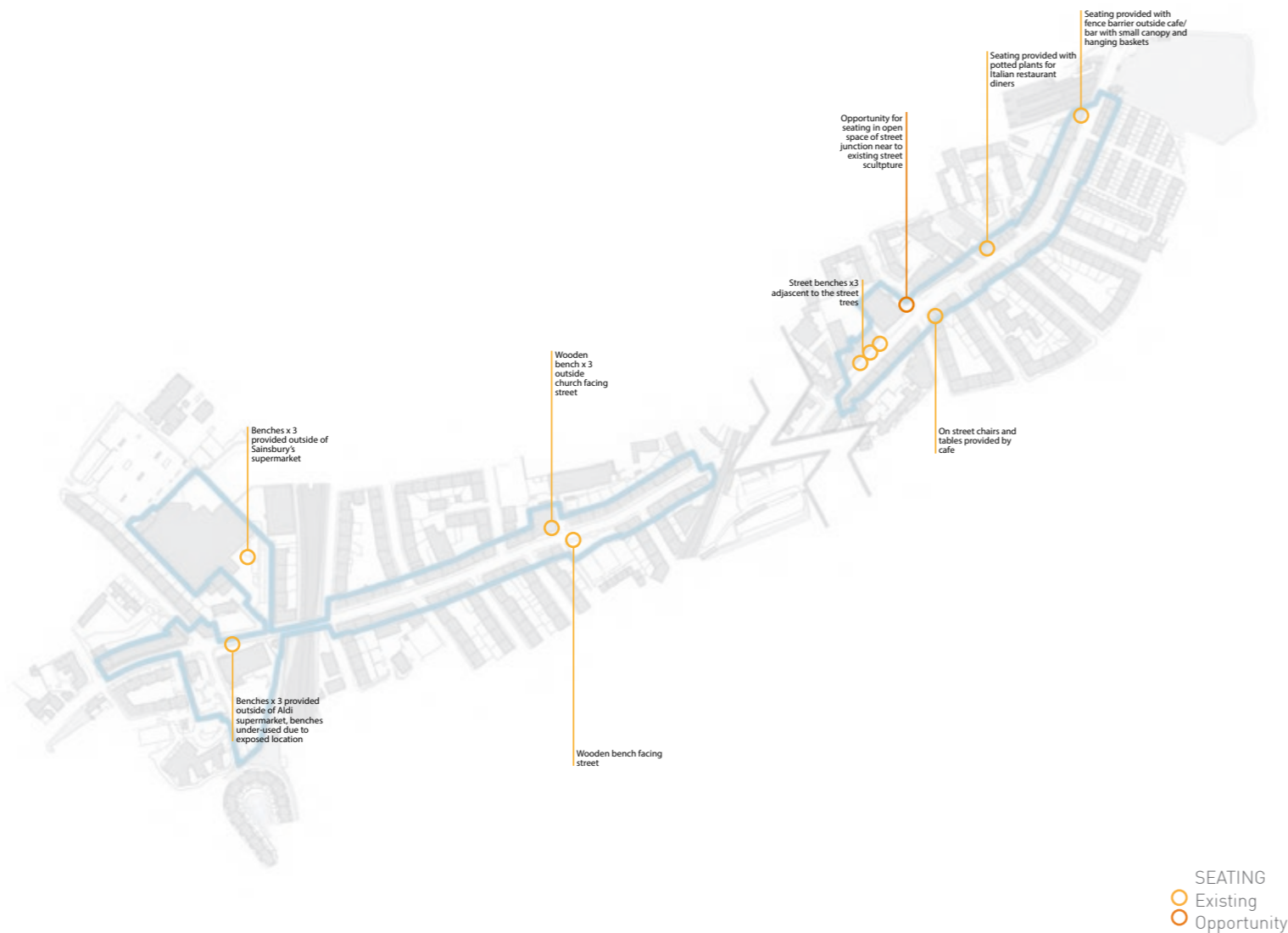
PINCH POINTS

There were several areas within the Gorgie/Dalry town centre which were constricted by the presence of street clutter, obstacles and/or narrow pavements creating obstructions for pedestrians. These were recorded as pinch points. In this town centre, it was recorded that several pinch points correlated with the position of bus stops and shelter. The researchers recorded four pinch points within the Gorgie/Dalry town centre which aligned with the locations of bus stops, three of which are in the west end and one in the east end of the town centre. Some of the pinch points were made to feel further constricted by street clutter and the presence of fence lines and rows of bollards. For example the crossing point between McDonald's restaurant and Aldi supermarket where the pavement is narrow, but also backed by the series of fences and railings bordering the drive-through road access to McDonald's restaurant, making the pinch point feel more constricted.



SEATING.

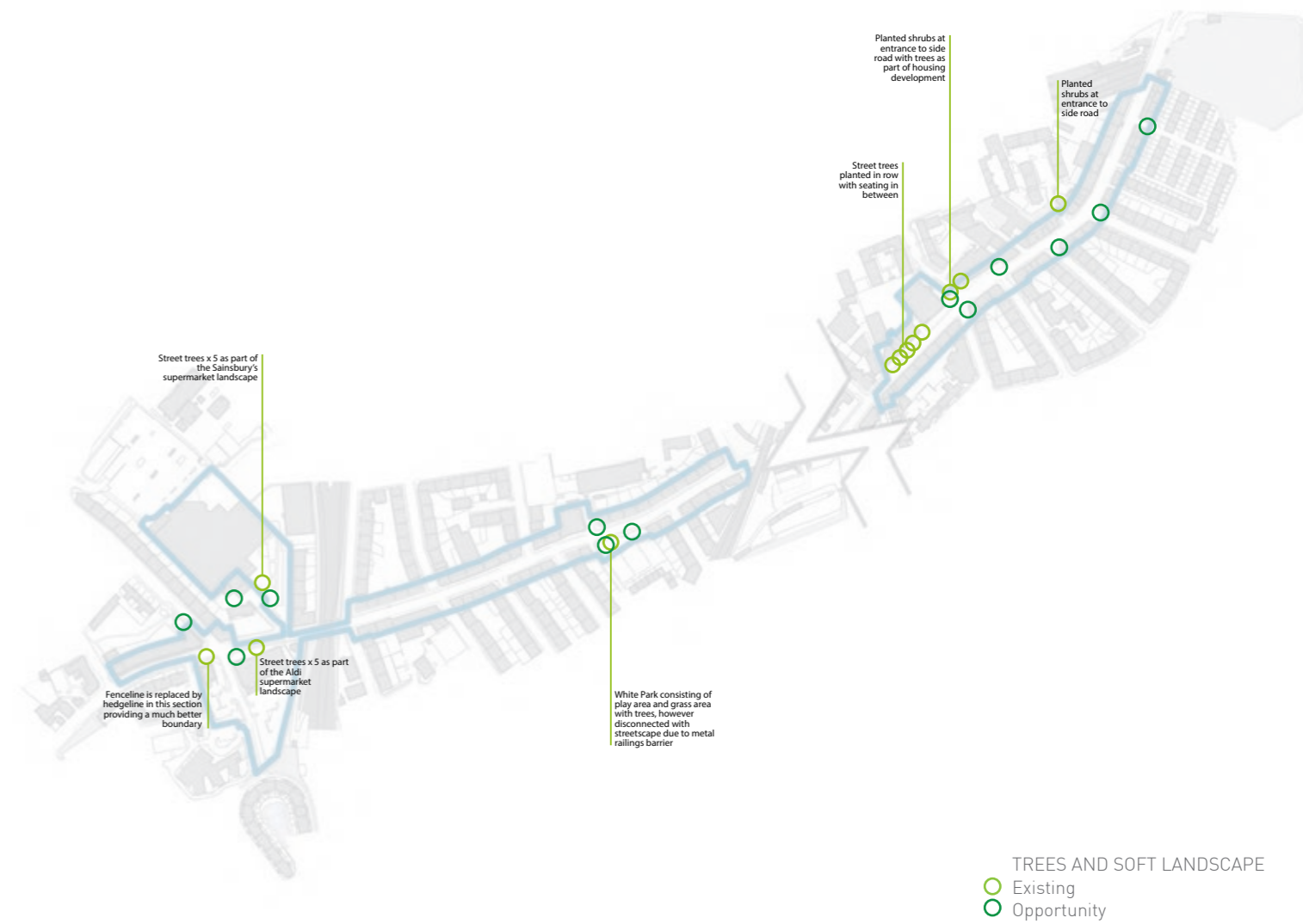
The town centre offers a range of seating opportunities, some provided by restaurants and cafes which are private for diners/drinkers only. Several public benches were recorded within the Gorgie/Dalry town centre. Seating outside the two supermarkets in the west of the town centre are all of a backless bench style located in the middle of the pavement. This style of bench - without supporting back and arm rests - can be less accessible for older users, and their position close to the road and in the middle of the space does not create an attractive secure feeling place to sit. Research showed that these benches were seldom used on the research days. The classic public wooden benches with back and arm rests, and set to the back of the pavement, were seen to be used more than the other benches in the town centre. There is an opportunity to unite White Park with the street by removing the fence line and designing seating within the park which serves the street.



TREES AND SOFT LANDSCAPE.

There are a number of street trees recorded in the Gorgie/Dalry town centre. Most of these are located in the west end of the town centre and planted in association with the two supermarkets as part of their entrance landscaping. In the east section of the town centre there is a row of street trees planted within the pavement with seating beneath which create a more pleasant, wider section of pavement adjacent to active shop frontages, helping to set the scene for public life. The east end of the Gorgie/Dalry town centre also benefits from being connected with a tree lined road with associated shrub planting leading to a housing development on Easter Dalry Road. There are also views of mature shrub planting further east where the town centre connects with the Dalry Road where mature shrub planting is located.

In the west end, there is an opportunity to unite White Park with the town centre by removing the fence line and opening the park to the street, whilst adding trees. This west section of the town centre (Gorgie) has a very limited number of street trees. Wider pavement corners in particular may be suitable for additional trees, potentially in combination with seating.



TIMED TEST WALK

MEASURING EASE OF WALKING EXPERIENCE

The Gorgie/Dalry town centre was divided into 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 timed test walks in the town centre of Gorgie/Dalry is the character of the east end of the town centre in Dalry being busier and more bustling than the west end (Gorgie). Researchers observed there were more people on the streets in the east section (Dalry) to navigate around, often causing congestion on the pavement and pedestrians to step into the road to pass one another, as well as obstructions from street clutter such as A-frames associated with the many diverse shops. The east end of the town centre also has narrower pavements leading

to pinch points, and a greater range of smaller scale land use than the far west end of the town centre. Small scale shops also provide visual interest for users which may slow pedestrians with the potential for window shopping and increased diversity of shops per distance walked compared to the larger-scale west end.

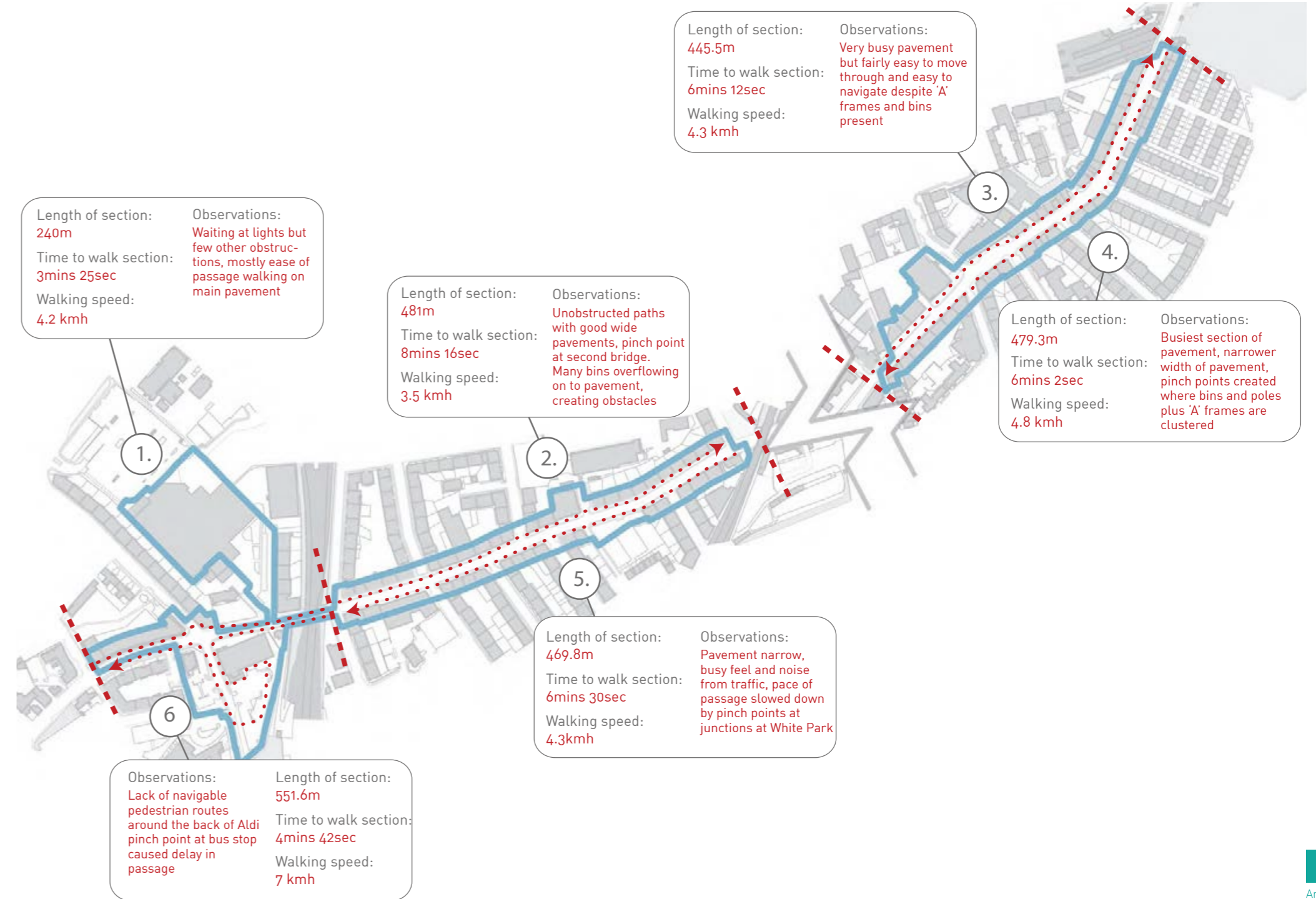
Sections (3) and (4) in Dalry measure 445.5m and 479.3m respectively. They were timed to take 6 mins and 12 seconds and 6 minutes and 2 seconds to walk. They were recorded as having 'very busy pavement but fairly easy to move through and easy to navigate despite A-frames and bins being present'. Section (4) was described similarly.

The east section of the Gorgie part of the town centre (central to Gorgie/Dalry as a whole), has a similar character in terms of pavement scale and length of shop facades as the further east section of Dalry. However the number of people on the street in this section was observed to be considerably less - likely due to this section of the town centre being further from Edinburgh city centre, and destinations such as Haymarket train station that draw a large footfall. This reduced footfall means pavement congestion was rare in Gorgie except at particular pinch points.

This reduced footfall created a clearer passage through sections (2) and (5) in Gorgie - measuring distances 481m and 469m, and taking 8 minutes 16 seconds and 6 minutes 30 seconds to walk. However, sections (2), (3), (4) and (5) also contain

many side roads to cross which each have waiting times - even if it is a brief pause to look both ways to check for oncoming traffic. This adds to the overall time of the timed test walks.

Areas (1) and (6) in the west end of the town centre, Gorgie, were measured to be 240m and 551m in length and were timed by the researchers to take 3 minutes 25 seconds and 4 minutes 42 seconds respectively. Section (6) was less of a linear route, tracing around the south side of the Aldi supermarket and taking in some of the car parking area and back streets. The layout of the car parking area was observed to be difficult to navigate with unclear pedestrian routes. Confusion can result in a slower pace of walking or a less steady pace, whereas a clear path/route can bring about a more steady walking rate. This section was described as having 'lack of navigable pedestrian routes...pinch points at the bus stop caused delay in passage'. Section (1) was described as 'waiting at lights, but few other obstructions, mostly ease of passage walking on main pavement.'



WAITING POINTS

MEASURING WAIT TIME AND EXPERIENCE

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.

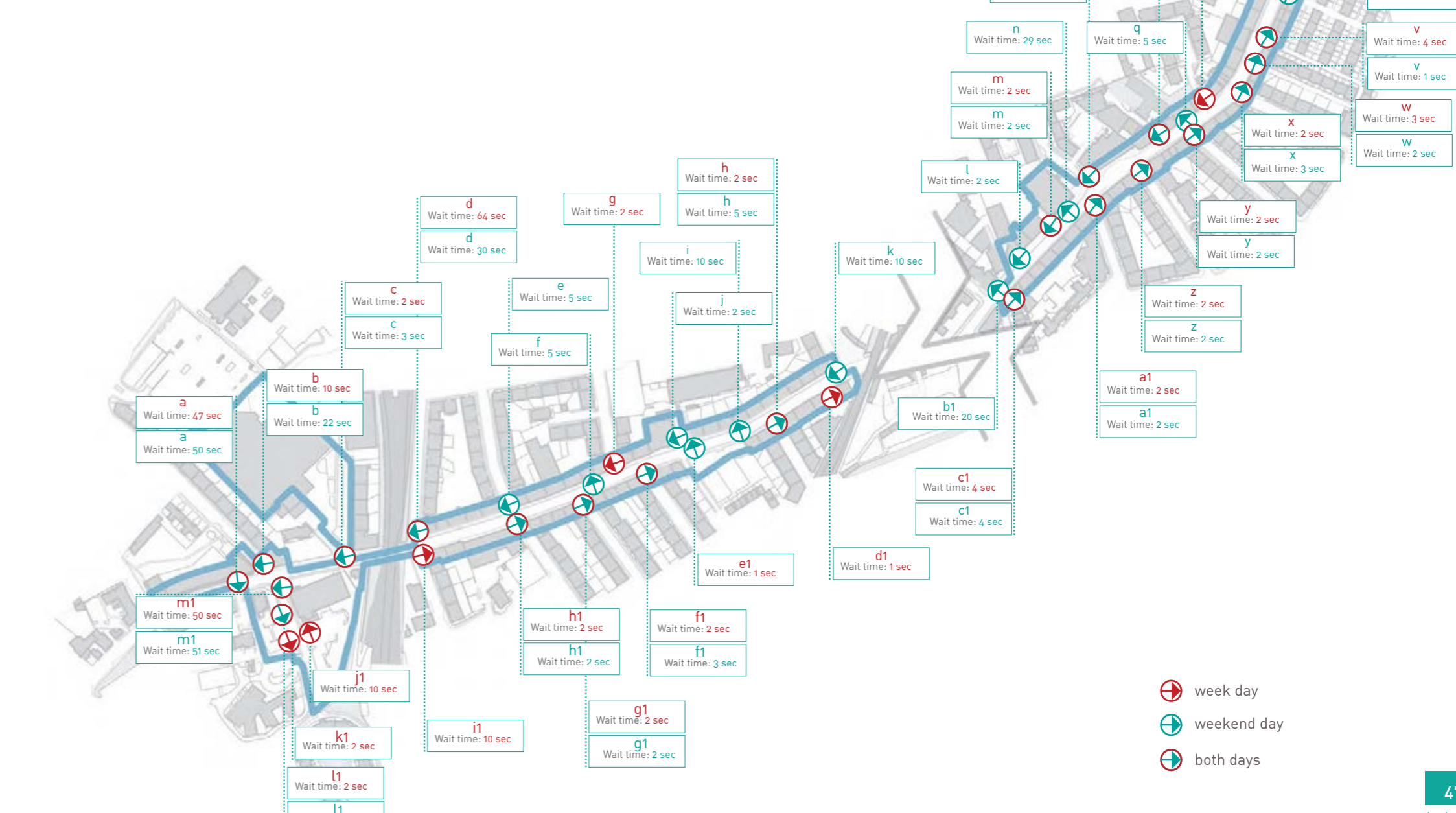
Gorgie/Dalry town centre was recorded as having its longest waiting time recorded at wait point (t) where the researcher waited 1 minute and 41 seconds (101 seconds) to cross the road at the east end of the town where there is a large stretch of road without formal crossings, the wait was described as 'waiting time was in stages of jay walking across the busy road, feeling exposed and dangerous'. A number of other locations were recorded as having long waits to cross the main road. Other frequent waiting points recorded were along the side roads where large bins are positioned which screen views of oncoming cars leaving the side roads. These sight-line obstacles create extended waiting experiences in order to fully view the road before crossing.

Apart from some main pinch points like waiting point (e) at the end of Smithfield St, the waiting times along the main pavement north to south 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.

- a. 47 seconds**
Side of McDonald's, pavement is narrow but materials are good, waiting for lights to change
- a. 50 seconds**
Feeling close to fast traffic waiting on slight pinch point in paving
- b.10 seconds**
Waiting for lights to change, uneven tarmac on road at crossing, feeling close to traffic and sound of traffic at junction is noticeable
- b.22 seconds**
Waiting for lights to change, wide uneven road to cross
- c. 2 seconds**
Paving materials in good condition, waiting for cars to exit Sainsbury's parking, lots of bollards
- c. 3 seconds**
Waiting for cars to enter carpark, feeling exposed waiting on large radius at junction, cars coming from different directions from parking bays
- d.64 seconds**
Waiting at crossing with good materials, needing to look both ways to check for traffic, radius of junction could be reduced to improve crossing
- d. 30 seconds**
The north side of the crossing has a good size radius, south side has a larger radius with poorer materials, presenting a longer waiting experience
- e. 5 seconds**
Short wait at pinch point in street where bus stop takes up half of pavement. Waiting for oncoming pedestrians to pass before continuing
- f. 5 seconds**
Pedestrian signalled crossing waiting for lights to change, waiting close to shop front on east side of crossing
- g. 2 seconds**
Short pause at side road crossing to look both ways for traffic, change in paving on raised table alerts pedestrian of crossing point
- h. 5 seconds**
Wait to cross side road, time enough to look both ways for traffic, large bins obscuring full view of road
- h. 5 seconds**
Short wait to allow car turn to in to side road
- i. 10 seconds**
Wait at signalled lights to cross main road, good amount of waiting space, standing with back to park
- j. 2 seconds**
Change in materials of paving at raised table, wait time to allow a car to pull out of road
- k. 10 seconds**
Waiting to cross road on slightly sloping paving, could be too steep for wheel chair users
- l. 2 seconds**
Short pause at side road to check for on coming cars before crossing
- m. 2 seconds**
Pause at crossing of side road
- m. 2 seconds**
Short pause at side road to look for oncoming cars entering the co-op car park, slight obstruction of site line by corner of co-op building
- n. 29 seconds**
Waiting for lights to change art signalled crossing outside the Co-op, pinch point at waiting point with lights and street lamp, low wall behind, feeling of exposure from behind
- o. 3 seconds**
Short wait to look both ways at crossing of small side road. Many bollards present creating slight obstacles
- o. 3 seconds**
Wait at side road crossing
- p. 3 seconds**
Brief wait to look both ways at side road crossing
- p. 2 seconds**
Brief wait to look both ways at side road crossing
- q. 5 seconds**
Short wait for lights to change at signalled crossing to cross over main road, small waiting area, but enough to feel safe
- r. 2 seconds**
Hesitation at side road to look both way for traffic, large radius on kerbs, could be reduced for pedestrian safety
- s. 3 seconds**
Hesitation to look both ways at unsignalled crossing with cobble surface on crossing point, waiting point materials cracked with uneven drainage at kerb
- s. 2 seconds**
Waiting time to look both ways before crossing road
- t. 46 seconds**
Wait to cross side road where there are no signalled crossings
- t. 101 seconds**
Waiting time was in stages of jay walking across the busy road, feeling exposed and dangerous, but next crossing was too far away
- u. 1 seconds**
Split second to look both ways, pavement damage and wait point, cobbles lead over crossing
- v. 4 seconds**
Waiting briefly at side road
- v. 1 seconds**
Narrow cobbled side road with cars pulling out, wait briefly to look both ways
- w. 3 seconds**
Brief wait at crossing of side road, slight feeling of a blind corner, not being able to see cars pulling out of side road
- w. 2 seconds**
Wait to look both ways at side road
- x. 2 seconds**
Wide area of paving for waiting to cross side road
- x. 3 seconds**
Wide area of paving for waiting to cross side road
- y. 2 seconds**
Hesitation to look both ways before crossing side road
- y. 2 seconds**
Brief pause to look both ways at side road crossing
- z. 2 seconds**
Brief pause to look both ways at side road crossing
- z. 2 seconds**
Hesitation at side road crossing to check over large bins which obscure views of oncoming traffic from side road
- a1. 2 seconds**
Short wait to look both ways at crossing, ample space for waiting in particular on the north side
- a1. 2 seconds**
Short wait to look both ways at crossing
- b1. 20 seconds**
Wait at roadside to cross where there is no official crossing due to other crossings being too far
- c1. 4 seconds**
Wait to cross side road where a cluster of large bins obscures views of cars in the side road
- c1. 4 seconds**
Wait to cross side road where a cluster of large bins obscures views of cars in the side road
- d1. 1 seconds**
Short wait due to blind spot from garage entrance
- e1. 1 seconds**
Short wait at central road island to cross road, feeling exposed in the centre of the road, but clear surfaces to cross quickly
- f1. 2 seconds**
Hesitation at side road to look over large bins stored on street to check for cars
- f1. 3 seconds**
Bins causing an obstacle to crossing
- g1. 2 seconds**
Brief pause to look both ways at side street, clear, open ample space for waiting
- g1. 2 seconds**
Brief pause to look both ways at side street
- h1. 2 seconds**
Brief pause at side street to check both directions for on coming traffic, raised table in different material as visual cue for crossing
- h1. 2 seconds**
Brief pause at side street to check both directions
- i1. 10 seconds**
Wait at signalled crossing, slight pinch point on south side of crossing, feeling exposed and close to traffic
- j1. 10 seconds**
Waiting for cars to exit car park, then wait to try and navigate through area
- k1. 2 seconds**
Wait at pedestrian crossing
- l1. 2 seconds**
Wait at pedestrian crossing to look both ways for cars leaving car park
- l1. 2 seconds**
The north side of the crossing
- m1. 50 seconds**
Wait to cross at signalled crossing, large waiting space at Aldi, but pinch point at the McDonald's side
- m1. 51 seconds**
Waiting for lights to change at signalled crossing

- a. 47 sec**
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- b. 10 sec**
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Wait time: 22 sec
- c. 2 sec**
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TEST WALKS: SPECIFIC USER GROUPS

GORGIE / DALRY

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 in-depth 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 under-represented 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 need.

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. We approached a number of 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, and the **Dalry Colonies Residents Association**. We also conducted an informal morning workshop meeting and interviews in Gorgie with 6 members of the **Health All Round walking group**, comprising a mix of users, but which included older local residents. This group meets at Tynecastle High School, Gorgie, for walks nearby.

We also conducted a number of **targeted, and more in-depth semi-structured interviews with a number of older local residents and those with prams** on an individual basis to explore key issues, trouble spots and opportunities to improve the street environment for these user groups. Where possible we combined these interviews with short walkabouts of the town centre, which helped us more directly understand

where there are currently issues navigating the street environment for those with prams, walking aids or who were less mobile due to age.

In addition, where spot interviews in the street had already highlighted particular issues with spaces outside certain businesses or shops, we conducted additional interviews with the relevant **business owners/managers** to seek their perspective on the issue highlighted. These included staff at Aldi in Gorgie to gain their perspective on the wider outdoor space and seating at this location, at Maplins in Dalry regarding the outdoor space with seating and trees, the Co-op in Dalry regarding potential and existing use of the wide pavement corner nearby and frequent on-street sales teams, and the British Heart Foundation in Dalry regarding the pinch point at the loading bay and its use.

This additional targeted research with specific user groups allowed us to explore in more detail the existing issues and opportunities for improvement within Gorgie/Dalry particular to these users.

HOW WOULD YOU SUMMARISE THE OVERALL STREET ENVIRONMENT?

WHAT ARE THE MAIN ISSUES + OPPORTUNITIES?

"A problem I find, is with the pedestrian crossing traffic lights. The green man goes too quick, and if you're trying to get a pram across the road, or for some older people too, it makes it hard to cross in time. Longer crossing times for pedestrians would be good."

"The biggest issue for me is the **uneven pavement**. It wakes the baby when I'm trying to push the buggy over all the kerbs and potholes. A smoother better pavement surface in Dalry would be a big improvement."

"There's too much pollution here and the traffic is bad. [...] I wouldn't choose to spend time here. I only come here to meet the walking group I lead. We just meet here and then go walking elsewhere."

Gorgie has really changed over the years. It's really busy with traffic now. All the smaller local shops have closed. The local greengrocers, other shops. Now there's more supermarkets, ALDI and so on. People go there now and don't go further into the town centre to the local independent shops. They're suffering as a result. It's having a really negative impact, these big shops. Especially if you live outwith Gorgie, there's nothing to come in here for (to the North-East end of the town centre), so the shops close. The greengrocers, butchers, they've all closed down as a result.

"I'd love it if there were more garden areas, flowers, something brightly coloured to brighten the place up and make people more aware of the seasons. Many people don't have gardens here. It would really help. Also to detract from the traffic and reduce the pollution."

"The traffic has got a lot busier. It's horrible. And it's not like you've got good pavements or anything to make up for it. It's really congested and the pavements are falling apart. It makes it really hard to walk and get around if you're a bit older."





“ I’m in Gorgie/Dalry a lot, and I use a wheelchair. Mainly for food shopping and catching the bus. I like the area, but the pavements are not great. The pavements are not accessible enough for wheelchair users. They are not even and they need resurfacing. There are also some quite steep crossings. Sometimes there is a lowered curb on one side but not the other. It’s a risk. “

Wheelchair user interview via People First Scotland, Gorgie/Dalry, 2017

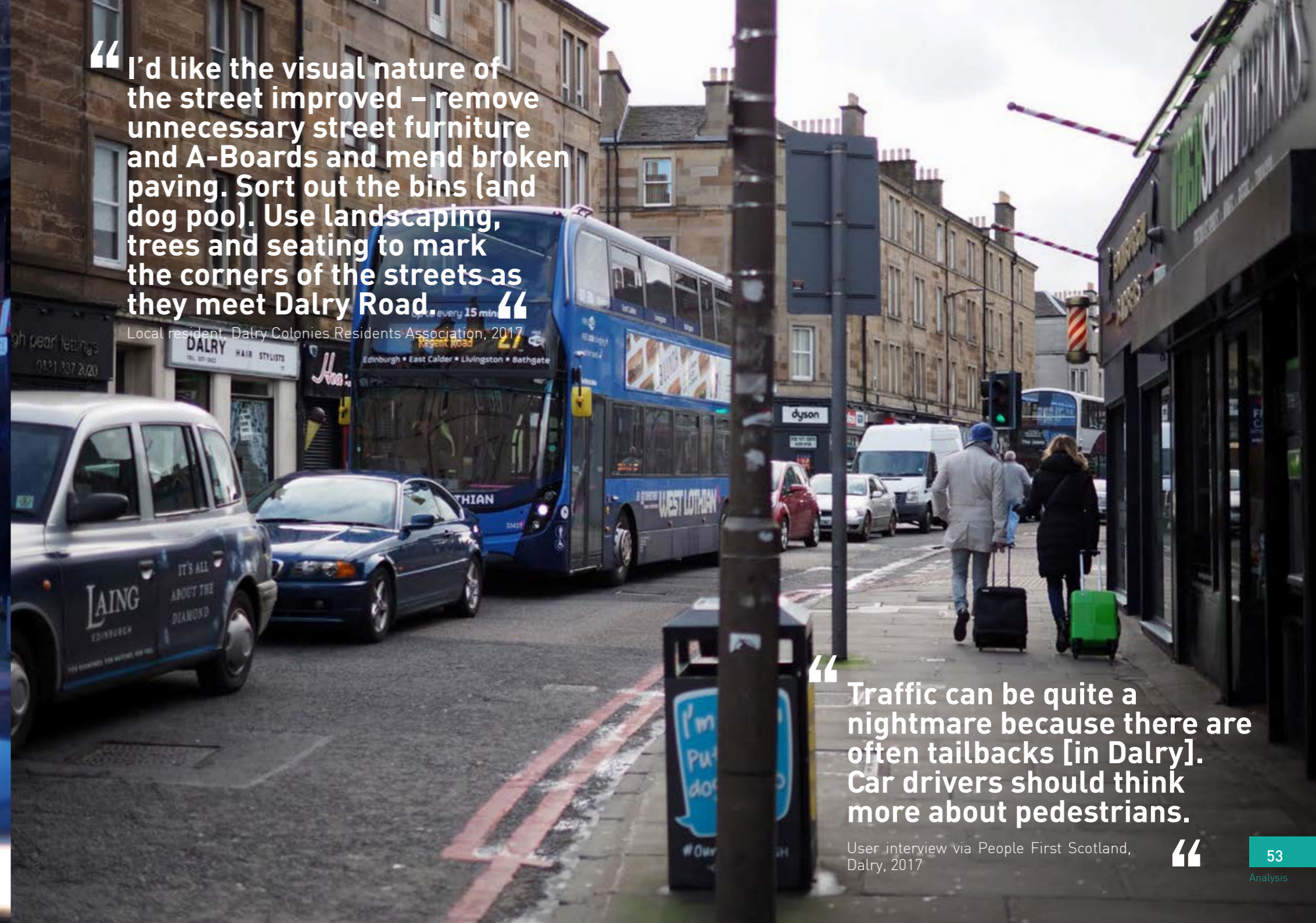


“ I spend time outside on Dalry Place. The planters and benches are maintained by the residents, but it would benefit from more Council support. There is an ongoing issue with people parking on Dalry Place. It's designated as footpath, but access is required by emergency services. It would be good to find an initiative that makes this a place predominantly for people not cars. ”

Barbie Lyon, Dalry Colonies Residents Association, 2017

“ I'd like the visual nature of the street improved – remove unnecessary street furniture and A-Boards and mend broken paving. Sort out the bins (and dog poo). Use landscaping, trees and seating to mark the corners of the streets as they meet Dalry Road. ”

Local resident, Dalry Colonies Residents Association, 2017



“ Traffic can be quite a nightmare because there are often tailbacks [in Dalry]. Car drivers should think more about pedestrians. ”

User interview via People First Scotland, Dalry, 2017

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?

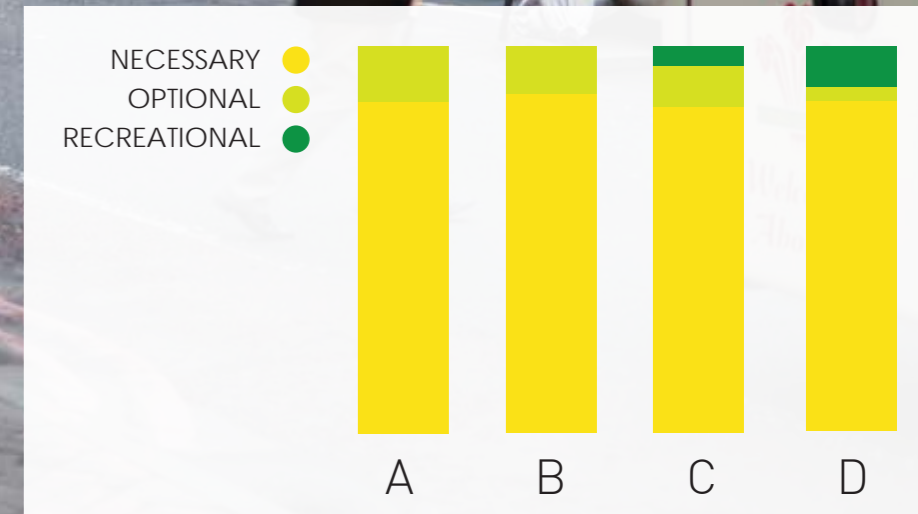
Users in the Gorgie/Dalry town centre were primarily in the public realm for **necessary activities**. These are considered to be those **activities that would happen regardless of the conditions of the public realm**, such as going to work, catching the bus, going home or to the shops for groceries. 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**. Locations A (the junction at Gorgie Road/Westfield Road near Aldi), and Location B (Gorgie Road at White Park) both had large proportions of optional activities, primarily relating to people outside walking the dog. Many users commented on the lack of green spaces close to where they live in the area, which may result in higher numbers of dog walkers on the main roads rather than in park locations, and the popular use of the small green space at White Park. There was a similar number of optional activities at Location C (outside the Co-op at the junction of Dalry Road, Easter Dalry Road and Orwell Terrace). However at this location these optional activities instead related to a mix of dog walking and window shopping, in relation to the small-scale shops in Dalry.

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. Whilst some small numbers of recreational activities were noted, however only in relation to Locations C and D in the Dalry section of the town centre. These recreational activities related to tourists sightseeing, people walking for leisure, a small number of individuals walking 'geocaching'. These activities are perhaps more prevalent due the Dalry section of the town centre being closer to Edinburgh city centre and Haymarket station, with many pedestrians observed with wheeled suitcases and appearing to be tourists.

Currently the Gorgie/Dalry town centre is dominated by necessary activities. It acts primarily as a movement route to/from necessary destinations - such as going to the shops, other local destinations, or work. Vehicle movement and parking is currently prioritised over creating a more conducive pleasant environment for public life, and improved pedestrian and cyclist quality of movement. More optional and recreational activities could be encouraged by 'setting the scene' within the street environment to better facilitate and encourage longer staying behaviours. For example, widening existing narrow sections of pavement in Dalry to better facilitate window shopping without causing pavement congestion, and the incorporation of street trees and seating to provide rest spots and places to sit at key positions along the town centre length.



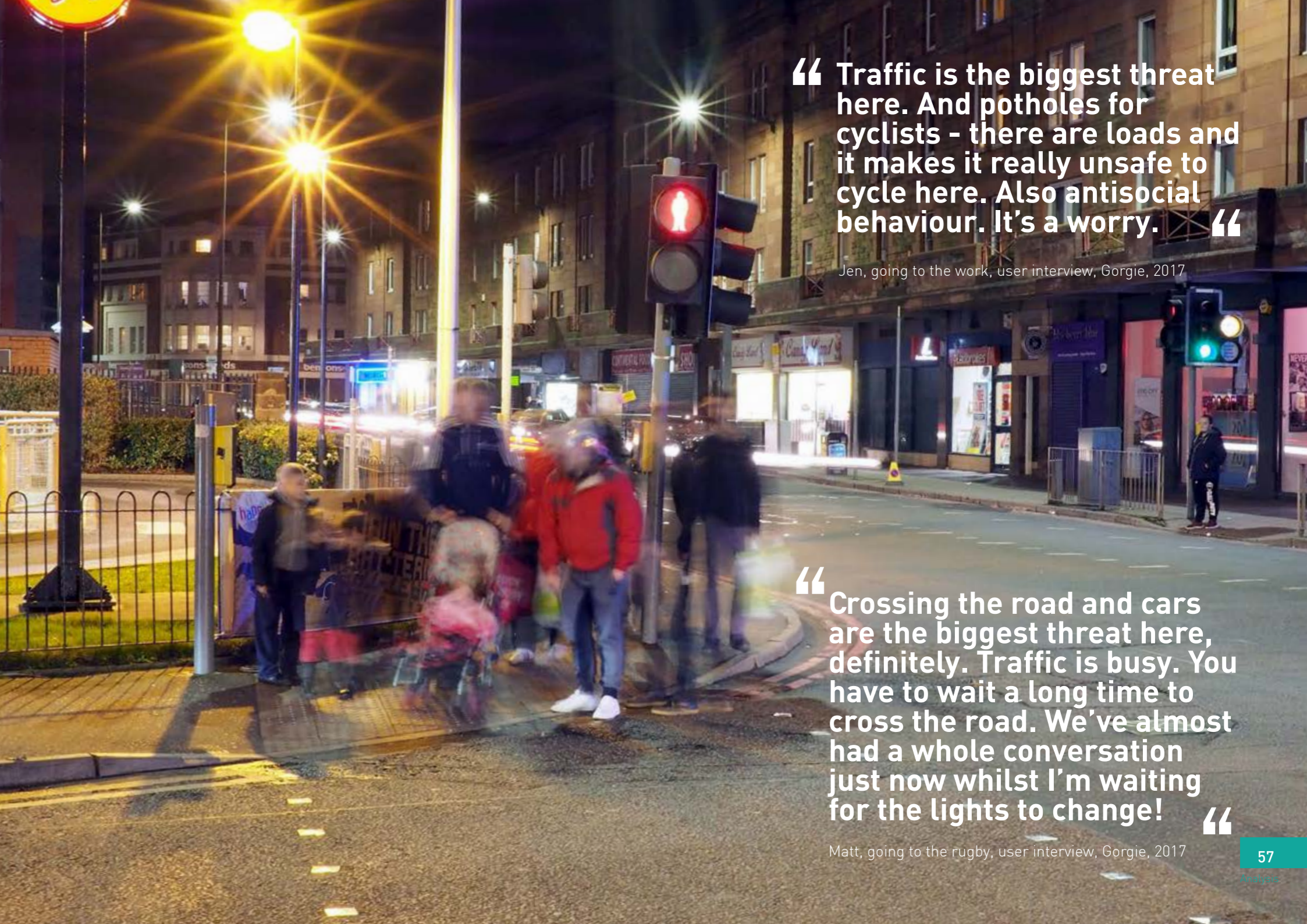


“ Traffic is really bad. It's really congested here. The potholes are also really bad in the pavement and the road. ”

Local shop employees, Dalry, 2017

“ Benches are really lacking all through the town centre. There's nowhere you can sit and rest. And not enough trees. ”

User interview via People First Scotland, Dalry, 2017



“ Traffic is the biggest threat here. And potholes for cyclists - there are loads and it makes it really unsafe to cycle here. Also antisocial behaviour. It's a worry. ”

Jen, going to the work, user interview, Gorgie, 2017

“ Crossing the road and cars are the biggest threat here, definitely. Traffic is busy. You have to wait a long time to cross the road. We've almost had a whole conversation just now whilst I'm waiting for the lights to change! ”

Matt, going to the rugby, user interview, Gorgie, 2017

HOW ARE PEOPLE USING THE STREET?

ANALYSING SPECIFIC USER-REPORTED ACTIVITIES

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 and going to the shops**. However, the **Dalry section of the town centre has a very different usage pattern to the Gorgie section**, and highlights their different feel and character. For example, in Gorgie there is a much greater focus on **dog-walking** as an activity in the street environment (16.7% of users at location A, 12% at B) than in Dalry. There is also **less diversity of user activities at Location A in Gorgie** in particular, where 50% were only in the street environment in this west end of Gorgie to go to the large retail shops in this area. However, in Dalry there is a greater diversity of activities in the street, with the most dominant uses fairly evenly split between going to/from work (21.1% at location C, 25% at D), and walking to the shops (26.3% at C, 28.6% at D).

Interestingly, there is a large discrepancy in the proportion of people in the street going to the shops between the west end of Gorgie at Location A (50%), and the more central and eastern parts of Gorgie at Location B, where only 8% of users were visiting this shops here. This figure is also considerably less than those visiting the shops in Dalry too - 26.3% at Location C, and 28.6% at Location D on Dalry Road. This may indicate the **negative impact the large scale retail to the west of Gorgie is having on the smaller-scale independent shops in the central and eastern parts of Gorgie**, drawing people away from the locally owned businesses further east on

Gorgie Road, and reducing the vibrancy and public life as a result. Users frequently highlighted this as a concern, and saw the larger retail to blame for the closure of many local independent shops as a result. This was seen to also **reduce ability to meet others in the street**, chat to shopkeepers or generally socialise informally in the street environment, particularly for older residents.

USER ACTIVITIES BY LOCATION

Users interviewed at **Location A** - junction of Gorgie Road/Westfield Road, were primarily in the street to go to the shops - most commonly Aldi. This western section of Gorgie has a much larger scale character, with big retail including Aldi, Sainsburys and a McDonalds restaurant. These larger scale retail and restaurant destinations do draw a larger footfall to this area, as shown by the high proportion (50%) of people in the street being en route to the shops, which can have a positive impact on natural surveillance and increased pedestrian flows. However, the character of these larger scale buildings also create long passive or inactive frontages that are not at a human-scale, have less sensory interest, are often accompanied by large car parks, and can negatively impact public life.

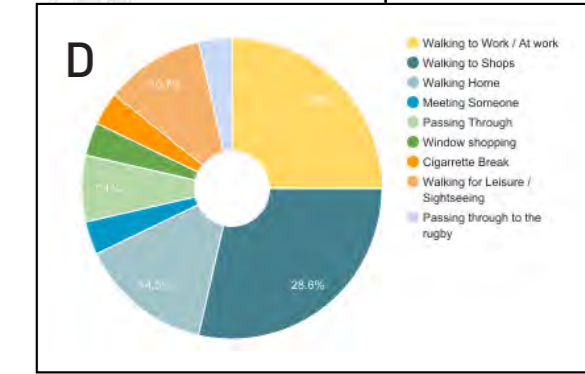
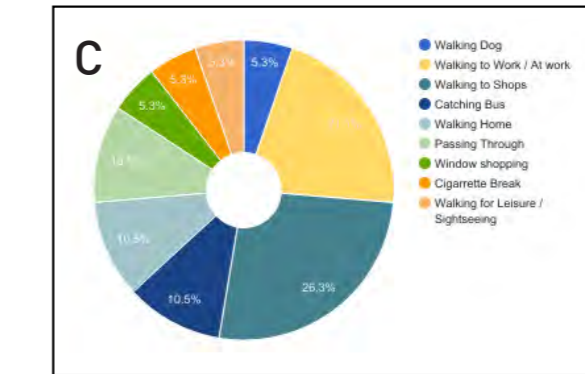
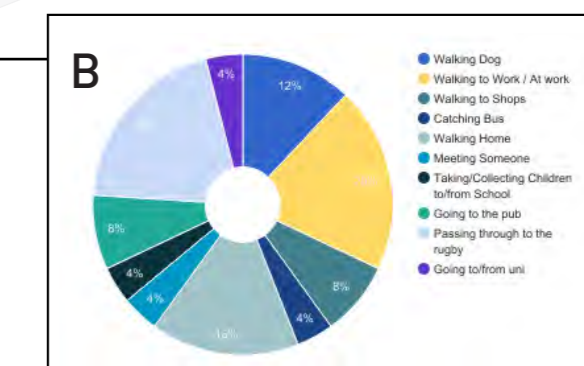
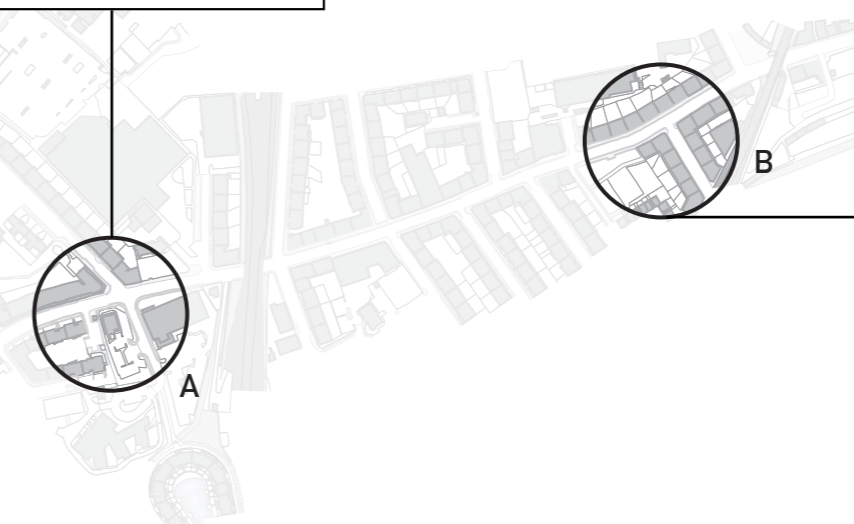
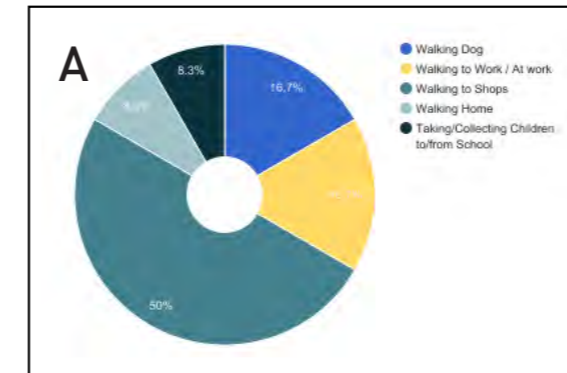
Other users at Location A were in the street to walk their dog (16.7%) or en route to/from work (16.7%). Smaller numbers of people were walking home (8.3%), or with their children going to/from school or other destinations (8.3%). Location A showed little diversity of use, and primarily necessary activities rather than this being a place for more optional or recreational activities indicating a more pleasant street environment to spend time.

At **Location B** - on Gorgie Road at White Park - the primary reasons for users being in the street were because they were just passing through en route to the rugby (20%), going to/from work (20%), and walking home (16%). These are necessary activities that would generally occur regardless of the street environment. Users particularly commented on the large groups of rugby fans that fill the streets on match days - sometimes seeing these as intimidating and leaving litter behind. Additionally, walking the dog was also a common activity (12%). Users felt there is a lack of green space nearby, with White Park the place they could walk their dog. Researchers observed White Park was primarily used by dog walkers, with some children and families occasionally playing. The excessive railings and long confusing access to the park result in owners frequently not picking up their dog's poo as this would require walking a long distance around fences to get to. The local independent shops were also particularly valued and seen by users as a crucial place for social interaction.

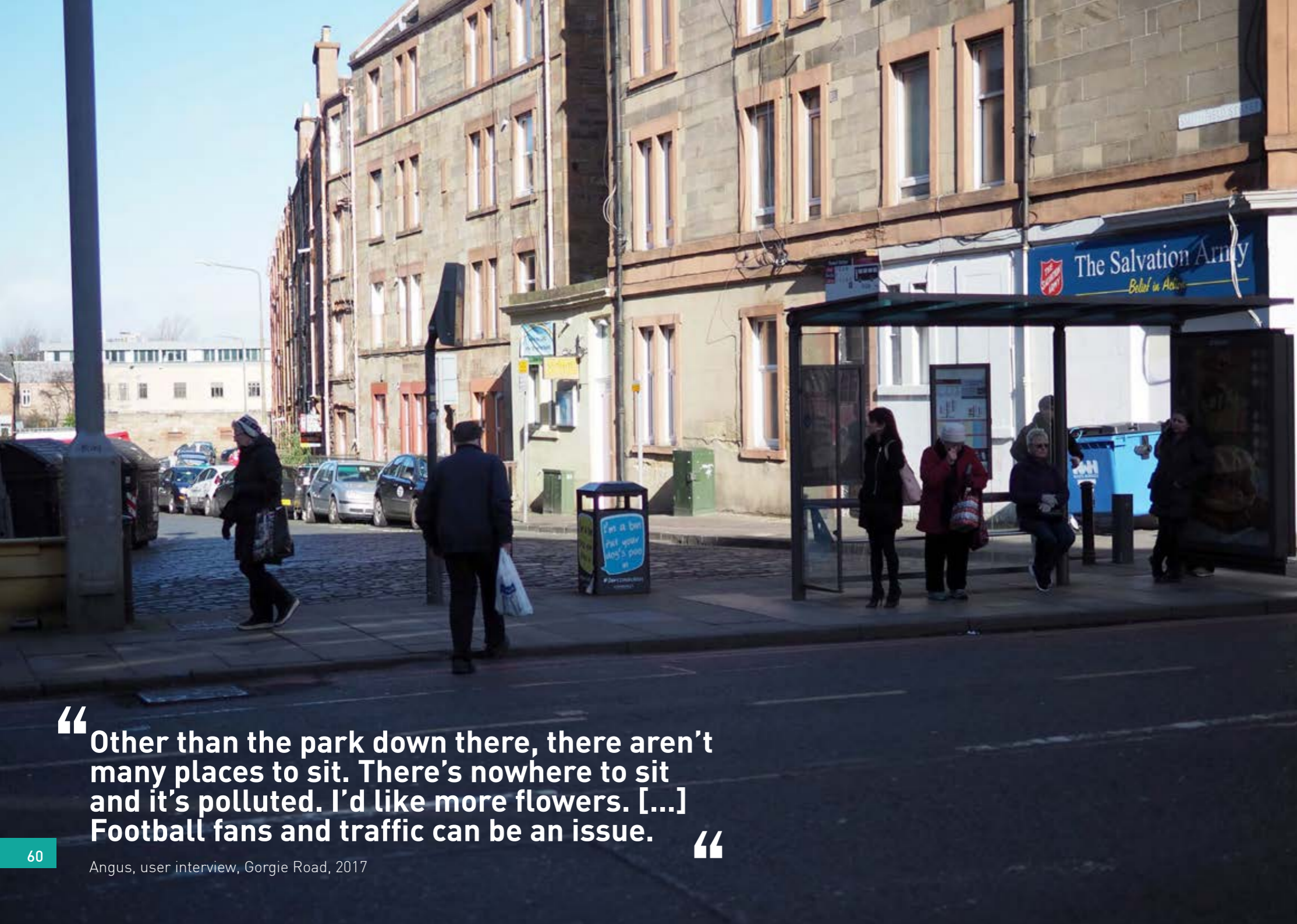
At **Location C** - at the junction of Dalry Road/Easter Dalry Road/Orwell Terrace - the most dominant uses were walking to/from the shops (26.3%), and walking to/from work (21.1%). Researchers observed many people walking from side roads to join Dalry Road at this point and then on to/from the direction of Haymarket station and the city centre at rush hour times. Other uses relate to other necessary movement function activities such as catching the bus (10.5%), passing through (10.5%), and walking home (10.5%). A smaller number of recreational or more optional activities were also cited by users - including walking for leisure (5.3%), dog walking (5.3%), and window shopping (5.3%).

At **Location D** - at the junction of Dalry Road and Dalry Place - the most dominant uses were walking to the

shops (28.6%), walking to/from work (25%), followed by walking home (14.3%) and walking for leisure/sightseeing (10.7%). Many commuters stated they were walking to Haymarket or the city centre for work. The Dalry local small-scale independent shops were seen as a positive attribute, drawing footfall from much further afield than expected, and also attracting window shopping. There are greater numbers of tourists and those sightseeing in this area, in part due to the proximity to Edinburgh city centre.



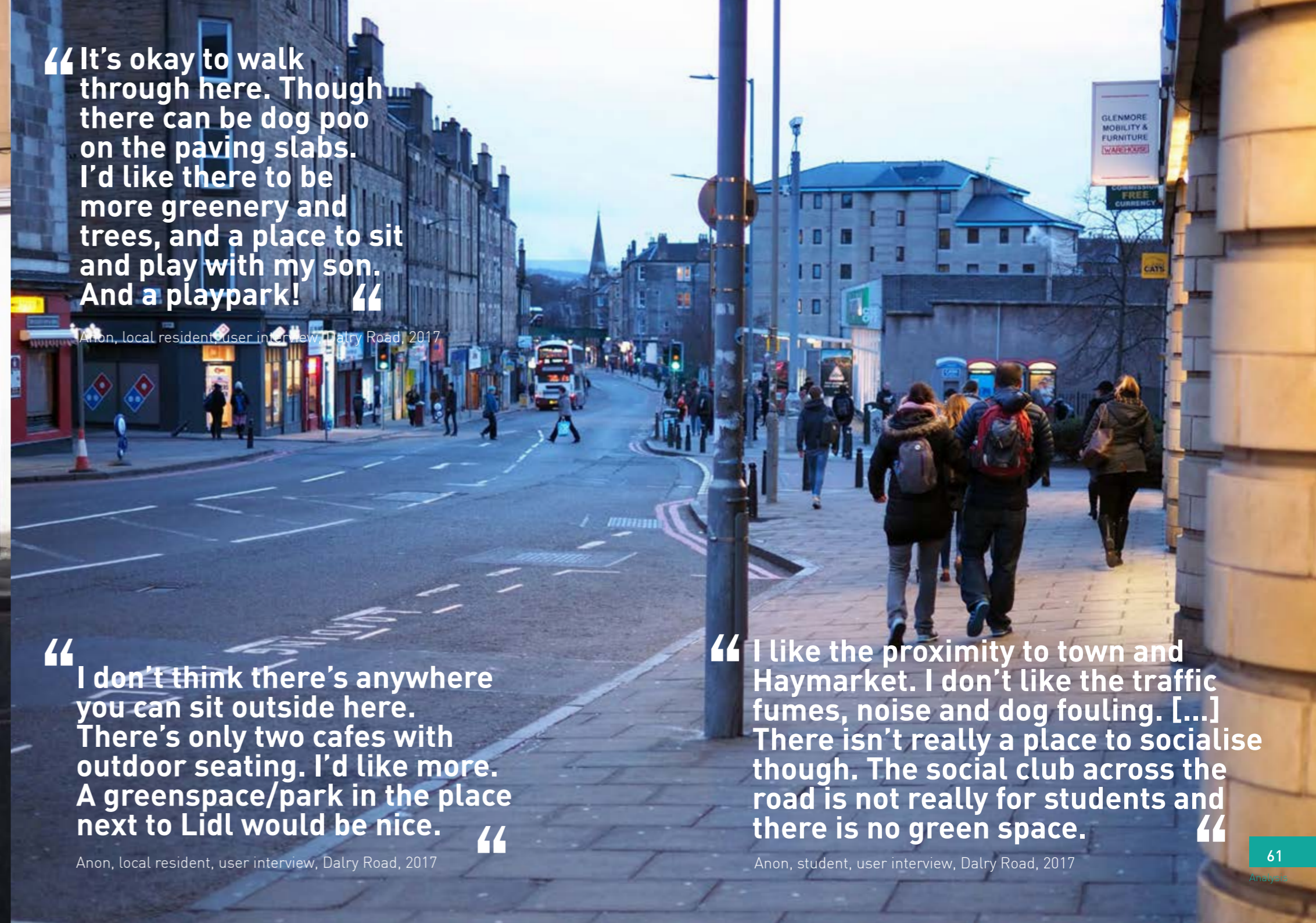
- Window shopping
- Walking to/at work
- Walking for leisure
- Cigarette break
- Catching the bus
- Walking to the shops
- Walking home
- Meeting someone
- Passing through
- Going to the pub
- Taking kids to school
- Walking the dog
- Going to/from uni
- En route to rugby



“ Other than the park down there, there aren't many places to sit. There's nowhere to sit and it's polluted. I'd like more flowers. [...] Football fans and traffic can be an issue. ”

”

Angus, user interview, Gorgie Road, 2017



“ It's okay to walk through here. Though there can be dog poo on the paving slabs. I'd like there to be more greenery and trees, and a place to sit and play with my son. And a playpark! ”

Anon, local resident, user interview, Dalry Road, 2017

“ I don't think there's anywhere you can sit outside here. There's only two cafes with outdoor seating. I'd like more. A greenspace/park in the place next to Lidl would be nice. ”

Anon, local resident, user interview, Dalry Road, 2017

“ I like the proximity to town and Haymarket. I don't like the traffic fumes, noise and dog fouling. [...] There isn't really a place to socialise though. The social club across the road is not really for students and there is no green space. ”

Anon, student, user interview, Dalry Road, 2017

WHAT DO USERS FEEL IS LACKING?

OVERVIEW OF TOWN CENTRE

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

Whilst results varied dependent on location along this lengthy town centre, some **common patterns** emerged. The most frequently mentioned aspects perceived as lacking by users overall included a desire for more green space, trees and planting, a desire to maintain and increase the provision of small-scale independent retail and cafes, reduce traffic and increase pedestrian and cycle priority and provision.

By starting to look in detail at the **spatial trends**, some additional findings are revealed. For example, there was a considerable desire for improved or new pedestrian crossings at Locations A (the junction of Gorgie Road and Westfield Road - notably shorter waiting times and more pavements space), and D (Dalry Road near Dalry Place - notably significant demand for a pedestrian crossing here). Location A had the highest demand for lighting compared to the other locations, with users highlighting lighting in the park would make them feel safer. Demand for less traffic, and more space and provision for pedestrians and cyclists was significant throughout the whole town centre, but this was noted to a lesser extent at Location D, where wide pavements already facilitate pedestrian movement, and the issues raised were instead primarily relating additional segregated road space for cyclists over parked cars and additional bus connections.

At **Location A** - at the junction of Gorgie Road and Westfield Road, a desire for improved pedestrian

crossings (22.2%) was the most commonly cited in user interviews. Users frequently referred to the 'green man' not being long enough to cross at the junction - particularly for those who are older, with children, wheelchairs or prams. Users also frequently mentioned long waiting times at this crossing, with a feeling that cars dominated the street. Other frequent issues mentioned here were a need for improved materials/surfaces for pedestrians and cyclists (14.8%), improved/more trees and planting (14.8%), reduction in traffic and better prioritising of pedestrians (11.1%), and more or improved seating (11.1%). This highlights a need for a more pleasant, green environment in which pedestrians and cyclists can easy move, but also sit and stay if they desire. Older users in particular enjoyed people-watching from the south-facing benches to the north of Gorgie Road, and highlighted a demand for more seating, and a repositioning of the seats to the north of Aldi so these are not in the centre of the space. Many users referred to the lack of available green space nearby, highlighting a desire for more street trees, an opportunity to improve the nearby Westfield Park and better connect with other larger green spaces nearby.

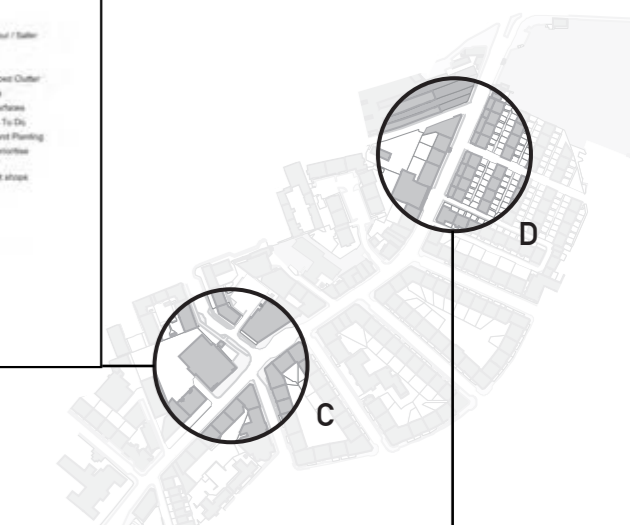
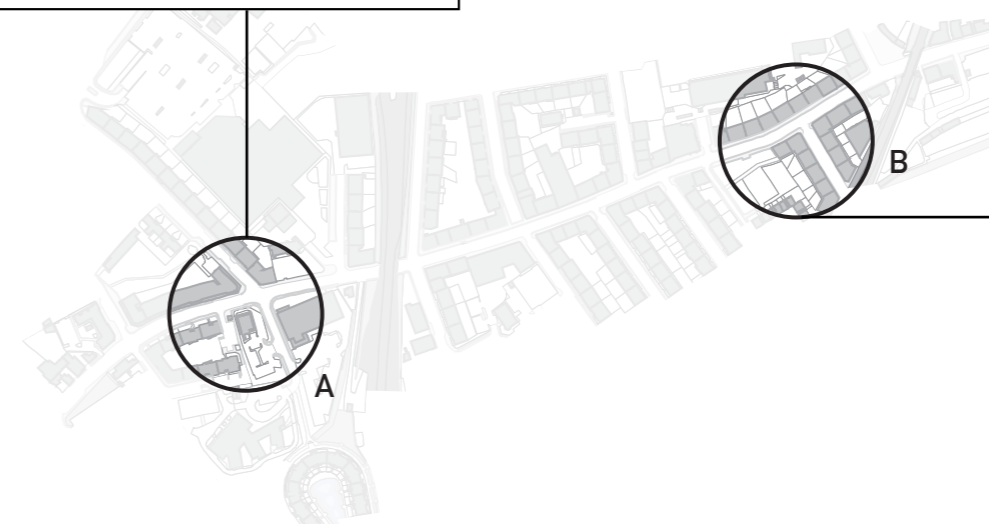
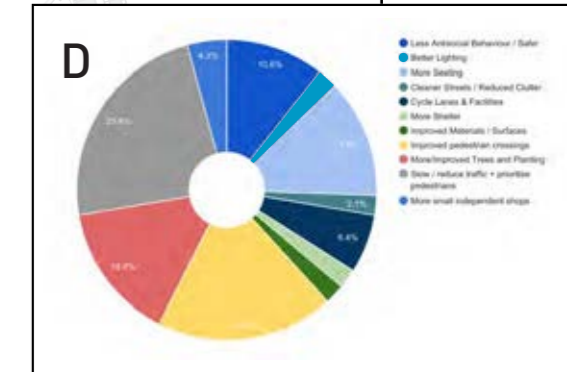
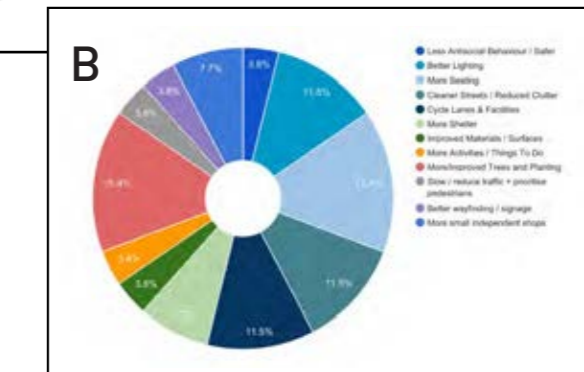
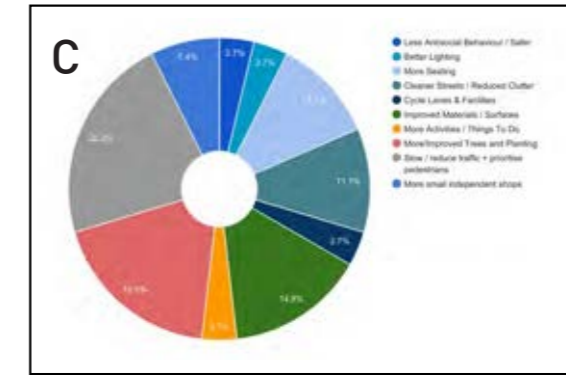
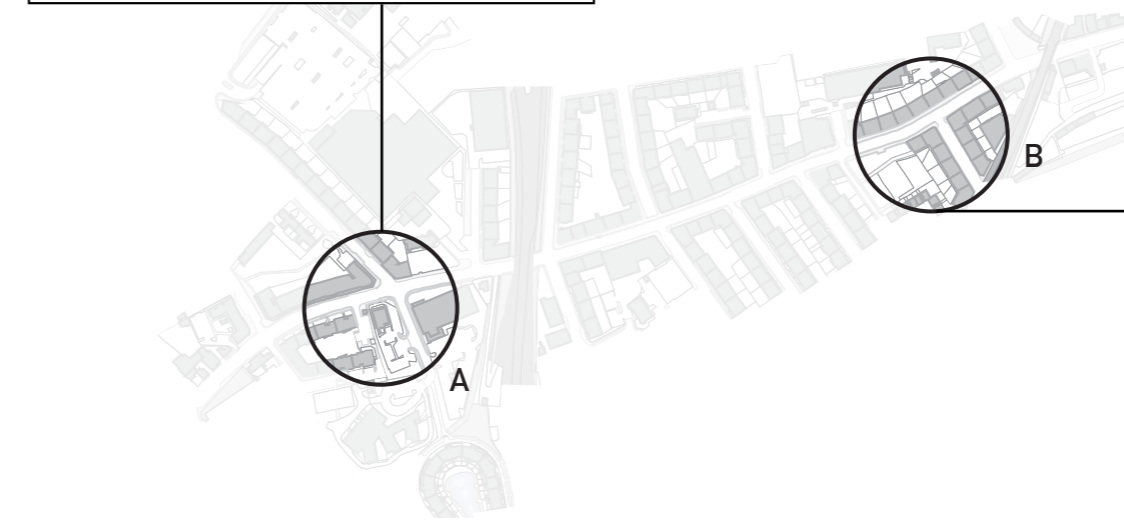
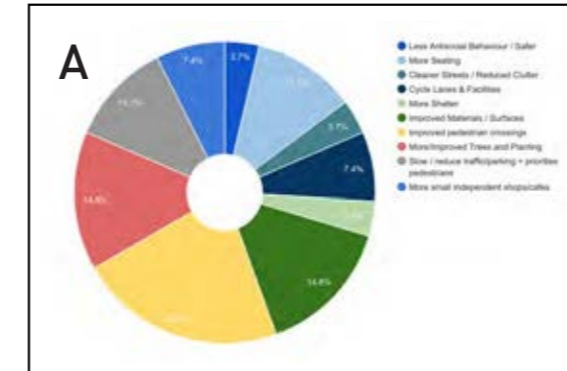
At **Location B** more seating (15.4%), more trees, planting and access to green space (15.4%), cleaner streets with less clutter - notably the railings at White Park (11.5%), and better lighting in the park (11.5%) were the most dominant themes. Many users commented on a need for improvement to White Park, to remove the railings and open this up so it faces onto the street, incorporating more seating, semi-screened from traffic so it feels set back from the road. Many users felt there is currently nowhere to sit, as they do not see White Park as a place they can use to sit in at present. Improvements to the

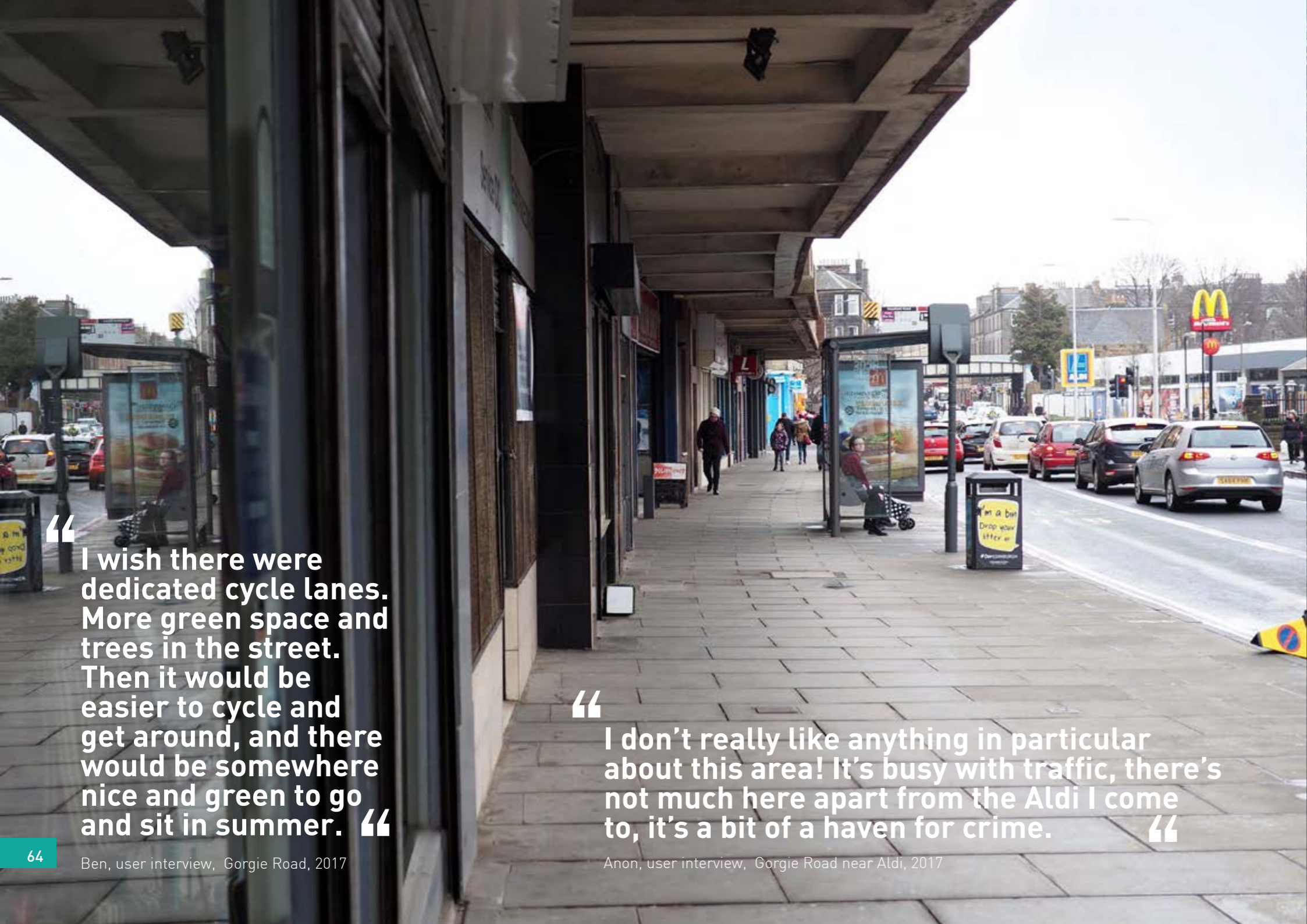
existing cycle lanes and facilities were also noted by a significant number of users (11.5%), who particularly focussed on issues relating to potholes, and that the current cycle lanes allow cars to park in them, rendering them ineffective frequently throughout the day.

At **Location C** - at the junction of Dalry Road, Orwell Terrace and Easter Dalry Road, the most dominant themes that emerged were a desire for less traffic and greater prioritisation of pedestrian and cyclist movement (22.2%) and increased trees and planting (18.5%), followed by improved materials and surfaces (14.8%), more seating (11.1%) and reduced street clutter and cleaner streets (11.1%). Users interviewed frequently mentioned a desire for a reduction in traffic volume, noise and pollution, and a desire for increased local green space and street trees, due to a perceived lack of green space or parks in the area. Users also commonly mentioned a need for places to sit and spend time outside in sunny weather, ideally buffered from the traffic by planting and trees, repairs to uneven pavements for pedestrians and a reduction in road potholes for cyclists.

At **Location D** - Dalry Road at Dalry Place, the most common themes were for a general reduction in traffic and car-dominance of the area, and better prioritisation of pedestrians and cyclists - including more pavement space and cycle lanes (23.4%), demand for a new pedestrian crossing (19.5%) located over Dalry Road at Dalry Place, improved trees and planting - particularly street trees on Dalry Road and Dalry Place and access to green space (14.9%), and more seating on Dalry Road as well as improvements to seating on Dalry Place (12.8%).

- Improving pedestrian crossings
- More activities / things to do
- More trees / planting
- Better cycle facilities
- Cleaner streets / reduced clutter
- More seating
- Better lighting
- Wider pavements
- More shelter
- Improved materials / surfaces
- Slow/reduce traffic / prioritise pedestrians
- Better wayfinding / signage
- Less anti-social behaviour / crime
- More small independent shops / cafes





“ I wish there were dedicated cycle lanes. More green space and trees in the street. Then it would be easier to cycle and get around, and there would be somewhere nice and green to go and sit in summer. ”

64 Ben, user interview, Gorgie Road, 2017

“ I don't really like anything in particular about this area! It's busy with traffic, there's not much here apart from the Aldi I come to, it's a bit of a haven for crime. ”

Anon, user interview, Gorgie Road near Aldi, 2017



“ There is potential to spend more time outdoors [here at the park] but not how it is at the moment, there is too much fencing here. ”

Anon, user interview, Gorgie Road, 2017

“ There is dog poo everywhere. No-one takes pride in keeping the streets clean. ”

Anon, user interview, Gorgie Road, 2017

“ I like to spend time here. It's a tight community and very friendly. I was brought up in these playgrounds and they are great [...] I like that the community is tight and everyone knows everyone. Also the church opposite the bus stop, the minister Peter lets us hold funerals, ceilidhs and family suppers [...] It helps communities. ”

Janet, user interview, Gorgie Road near White Park 2017

“



“ I wouldn't really spend time outside here - where would I? There's not enough green space near here. It would be good to have a park for the kids and to sit and relax in, or at least some street trees. ”

Jude, user interview, Dalry Road, 2017

“ The pavements are uneven, cracked paving slabs. It's a trip hazard. ”

Anon, user interview, Dalry Road, 2017



“ I like the local shops and restaurants and use some of the small local cafes. [...] But you can't walk through without bumping into things. ”

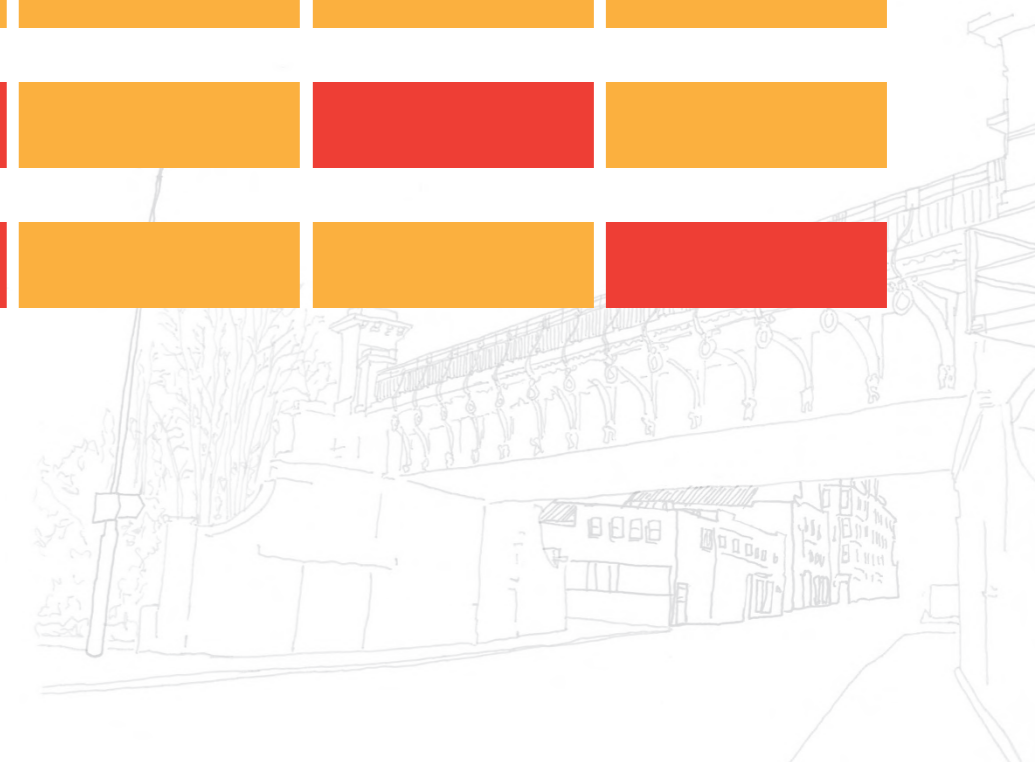
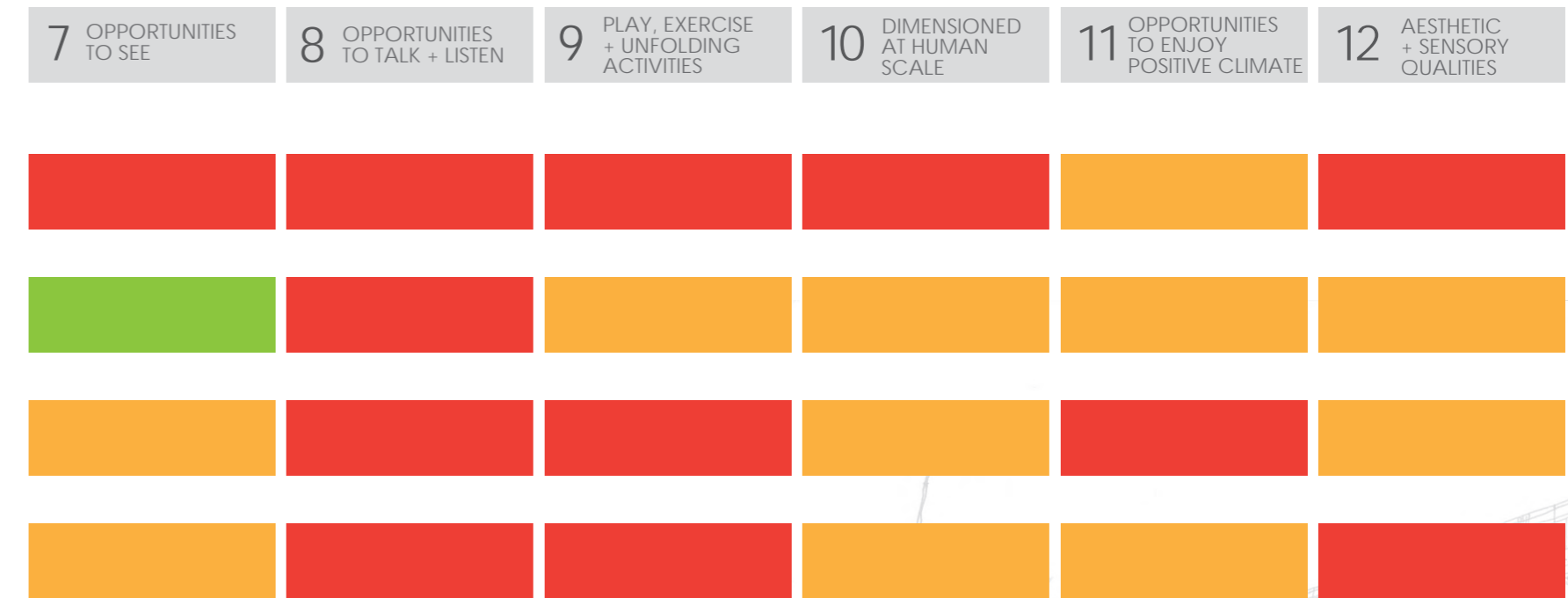
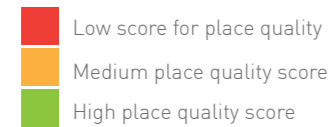
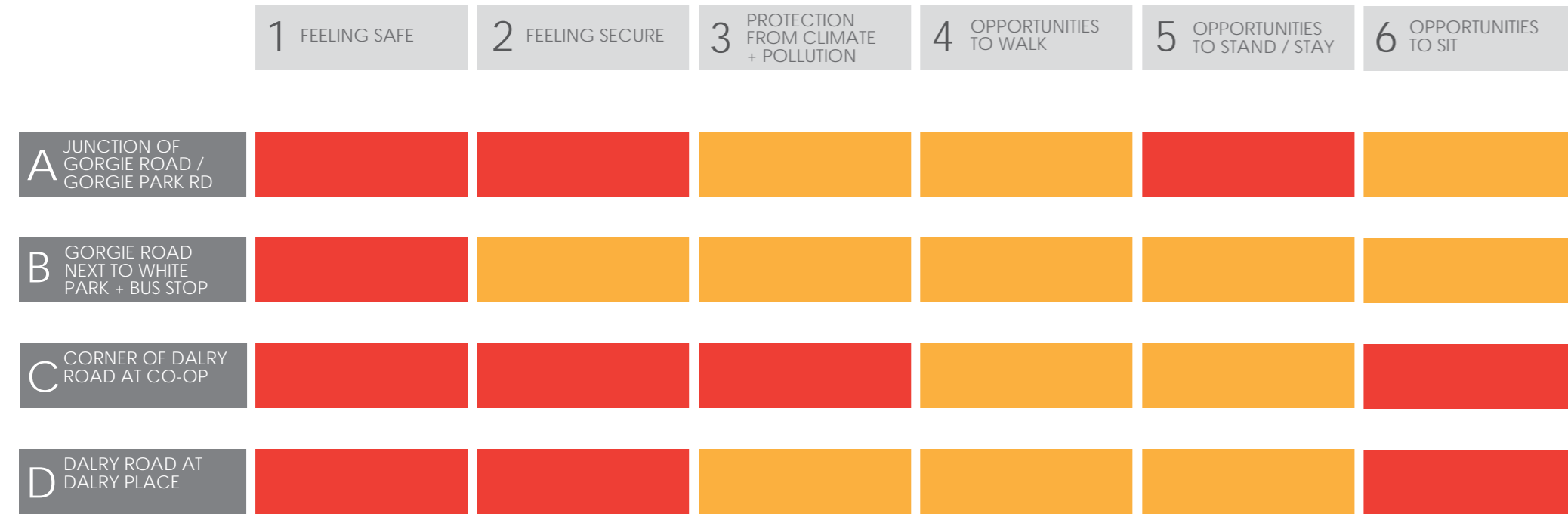
Sadie, user interview, Dalry Road, 2017

“ More pedestrian crossings would be good. Especially just here [over Dalry Road at Dalry Place]. And there's not enough space or priority given to cyclists. ”

Anon, user interview, Dalry Road, 2017

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: JUNCTION OF GORGIE ROAD AND GORGIE PARK ROAD



Key observations:

- Narrow north-east and south-west junction corners cause pedestrian congestion.
- Long waiting times for pedestrians, and short crossing times.
- Large scale retail draws footfall from a wide area, but reduces ability for positive place characteristics due to lack of active frontages and character.
- Wider pavement with seats to north of Aldi on Gorgie Road rarely used except for movement.
- Perceptions of crime, vandalism, drug and alcohol problems that discourage public life, particularly at night.

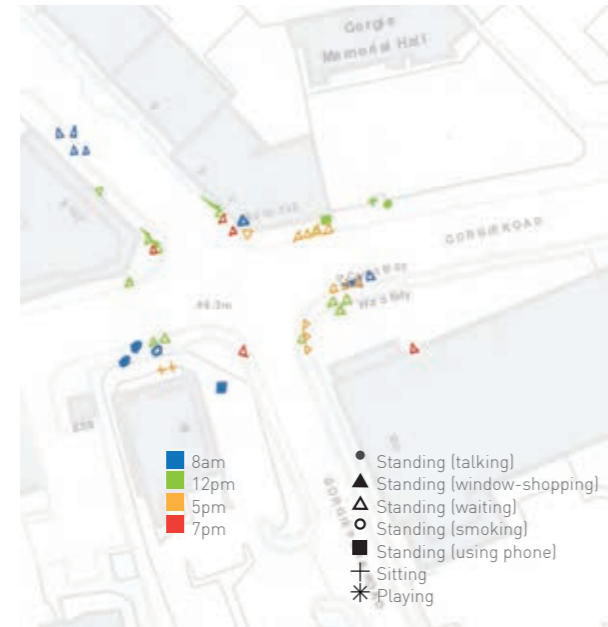
A: BEHAVIOURAL MAPPING

JUNCTION OF GORGIE ROAD AND GORGIE PARK ROAD

Behavioural mapping shows the dominant stationary behaviour is those standing waiting to cross the junction. Researchers noted long waiting times at the lights causing build up of pedestrians on junction corners and crossing points. This caused congested at the north-east and south-west junction corners in particular, where the pavement is particularly narrow despite the wide road carriageway. Researchers observed a large number of railings restrict pedestrian desire lines and contribute to a feeling of hostility in the public realm. Standing waiting behaviours were recorded in more limited numbers along shop frontages to the south-east (Aldi) and north-west.

More individuals were observed standing waiting at the weekend compared to on weekdays. This peaked at 12pm, 5pm and 7pm time slots, and may relate to larger volumes of pedestrians going to/from the nearby Six Nations Rugby Match on this particular Saturday. Some users stand waiting for the bus at Westfield Road, where the current waiting experience is exposed and could be improved.

Other stationary behaviours on weekdays were infrequent with only limited cases of standing smoking, standing talking and sitting. However, during the weekend the overall stationary footprint in the area was considerably heavier with a greater range and volume of stationary activities and public life. Whilst the main stationary behaviour remains standing waiting at the junction, groups standing talking were also visible on both sides of Gorgie Road eating take away food, with significant numbers of users sitting eating and talking under McDonalds canopy on the south-west corner of the junction. The McDonalds and Aldi were observed to be the key drivers of public life at this location - both



WEDNESDAY 22 FEBRUARY

in terms of increasing footfall (resulting in standing waiting behaviours at the lights), and sitting outdoors and standing behaviour at McDonalds. This helps increase natural surveillance near the junction at a more diverse range of times of day - from 8am due to Aldi's early opening, and into the evening at McDonalds. However, both these local destinations are commercial - for example McDonalds requires a purchase to use the outdoor seating area. Behavioural mapping shows there is limited public life in the public realm itself beyond standing waiting for the lights.

The balcony canopy on the north side of Gorgie Road is observed being used for shelter for standing window shopping, talking, smoking or for



SATURDAY 25 FEBRUARY

those on the phone. The existing benches in front of the Aldi supermarket on the south-east corner of the junction were noted to be rarely used due to their exposed location.

Public life is present in the area to a limited extent, but primarily relates to waiting to cross the road due to a lack of priority for pedestrians at the junction, or those customers sitting at McDonalds. Users sit, talk, stand and smoke in the area, partly facilitated by the sheltered building overhangs to the north-west and at Aldi. Removal of railings, widening pavements at junction corners, and the creation of a more stimulating environment under the canopies and a resequencing of lights would allow a more fluid and optimal pedestrian experience.



Pedestrians have to wait a long time at the lights. Currently the light sequence favours car movement.

Building overhang provides shelter from rain helping enable staying behaviours relating to adjacent shops.

Dark, lack of lighting under overhang.

Narrow pavement space at junction corner causes congestion as pedestrians waiting for the lights build up, making it hard to pass.

Unpleasant waiting environment for bus.

Wider expanse of pavement.

Many bollards and unnecessary railings.



Larger retail (Aldi, Sainsburys, McDonalds) and large scale feel to west beyond rail bridge.

A series of bridges and nearby railway tracks truncate many streets in Gorgie, and create passive facades with retaining walls.

On the Saturday a Six Nations rugby match was on, increasing numbers of pedestrians, particularly males in the street.

Busy traffic and long waits for the green man mean large numbers of pedestrians build up before being able to cross the road.

People with prams struggle to cross between cars in busy traffic despite the green man.



The takeaway restaurant and other small scale retail offers a short active frontage that helps create public life.

Long waits for the green man mean pavements become congested and people put down heavy shopping.

Railings restrict pedestrian desire lines and create street clutter.

A: TRACING STUDY - WEDNESDAY 22 FEB

JUNCTION OF GORGIE ROAD AND GORGIE PARK ROAD



8AM

- Uniformly intense foot traffic along all thoroughfares. A slight predominance at the south-east corner of the junction adjacent along Gorgie Road near the Aldi supermarket.
- Movement visible to and from the shops and restaurants along Gorgie Rd and Gorgie Park Rd - notably Aldi and McDonalds - indicating their role in drawing foot traffic. The large scale of their forecourt areas set back from the street and one large-scale main entrance is visible from pedestrian movement routes.
- No diagonal crossing observed at the junction.



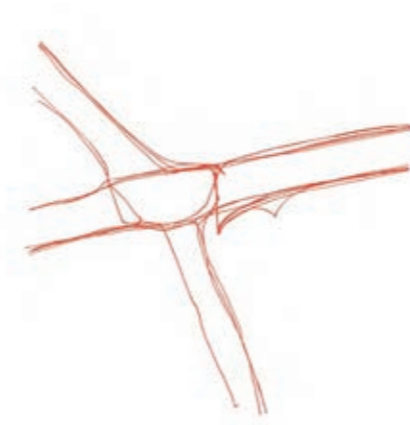
12NOON

- Slightly less intense footfall at 12noon across the area but with dominant movement flows between the north-east side of Gorgie Rd and Aldi.
- High activity registered to and from the south-east corner of the junction at Aldi's entrance.
- Secondary traffic along Gorgie Park Rd, Westfield Rd and Westfield St.
- Individual cases of diagonal crossing at junction.



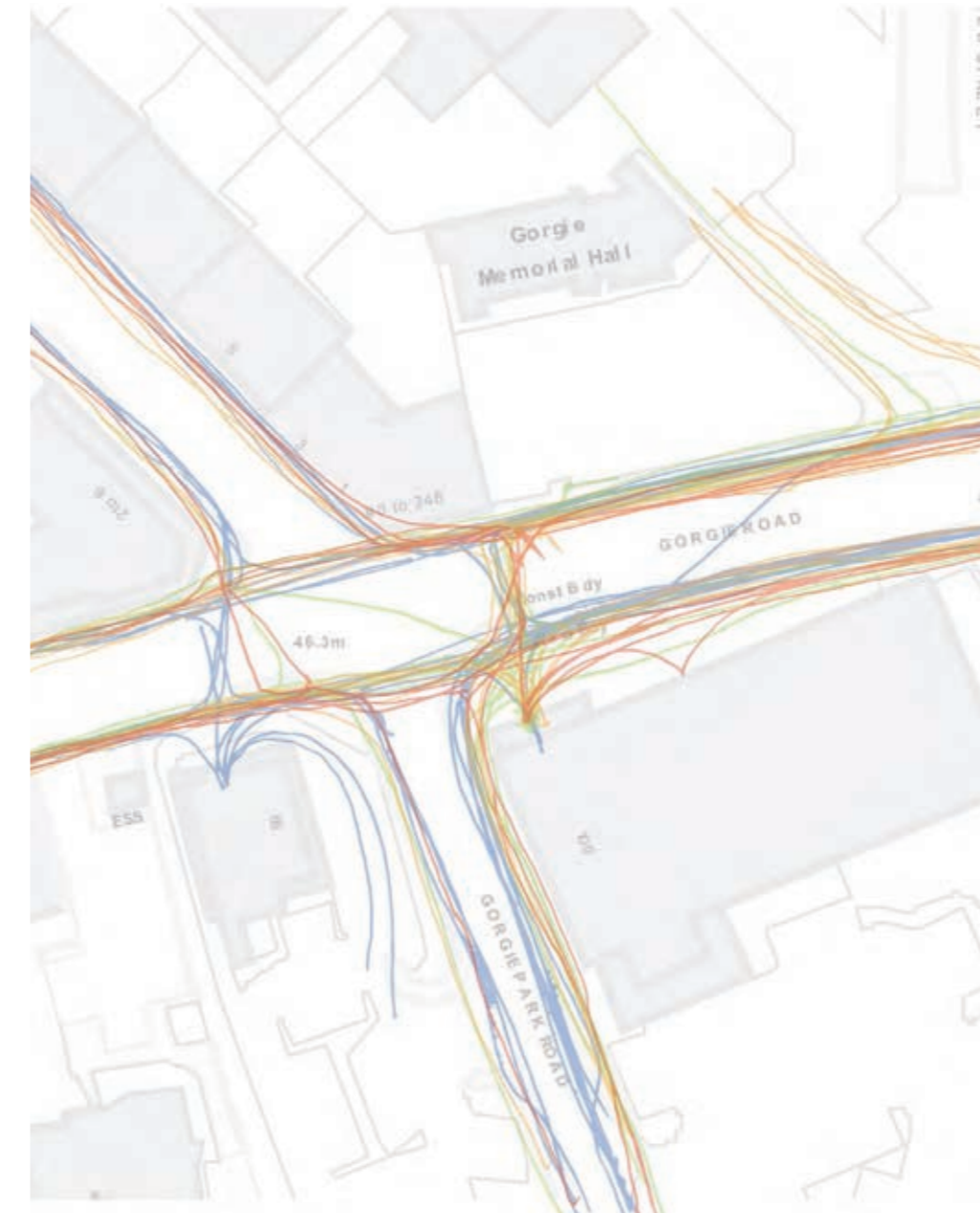
5PM

- Intense foot traffic along both sides of Gorgie Rd, particularly on the north side of the street and east of Aldi and Westfield Road.
- Some secondary traffic visible along Westfield Rd, Westfield St and Gorgie Park Rd.
- Junction mainly crossed on its west side with desire lines to and from Aldi.
- Desire lines through junction east-west.
- Significant numbers of pedestrians also moving to/from Westfield St where the large Sainsburys is located. Many of these pedestrians come from the east.



7PM

- Less intense footfall across the area with a slight predominance along Gorgie Road.
- Secondary flows along Westfield Road and Gorgie Park Road.
- Desire lines visible through wider area of pavement along north edge of Aldi supermarket toward the shop entrance and/or turning down Gorgie Park Road.
- Pedestrians were visible crossing at junction at all four signalised lights.



LOCATION A,
WEDNESDAY 22 FEBRUARY

The primary pedestrian movement route at this location is in an east-west direction along both sides of Gorgie Road and along the east side of Gorgie Park Road. Secondary footfall is also significant along the west side of Gorgie Park Rd, both sides of Westfield St and Westfield Rd.

Pedestrians primarily cross the road at the junction. The crossings along the north, east and south sides of the junction are particularly well used. At each of these pedestrian road crossing points, diagonal desire lines help reveal the direction pedestrians were moving from/to at each of these crossing points. This is particularly evident for **pedestrians moving between the north-east side of Gorgie Road and the Aldi entrance, east side of Gorgie Park Road, and south-west side of Gorgie Road**. The researcher noted the current sequencing of the lights at the junctions causes both pedestrian and vehicular backlogs and long waiting periods.

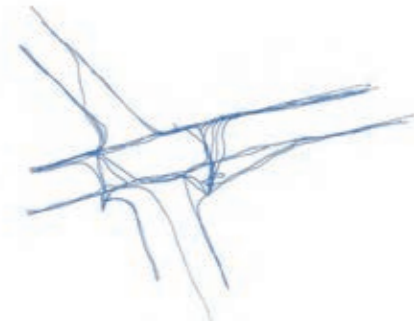
A clash was observed between vehicular traffic and pedestrians on Westfield St near the large Sainsburys retail store. Cars moving to and from the shops at high velocity were observed being a hazard for crossing pedestrians. Researchers also noted the poor alignment of pedestrian priority path at the corner of Gorgie Road/Westfield, large numbers of bollards and a large-scale hard landscape with confusing navigation for both pedestrians and cars at this point.

A peak of activity and desire lines is visible on the pedestrian area in front of the Aldi supermarket to the south-east of the junction. Whilst seating is available in this area with planting, it's exposed situation, the linear nature of the space and north-facing microclimate does not encourage slow movement or this as a rest point for passing pedestrians. Instead pedestrians were observed moving fast past this point, using it purely as a **movement route**.

The junction and proximal area would benefit from a **redesign of seating positioning outside Aldi, removal of railings and bollards at the junction and Sainsbury's entrance to better accommodate smooth pedestrian movement at the junction and improved navigation near Westfield St**. Closer analysis of the **junction lights sequencing** is recommended to ensure more efficient movement of both cars and pedestrians. In particular **reducing the time pedestrians need to wait to cross** would be beneficial, combined with wider pavement space on junction corners to help reduce pedestrian congestion and frustration. A more prominent raised table on Westfield St would also help promote pedestrian priority and prevent conflict with vehicles.

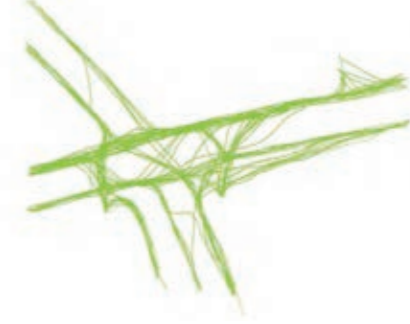
A: TRACING STUDY - SATURDAY 25 FEB

JUNCTION OF GORGIE ROAD AND GORGIE PARK ROAD



8AM

- Mild footfall with primary flows on the north-east and north-west side of the junction along Gorgie Rd.
- Secondary traffic along Westfield Rd and Gorgie Park Rd.
- Desire lines through wider pavement space north of Aldi to the south-east of the junction.
- Clusters of desire lines visible cutting across Gorgie Rd on a north-south axis between north-east of Gorgie Rd and the Aldi entrance, and to/from the west in particular.
- Activity visible in and around the wider pavement on the south-east of the junction outside Aldi.



12NOON

- Heavy footfall across the whole area with primary flows on north side of Gorgie Rd.
- Secondary but considerably intense flows on south side of Gorgie Rd, along Westfield Rd, Gorgie Park Rd and along the fast food restaurant (McDonalds) to the south-west.
- Clusters of desire lines across the junction with diagonal crossing and jaywalking along Gorgie Rd.
- The prominence of Aldi and McDonalds as key local destinations are visible with footfall shown to/from their entrances.



5PM

- Intense foot traffic with slight predominance on the north side of Gorgie Rd and north-west corner of the junction.
- Secondary yet intense footfall along south side of Gorgie Rd linking to the more central area of Gorgie to the east.
- Strong presence of desire lines across the junction to and from local destinations.
- Jaywalking along Gorgie Rd and Westfield Rd
- Rugby match may have affected footfall particularly at this time slot.



7PM

- Primary footfall on north side of Gorgie Rd, east side of Westfield Rd and along edge of the passive Aldi shop facade on the south-east corner.
- Secondary flows on south side of Gorgie Rd and west side of Westfield Rd and Gorgie Park Rd.
- Entrance and exit routes to/from McDonalds on the south-west corner, and Aldi on the south-east corner of the junction visible.
- Heavy diagonal crossing with desire lines clustered through the main junction as well as across Gorgie Road from Westfield st toward the south-west.



LOCATION A,
SATURDAY 25 FEBRUARY

Foot traffic was particularly intense across Location A on the weekend research day, with all thoroughfares used heavily throughout the day. The intensity of footfall may, in part, be due to the rugby match on this day, and reveals where key movement routes are clustered. The north side of Gorgie Rd experienced slightly more intense foot traffic overall than the south, though this was also heavy - particularly moving between the east of Gorgie turning into Gorgie Park Road. Flows on the south side of Gorgie Road split into movement close to the road (mostly those moving east-west along the south side of Gorgie Road) and movement cutting diagonally across the wider pavement area adjacent to Aldi (mostly to either go into Aldi, or around the corner to Gorgie Park Road to the south).

The junction is particularly busy with heavy crossing on its north side and clusters of desire lines making all its corners particularly busy. At particularly the north-east junction corner heavy pedestrian flows combined with long waits at the lights and narrow pavement conditions result in congestion and difficulty for other pedestrians to pass. The north-west junction corner takes advantage of an overhanging balcony offering shelter, but has very little visual interest due to mostly passive adjacent facades. The bus stop on Westfield Road here has a particularly poor waiting condition. The south-west corner was observed to become easily crowded due to railings blocking movement. The south-east corner and pedestrian area, is of interest as it experienced high-intensity pedestrian activity, in terms of footfall and stationary waiting activities, but its potential has not yet been realised in terms of opportunities to pause and sit. Some minor tweaks to the location of seating and improvements to the public realm at this location would improve its potential for public life. The junction could better facilitate pedestrian movement by shortening pedestrian wait times, widening pavements and reducing lane widths.

Location A would benefit from the further development of existing public realm opportunities and conditions for public life, such as the balcony to the north-west, the pedestrian area to the south-east for improved seating and green, and a more rational use of edge conditions, removal of street clutter and sequencing at the junction.



Dark and intimidating area under the bridge.

Replacement of drop kerbs with a raised table would be preferable as cars and vehicles drive over corners at the same level as the road surface.

Pedestrians walk over on red, looking for cars, rather than wait for a long time at the lights.



Railings add to street clutter, restrict pedestrian desire lines and create an unattractive aesthetic.

Building overhang provides shelter, but can be dark. Some shops are vacant here.

Wider junction corners on north-west and south-east of junction help accommodate waiting pedestrians. The north-east and south-west are narrower causing issues.

North-west junction corner experiences puddling after rain at drop kerb making walking route unpleasant.



Rail bridges create darker shadowed spaces with blank facades

Bridge acts as visual and conceptual gateway to Gorgie and this section of the town centre.

Trees and plants at White Park offer valuable and limited green views within the town centre

Small scale shop frontages give human scale interest



Benches occasionally used, helped by sunny south-facing aspect.

Bus stop consistently used for waiting activities throughout the day and evening.

Railings make the park inaccessible from the street frontage

Wide pavements and raised tables help ease pedestrian movement.

The street is considerably quieter in the evening.

A: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



1. FEELING SAFE / TRAFFIC

User interviews revealed a consensus that there was **too much traffic, and issues with short pedestrian crossings times at the junction** of Gorgie Road/Westfield Road. Some users commented that they did not have enough time to cross safely at this junction via the pedestrian crossing lights, particularly if they were older, less mobile, or using a wheelchair. This left many users feeling vulnerable. Rethinking the sequencing of the lights at this junction should be addressed to allow shorter waiting times for pedestrians, and longer 'green man' crossing times. A sequencing issue was also observed by researchers at the junction lights where a backlog of cars turning left results in cars going through red lights and subsequently posing a hazard to pedestrians.

Researchers noted that **wider pavement corners would better accommodate pedestrian flows and those waiting at the lights on the north-east and south-west junction corners**, whilst reducing the large car-dominated scale of the junction.

Other users mentioned a feeling of **car dominance and issues for pedestrians at the minor junction of Gorgie Road with the Sainsburys large retail store**. This was felt to be confusing and cause conflict between pedestrian desire lines and cars. Researchers observed that there may be an opportunity to improve pedestrian priority on the road turning into Sainsbury's by reducing the number of bollards and visual clutter whilst protecting the pavements from cars over-running the pedestrian spaces. **Realignment of the paved pedestrian route to better fit with pedestrian desire lines, and improving its materiality** would also be beneficial.

Some users commented on **significant and frequent potholes creating hazards for cyclists** which may result in accidents, and a general lack of priority for cyclists in the area. Other users mentioned the hazards the road environment presents for children at present, and this was not a safe place for children to try and cross the road.

2. FEELING SECURE / CRIME

Many users interviewed commented that they **would not use the benches on the wider section of pavement in front of Aldi** because they are usually occupied by alcoholics, whom they found threatening. Some users also mentioned they felt the seats outside Aldi were in the wrong location - in the middle of the space, which made them feel uninviting as you do not have your back against wall (and therefore are not able to see everyone in the street environment i.e. people can come up behind you).

Users also mentioned **issues with vandalism** which they felt were committed by teenage school children who are often in the street here, and the frequent occurrence of various criminal activities in the stairwells and gardens nearby, particularly **drug-related**. There was a general consensus that this area was felt to be 'okay' during the day, but considerably more **threatening and to be avoided at night**.

3. CLIMATE + POLLUTION

Researchers observed that **shelter is currently provided by the building overhang above the shop frontages on the north side of Gorgie Road to the west of the junction** with Westfield Road. This helps protect those people using the street from rain or poor weather on this section of the street, enabling more outdoor stationary behavioural activities (window shopping, smoking, standing talking) outside the line or shops here.

The **Aldi large retail store was also noted to have an awning that enables people to wait here** for friends or family they have visited the shop with, or to leave their bikes or dogs outside.

However, overall, **busy traffic, potholes (creating a threat for cyclists), and litter were seen by users interviewed as the most significant unpleasant sensory experiences** in this area. Drainage was also noted to be an issue at the Westfield Road crossing where people are trying to step over the puddle in the road.

4. OPPORTUNITIES TO WALK

Most users interviewed were using this section of the town centre as a **movement route to get to particular necessary destinations, for example the Aldi or Sainsburys supermarkets**. As such the walking experience and how this location functions as a movement route is particularly important, as well as how this footfall could be harnessed to better catalyse public life in the form of staying activities.

Several users mentioned in interviews cited **issues with the long pedestrian crossing wait times, and short 'green man' times at the junction**. Others mentioned issues with **potholes in the road, and uneven pavements** making it hard to access the town centre for older users, cyclists, or those with prams. Researchers also observed that many pedestrians had to wait for long periods to cross the traffic junction at Gorgie Road/Westfield Road, where cars appear to have considerable priority over pedestrian movement. Several older pedestrians or those with mobility issues were observed not having sufficient time to cross the street here. Additionally large groups of 11-16 year olds were observed dangerously running across the junction and adjacent parts of Gorgie Road in groups toward the McDonalds, rather than waiting for and at the lights. This lack of pedestrian priority is enforced by the use of railings and other street clutter at the junction which restricts pedestrian movement, as well as **narrow pavements (particularly the north-east junction corner with Westfield Road, and south-west corner) which become congested as pedestrians build up waiting for the lights** to change. This can make it hard for those using wheelchairs or prams to pass and restricts walkability.

Researchers observed that many pedestrians in the area were walking to/from key destinations including Aldi, McDonalds and Sainsburys, as well as the stadium on sports match days. Researchers noted the prevalence of a few **key walking routes, primarily in an east-west direction through the town centre**, but with significant numbers of people also following desire lines to/from these key destinations, or crossing diagonally at the main traffic junction. People were also observed jumping over the existing railings to get to McDonalds more quickly.

During the week, **researchers observed a high proportion of users with additional mobility needs during the day time** such as walking frames, walking sticks and mobility scooters, users with mobility needs were observed across all age groups. In the early evenings, a large number of commuters returning from the city centre were observed returning from work. This highlights the importance of designing the street environment to be accessible to all users, regardless of mobility need.

Researchers observed that there is currently a **poor pedestrian connection between Gorgie Road and the large Sainsbury's retail unit**. The pedestrian navigation toward the store frontage is located away from pedestrian desire lines at present, with several instances of conflict occurring between cars turning into Westfield St and pedestrians informally crossing Westfield St, as a result. **Clearer navigation for pedestrians using improved surface materiality** at this minor junction would be beneficial.

Researchers observed that **removal of the railings, better prioritisation of pedestrians at the junction (including shorter waiting times), and wider pavements (particularly the north-east junction corner at Westfield Road) would help improve the movement function** of this area, and better set the scene for public life.



A: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



5. OPPORTUNITIES TO STAND/STAY

Several users interviewed mentioned the bike racks under the overhang outside Aldi, and the outdoor area of McDonalds as key places they would spend time. However, otherwise **most users stated that they would not choose to spend time outside here, mostly due to the perceived threat of crime** (particularly relating to drink and drugs), busy noisy traffic, and perceived lack of pleasant places at which to spend time outside.

Researchers observed that the **building overhang on the north-west side of Gorgie Road/Westfield Road provides shelter adjacent to the ground floor shop frontages**. This is currently providing a more conducive environment for some pedestrians to stand and stay in the public realm for longer - either to smoke, talk, meet others, or to wait for the bus under cover, particularly in poor weather, but is not a destination in itself, with these longer staying behaviours incidental to other necessary reasons for them to be in the area. This sheltered south-facing pavement could better promote public life with more active frontages at this location (some of these are passive due to vacancy) as well as additional human-scale elements such as street trees and seating.

Despite the shelter offered by this side of this building overhang at 352-390 Gorgie Road and 2-6 Westfield Road, researchers observed that **the bus stop on Westfield Road adjacent to 6 Westfield Road in particular has potential for improvement** - tying this in to the adjacent park with a targeted improvement effort where this bus stop meets the park to create a more pleasant waiting environment for the bus at this point, and more cared for park aesthetic. This might include more human-scale elements and sensory interest such as a **mural based on a community art approach on the side facade of 6 Westfield Road facing the park, and improved material surfacing, planting, and seating at this location**. Researchers observed most people standing at the bus stop on Westfield Road on weekday mornings, but it was used throughout the day.

6. OPPORTUNITIES TO SIT

User interviews revealed that **a small proportion of users would sit outside at this location - notably on the wooden south-facing benches near the memorial hall to the north side of Gorgie Road, and at the seating with no backs outside Aldi on the south side of Gorgie Road**. Researchers also observed frequent use of the two benches on the north side of Gorgie Road outside the memorial hall. These are south-facing catching the sun in good weather, and seemed to be used primarily by people eating at lunchtime or pausing with heavy shopping.

Researchers observed that the **wider pavement area north-facing in front of the Aldi onto Gorgie Road is currently used almost exclusively as a movement route rather than a place to spend time**. This was supported by user interviews with those either passing by, or who work in the Aldi, who identified that they would not consider sitting out here due to the unfavourable microclimate (north-facing and often in shadow), and the **perception of high crime and anti-social behaviour in the area**. Users also spoke of reservations about sitting here particularly in the evening, and an uncomfortableness regarding the fact the Aldi seats are in the middle of the space and people walk behind you. Researchers also noted that the current positioning of the seating outside Aldi divide up the walkway and could be repositioned so that people felt less exposed when sitting here. Researchers also observed that the Aldi frontage onto Gorgie Road is passive - reducing the natural surveillance at this point and decreasing human scale and interest. The infrequent use of the wider pavement area to the north of Aldi was an interesting finding as this area presents wide pavements, trees and seating that can - in the right position - help improve public life. This **highlights the need for a favourable microclimate, more active frontages, some form of shelter, and improvement in perceptions (and actuality) of safety, as well as perhaps improved partial screening from the junction and road at this point to create a more favourable place to sit and spend time that feels set back from the road and traffic**.

Others users mentioned McDonalds as the place they would sit outside. This was observed to be a popular destination for sitting and staying activities, however, as it is a commercial outside space requiring purchase it is not accessible to all users. Researchers observed that the **bus stop at Westfield Road would benefit from the provision of seating, with a potential to link this to park improvements** adjacent to the park entrance near the bus stop to create a more pleasant waiting experience, and focus to this end of the park..



7. OPPORTUNITY TO SEE

Users interviewed generally felt there were **few positive views** or attributes visually to the area. Many mentioned the **large retail, busy traffic, and lack of planting and trees in the street environment** as contributing to this.

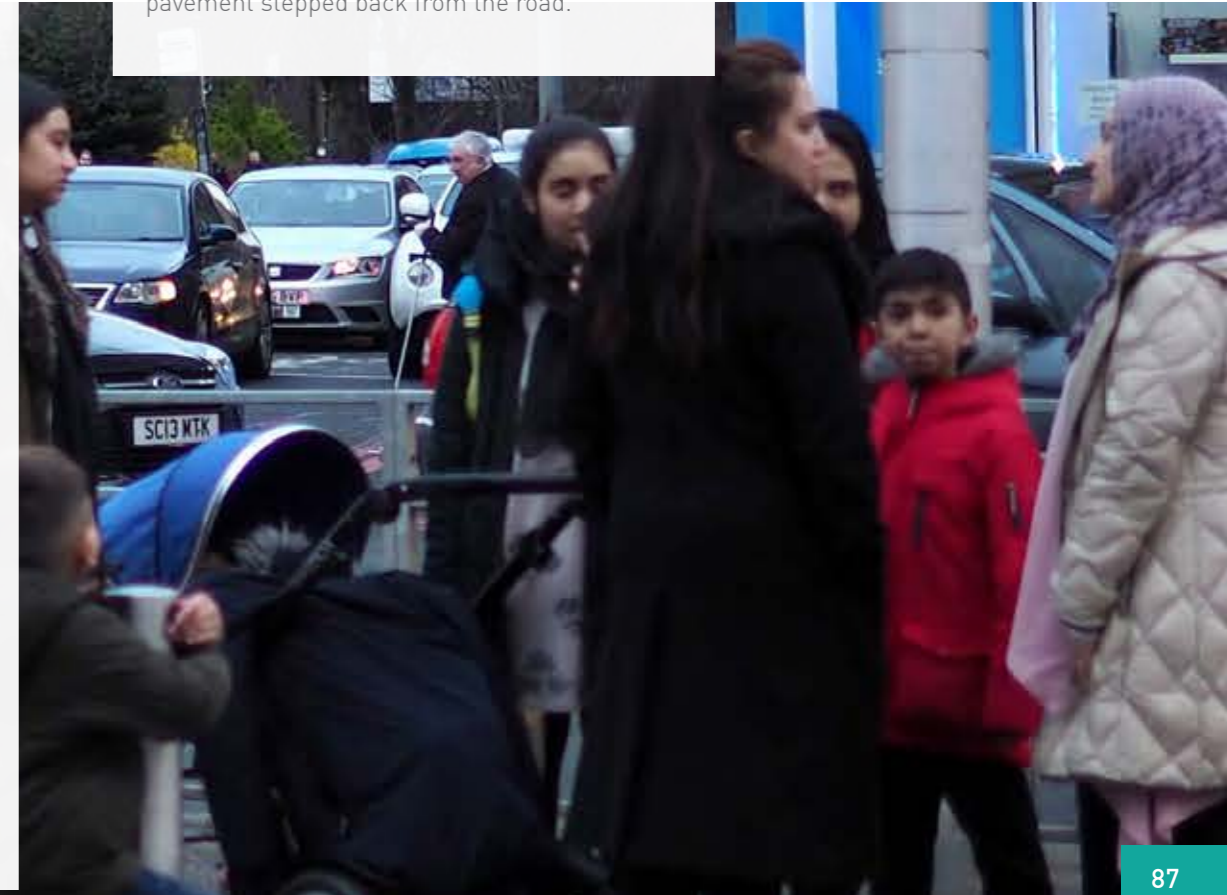
One user mentioned the trees outside the nearby memorial hall as a positive visual feature, however **generally more greenery and street trees were desired by users** and would be encouraged in the public street environment.

A small number of users mentioned **people-watching from the south-facing benches** on the north side of Gorgie Road due to their sunny position. Unlike the Aldi seats these have back supports and arm-rests, and are positioned with their back to a large hedge and railings, which gives added security. Seats were felt to be in demand to enable people watching and pausing for older residents en route to the shops. **The views from any new seats, and their context set near trees and planting, with back rests and arm-rests, and in a sunny spot with no movement behind should be considered**.

Researchers noted that many pedestrians appeared to be in the area, with interviews and their movement patterns revealing this was not because they wanted to spend time outside, but because they were heading to a number of key destinations. This indicates **this location is used primarily as a movement route rather than seen as a pleasant place to choose to spend time outside**. Pedestrians were generally heading to the Aldi and McDonalds to the south of Gorgie Road, and the large Sainsburys to the north-east. However, the mostly passive frontages of the Aldi and Sainsburys large retail in particular meant that (with the exception of McDonalds) - these were not the locations where most public life was observed. Aside from those standing waiting to cross the road, the most diverse public life behaviours were found to be under the covered building overhang to the north-west of Gorgie Road, those people-watching sat or stood outside at McDonalds, or adjacent to the smaller scale shops and more human-scale frontages in the street. This **highlights the difference between large retail drawing a large footfall due to its larger catchment area, versus smaller scale often independent shops and retail drawing more localised footfall with a character and quality that perhaps better supports public life** (i.e. better supporting place function and public life, rather than footfall reliant on purely movement function). Encouraging more small-scale independent retail at this location - for example by promoting 'pop up' uses of vacant shops on the north side of Gorgie Road - would be beneficial to public life and the vibrancy of this location as a place.

8. OPPORTUNITY TO TALK + LISTEN

This location was **not seen as a location for talking and listening** activities. Whilst researchers observed some short conversations taking place whilst pedestrians waited on junction corners for the lights to change, and under the sheltered awnings of Aldi's entrance, and along the building facade to the north-west of the junction, these were **typically short conversations whilst standing, rather than more recreational use of the street for conversations**. Traffic was mentioned as being noisy and busy, and would benefit from being partially screened by high canopy trees from any seating set within wider pavement stepped back from the road.



A: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Users interviewed **did not see this location as a place for play, exercise or unfolding activities**. Those who cycled noted issues with busy traffic and in particular **potholes creating hazards to cycling** that put many people off. Other users were walking their dog along this street, and would prefer **more green pleasant places in close proximity** to do so. Users were primarily in the street environment for necessary activities - notably going to either Aldi or Sainsburys to do their grocery shopping, or McDonalds to get something pre-made to eat. As such, there is little scope or opportunity for unfolding activities at present.

Finding **alternative uses for the wider pavement space** in front of Aldi's entrance to Gorgie Road that better create a more active frontage along the north edge of the Aldi building (pop up food trucks, markets or similar on football days), and better incorporating the east end of Westfield Park with the existing bus stop to provide an enhancement that would build on the footfall and frequent waiting activities to create a more **pleasant nodal gathering space, with seating, trees, improved material surface, and potentially a mural artwork** on the terrace end at this point, are the best opportunities identified for promoting play and unfolding activities.

10. DIMENSIONED AT HUMAN SCALE

Users interviewed mentioned the **dominance of traffic, potholed roads, and lack of cycle infrastructure and trees/plants as indicative that this location is designed at a larger car scale and priority**.

Researchers also noted the large retail at this west end of Gorgie, and it's associated large passive frontages, car parks, and large signage intended for passing vehicles as indicative that this location is, in many ways, not designed at human-scale.

Nonetheless, the smaller retail on the north side of Gorgie Road, whilst including many vacant shops, did help add a smaller more human-scale sense to the street environment, which could be further built upon.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

Users interviewed expressed a **desire for more trees and seating, particular in sunny spots and seats with backrests**.

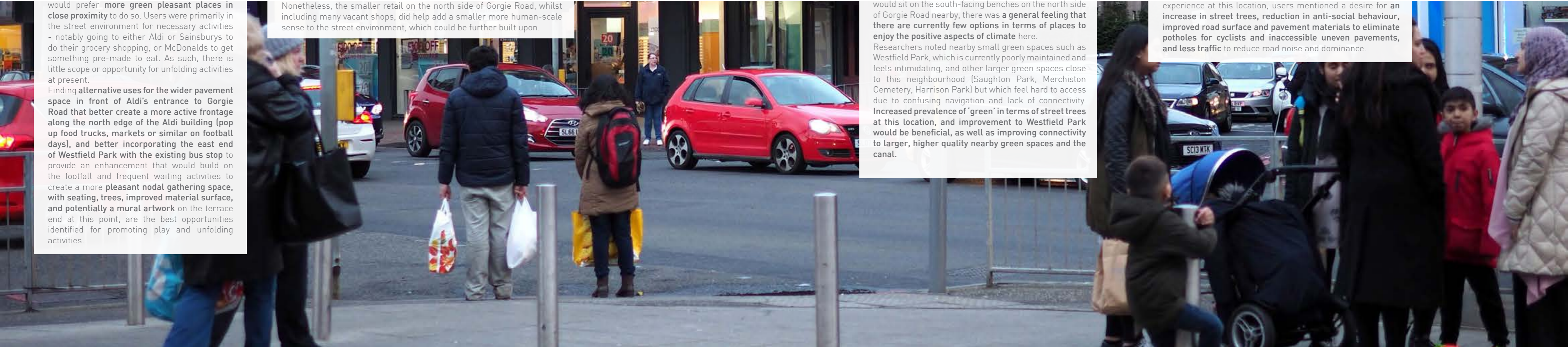
There was some frustration that there are few green spaces or pleasant places to sit and enjoy sunny days in summer at present in this location. Whilst several users would sit on the south-facing benches on the north side of Gorgie Road nearby, there was a **general feeling that there are currently few options in terms of places to enjoy the positive aspects of climate** here.

Researchers noted nearby small green spaces such as Westfield Park, which is currently poorly maintained and feels intimidating, and other larger green spaces close to this neighbourhood (Saughton Park, Merchiston Cemetery, Harrison Park) but which feel hard to access due to confusing navigation and lack of connectivity. **Increased prevalence of 'green' in terms of street trees at this location, and improvement to Westfield Park would be beneficial, as well as improving connectivity to larger, higher quality nearby green spaces and the canal.**

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Positive aesthetic qualities mentioned by users related to the **mature trees at Gorgie Memorial Hall** to the north of Gorgie Road when they came into leaf. Specific negative qualities mentioned related to **vacant shops and traffic** in particular.

To improve the aesthetic quality and positive sensory experience at this location, users mentioned a desire for **an increase in street trees, reduction in anti-social behaviour, improved road surface and pavement materials to eliminate potholes for cyclists and inaccessible uneven pavements, and less traffic** to reduce road noise and dominance.





Large scale shop frontage creates passive frontage and little human-scale interest or natural surveillance.

Wider pavement used commonly to cut through from the east along the south side of Gorgie Road to/from the east side of Gorgie Park Road.

The junction environment feels dominated by cars who have priority over pedestrian movement.

Patched road surfaces throughout Gorgie Road cause issues for cyclists.



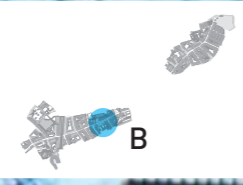
Large scale neon signs emphasise car scale of large retail and chain restaurants.

Many bollards with little purpose and railings create barriers and street clutter.

Benches exposed in centre of pavement, have no backs/arm rests and are rarely used.

Wider section of pavement used as cut through, rather than place to spend time.

B: GORGIE ROAD ADJACENT TO WHITE PARK + BUS STOP



Key observations:

- Dog fouling, muddy conditions, confusing navigation, poor lighting and excessive railings reduce use of White Park at present.
- It would be beneficial to open up the park, removing railings, improving materiality at key entrance points, improving lighting at night, and adding seating adjacent to the bus stop within an opened-up park to promote public life and increased use.
- An initiative promoting better dog fouling clean-up would be beneficial.
- Pedestrian crossing times should be increased to better facilitate crossing for older residents or those using wheelchairs.
- Existing small-scale retail creates a positive character and builds community and social interaction, but there are concerns about its decline in favour of large retail to the west.
- Improved connection on foot to other nearby green and blue spaces nearby is recommended.

B: BEHAVIOURAL MAPPING

GORGIE ROAD ADJACENT TO WHITE PARK + BUS STOP

At Location B, along Gorgie Road between Newton Street and White Park, stationary activities were moderate in number, but did show a diverse range of behaviours within the public realm.

Standing waiting was, by a small margin, the most common activity registered in the area, with a higher number of users during weekdays standing waiting than at the weekend. This tended to happen in clusters - particularly where individuals stood waiting at the bus stop on the south side of Gorgie Road. This behaviour happened consistently throughout the day, and indicates the popular use of the bus as a means of transport to/from this section of the town centre. Standing waiting was also noted on the east corner of Tynecastle Terrace where stationary activities tended to relate to the bank and its ATM machine.

Standing waiting was also visible at the pedestrian lights further along Gorgie Road to the east. This behaviour was only recorded on weekdays, perhaps due to a reduced number of users needing the crossing point on weekends, or a smaller volume of traffic, allowing pedestrians to jaywalk and cross before the lights turn green. The researcher observed long waiting times at this crossing resulting in many pedestrians only pausing momentarily before crossing in between cars rather than waiting for the green man. The crossing lights here may benefit from having the wait time reduced between pedestrians pressing the button, and the green man appearing.

A variety of other stationary activities were observed along Gorgie Rd with individual cases of standing talking, standing making phone calls and smoking along the active frontages.



WEDNESDAY 22 FEBRUARY



SATURDAY 25 FEBRUARY

The behavioural mapping findings for the White Park green space adjacent to Gorgie Road were interesting. Researchers noted that the fenced-off green area at street level makes it unclear how to enter, with the entrance gate situated a long walk from the street. This stops those waiting at the bus stop pausing within the park to wait for their bus. Nonetheless, the park - with single bench and the hard-surfaced playground on raised topography to the south - does offer a stage for some stationary activities. The range and volume of stationary activities registered here were limited in quantity - likely due to its perceived lack of accessibility. Those

individuals using the park were observed playing in the playground for long periods of time (up to 10 minutes), or sitting in close proximity to the entrance gate at the back of the fenced green space on the bench.

Considering the variety of stationary movement in the area, an increased permeability of the available public green and surfaced spaces would allow the flourishing of the existing public life. This could be combined with a re-timed crossing to better prioritise pedestrian movement, allowing more fluid pedestrian movement across the area.



The Saturday research day coincided with a rugby match nearby, increasing footfall in the street.

Large numbers of railings surround the park and sub-divide it into sections making access confusing.

Drop kerbs positioned near to traffic refuges aid informal crossing north-south of Gorgie Road

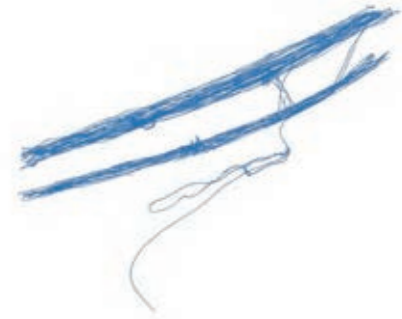


Fast food restaurants nearby create public life and busy pavements outside, particularly after rugby matches on the weekend.

Cars park in loading bays and cycle lanes, making cycling difficult and hazardous. Many cyclists were observed on the pavement instead as they do not have a clear safe route.

B: TRACING STUDY - WEDNESDAY 22 FEB

GORGIE ROAD ADJACENT TO WHITE PARK + BUS STOP



8AM

- Primary foot traffic on north side of Gorgie Rd.
- Secondary flows on south side of Gorgie Rd.
- High activity around bus stop on Gorgie Rd.
- Crossing observed mainly at traffic lights with minor individual cases of informal crossing with pedestrian desire lines
- Use of footpath from White Park greenspace for dog walking.



12NOON

- Main footfall on north side of Gorgie Rd with activity at the ATM near Tynecastle Terrace.
- Moderately but still intense pedestrian traffic on the south side of Gorgie Rd with activity around the bus stop.
- Crossing mainly at lights and via the traffic island on Gorgie Rd West of Tynecastle Terrace. Occasional informal crossing.
- Minor movement flows visible though the central pedestrian path fenced in by railings through White Park.



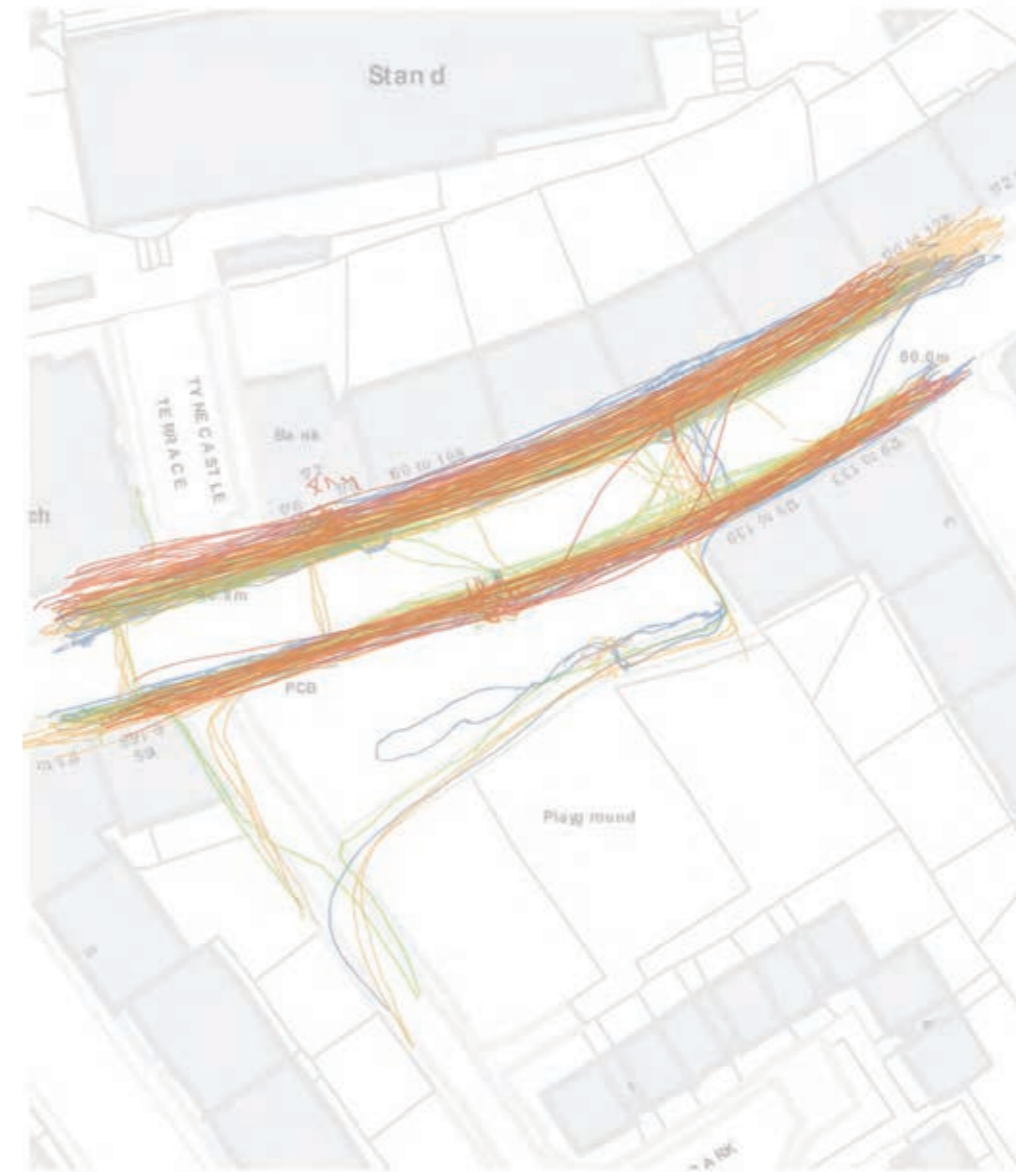
5PM

- North side of Gorgie Rd has heavier footfall and includes movement around ATM.
- Secondary yet intense foot traffic on south side of Gorgie Rd and its bus stop.
- Minor flows along White Park footpath.
- Crossing on Gorgie Rd using traffic island to the west and crossing lights.
- Increased instances of informal crossing noted along Gorgie Rd, particularly at traffic island refuges.



7PM

- Primary pedestrian traffic on north side of Gorgie Rd.
- Secondary flow on south side of Gorgie Rd.
- Activity around ATM and bus stop on Gorgie Rd.
- Some informal crossing noted, particularly following desire lines from north-east to south-west to the bus stop at White Park.



LOCATION B, WEDNESDAY 22 FEBRUARY

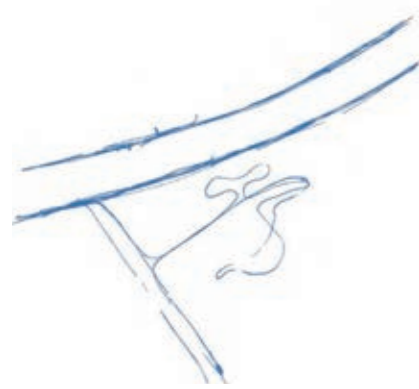
The north side of Gorgie Road showed more consistent and heavy foot traffic on the weekday research day. On the south side of Gorgie Rd footfall is slightly less intense, but still considerable. Hubs of intense pedestrian activity were observed to be the ATM to the east of Tynecastle Terrace, crossing the road at the signalised traffic lights, and at the bus stop near White Park. Secondary more minor flows of pedestrian traffic were visible along the footpath linking Gorgie Rd and White Park, including the fenced greenspace, where researchers noted frequent dog fouling. Additionally, the west side of White Park was used by a small number of pedestrians.

Pedestrians crossed Gorgie Road mainly at the traffic lights to the east of the greenspace. Researchers noted long waiting times at these lights, with pedestrians informally crossing on the 'red man' between passing cars as a consequence. Tracing studies also reveal pedestrians crossing using the traffic refuges positioned along the road, often pausing on these halfway across the road whilst waiting for cars to pass. Throughout the day, cyclists were observed making use of the pavements in the area. This is presumably due to a lack of perceived safety on the road and within existing cycle lanes which are often blocked by parked cars rendering them ineffective and unusable. The prevention of car parking on cycle lanes would better facilitate cycle movement.

Public life at Location B could be enhanced by removing barriers to the existing greenspace at White Park to enable this to become a more easily accessible, permeable and pleasant green space to use for those not just with dogs (using the fenced area adjacent to the street) or children (using the play equipment) but to appeal to a greater diversity of users - including those waiting for the bus or older residents to take a seat and pause en route to/from the shops. The park could still incorporate a fenced dog area if required, but the design could be rethought to better position railings so the green area adjacent to the bus stop at street level either has an entrance or railings are removed to provide additional seating and places to sit within the park itself. Better material surfacing at key park entrances so they do not become muddy, and the prevention of dog fouling would help encourage use.

B: TRACING STUDY - SATURDAY 25 FEB

GORGIE ROAD AT BUS STOP BETWEEN NEWTON ST + WHITE PARK



8AM

- Primary footfall on both sides of Gorgie Rd with activity around the bus stop and ATM.
- Secondary foot traffic along both sides of White Park and on the footpath linking White Park with Gorgie Rd.
- Minimal use of play park. greenspace used mainly for dog walking.



12NOON

- Primary pedestrian flows on both sides of Gorgie Rd.
- Secondary traffic along White Park, especially its east side.
- Movement on footpath with activity on the playground and green space.
- Crossing mainly at pedestrian lights with small clusters of desire lines in close proximity.
- Individual cases of jaywalking near the ATM on Gorgie Rd.



5PM

- Intense foot traffic along both sides of Gorgie Rd.
- Secondary flows along White Park and on footpath between playground and greenspace.
- Minor activity at playground.
- Limited use of existing pedestrian lights for crossing with desire lines and informal crossing at various points across Gorgie Rd.



7PM

- Milder foot traffic with a slight predominance on the north side of Gorgie Rd.
- Minimal foot traffic on the west side of White Park.
- Pedestrian lights used as main crossing point with no jaywalking along Gorgie Rd.



LOCATION B,
SATURDAY 25 FEBRUARY

The main direction of movement is east-west along the main thoroughfare of Gorgie Rd. The pedestrian lights to the east of White Park are the primary crossing point. Some less frequent uses of the traffic islands in front of the church and elsewhere were also observed, and provide some limited protection from cars allowing pedestrians to cross halfway then wholly across the road in two stages.

Both the north and south sides of Gorgie Road were noted to have intense foot traffic. This foot traffic peaked at the 12pm and 5pm time slots on this Saturday research day. This coincides with when local shops were open nearby, which are likely to be a major factor contributing to foot traffic in the area at the weekend. Pedestrian activity and desire lines were also noted in relation to the ATM to the east of Tynecastle Terrace and at the Tynecastle bus stop at White Park on the opposite side of the road. Parking on the cycle paths was observed throughout the day, in addition to cyclists either walking with their bikes or cycling on the pavement.

Secondary more minor pedestrian routes were visible on both sides of White Park road with scattered tracing patterns throughout the nearby playground and green area. This movement was characterised by the non-permeable edge conditions forcing pedestrians to walk along the footpath to access the spaces through gates. Researchers observed the existing railings around the park and a lack of clarity as to how to access the greenspace as being likely factors contributing to the low levels of pedestrians using the playing and green areas. At present use of the park seems to relate only to those with dogs accessing the front area of the park (used frequently for dog fouling), or with children using the play equipment to the rear. There is an opportunity to encourage a more diverse range of local residents to utilise this green space at the heart of Gorgie town centre.

Location B would benefit from more permeable edge conditions at the park and a more visually stimulating environment to encourage public life, including seating set back from the road within the lower park section. Movement within the area, especially cycling, would be improved by offering clear wide cycle lanes with stricter parking conditions.



Small scale shop frontages help create character and a sense that this a central local town centre street.

Current users of White Park tend to either be parents with children using the play equipment, or dog owners using the lower section at street level.

Railings surround several sections of the park making it confusing to find the entrance and restricting free movement of pedestrians throughout.



There is potential to build on the existing east-west footfall along Gorgie Road and activity around the bus stop by opening up the park and removing railings. Relocating or reconfiguring the fenced dog area.

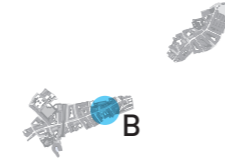
Attractive Spring bulbs add colour and seasonal planting interest.

Limited park entrances and lack of robust materials at key entry points results in erosion and mud in rain.

Long path route to get to entrance and seating.

B: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



1. FEELING SAFE / TRAFFIC

Cyclists were frequently observed using the pavement at this location which may reflect a **perceived lack of safety for those on bikes when contending with vehicular traffic**. Cars were regularly observed to be parked on cycle lanes, impacting upon cycle routes through this location. Researchers observed that the road surface was poorly maintained, a man hole cover was loose which made a loud noise outside of the barber shop and **potholes were frequent**. User interviews supported these findings, with **most users commenting on the lack of sufficient cycle infrastructure**, particularly continuous segregated cycle lanes that cars could not park in, and a need to address potholes.

Other **users commented on busy traffic, and a need for longer pedestrian crossing times** here, particularly given the large proportion of older residents who were observed to use them. Other users frequently commented on a **need for more frequent and greater selection of bus routes** from this location.

2. FEELING SECURE / CRIME

User interviews revealed that whilst one or two users felt safe at all times here, most made a distinction between day and night. **Night-time was felt to be more dangerous**, with some users saying they would not go out into the street at night, or let their children outside here at night. Researchers noted how quiet this section of street is in the evening, reducing 'natural surveillance' that can help improve perceptions of safety.

Other users commented on **feeling intimidated by football fans after matches**, as well as the litter they leave behind in the street making it feel uncared for as a place. Several users commented on having seen fights, particularly between football fans, a recent murder on this street, bike theft, and feeling intimidated by people standing outside of, or coming from some 'rough' pubs nearby.

Other users mentioned a **need to improve lighting, particularly in White Park** to improve perceptions of safety, and feeling intimidated walking past groups of teenagers stood outside takeaway shops.

Overall the themes relating to feeling secure related primarily to **anti-social behaviour as a result of drinking (football fans, those outside bars) and groups gathered in the street (teenagers outside takeaways, people smoking outside 'rough' pubs)**, as well as **poor lighting**. These factors relate primarily to night-time behaviour, when fewer pedestrians and 'natural surveillance' is present.

3. CLIMATE + POLLUTION

In terms of protection against unpleasant sensory experiences, **user interviews revealed that the noise and visible presence of traffic, litter on the street and dog fouling, lack of sufficient lighting near the park, and lack of shelter were key issues**.

Researchers noted that fewer pedestrians were observed out in the street during windy and rainy conditions, although dog walkers were still observed in the park as this is more of a necessary activity. As the park is used in all weather conditions by dog owners in particular, **it would be beneficial to improve the material quality of the gateway entrances to the grass, which currently become boggy and muddy after rain**.

Users also mentioned high levels of dog fouling, with owners not picking this up. An initiative to encourage better behaviour in this regard would be beneficial to improve the park environment and adjacent streets.

4. OPPORTUNITIES TO WALK

Users interviewed had mixed opinions about walking through the Gorgie Road area. **Wide pavements were seen as facilitating pedestrian movement**, particularly helpful when large groups walk down this street to/from football matches. The width of the pavement, particularly on the north side of Gorgie Road was also noted by researchers as a positive attribute, with raised tables further helping to facilitate pedestrian movement.

Some users commented that they **use this location regularly to walk their dog, visiting White Park**.

The **railings and fencing throughout White Park were seen as a negative** by some users. Researchers observed people cutting through the playground to get to the road, needing to navigate the large number of railings and fences that restrict pedestrian desire lines to do so.

It was also frequently observed that pedestrians would press the lights at the pedestrian crossing on Gorgie Road adjacent to the park, but cross before the lights changed. This means cars and cyclists often have to stop at the crossing when no-one was using it. At the same time, those users crossing with the pedestrian crossing lights, often **did not have enough time to cross the road** before the 'green man' disappeared again. This was **especially true for older users or those with wheelchairs**.

5. OPPORTUNITIES TO STAND/STAY

Users interviewed **felt that this location is not a desirable place to spend time outside, despite the adjacent green space - White Park**.

Users felt the park is **too close to the road, unpleasant and hard to access because of the railings, with lots of dog fouling, and too dark in the evening**. Only one user interviewed said they would spend time outside near this location - they would take their dog to White Park, but said this was only because it was the only option nearby.

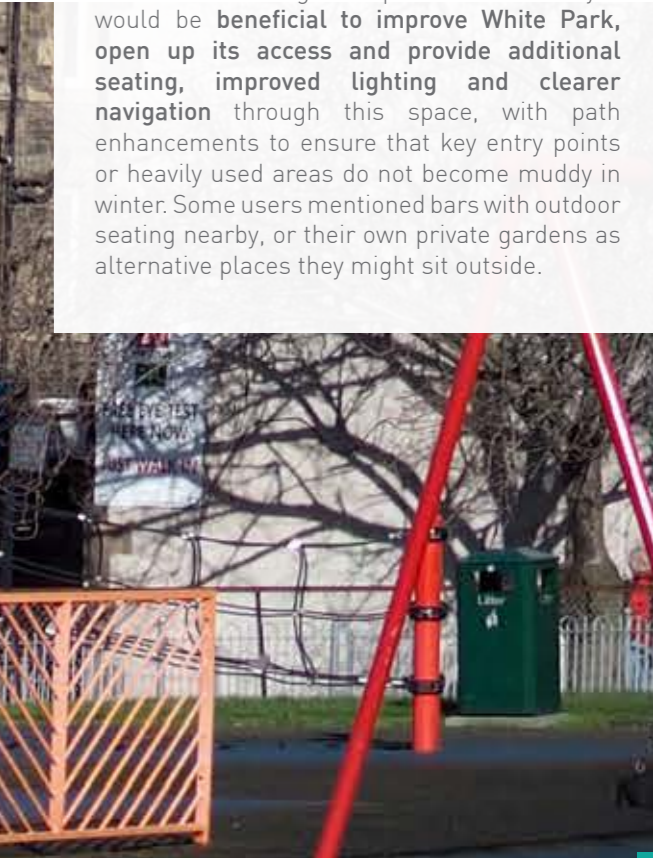
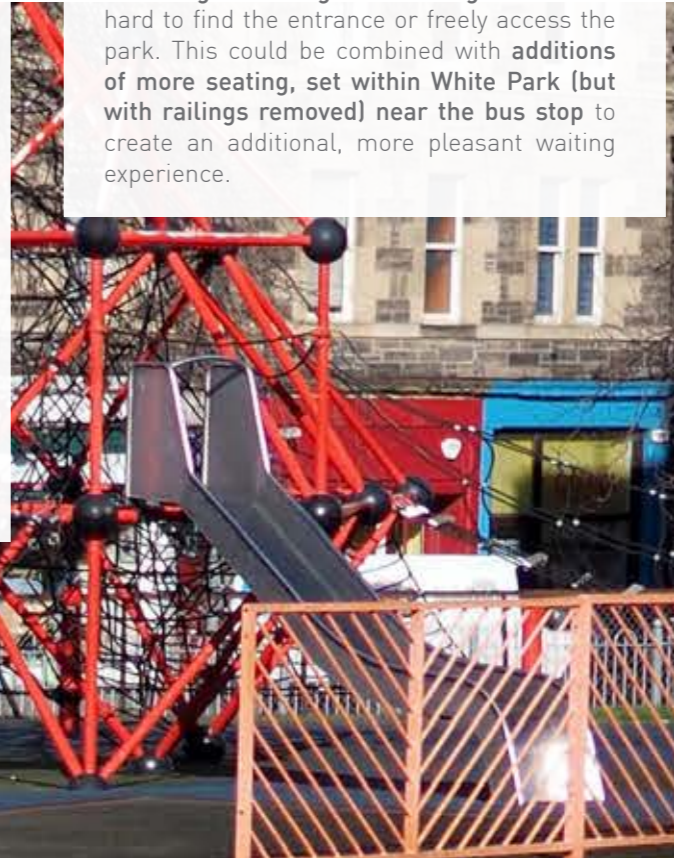
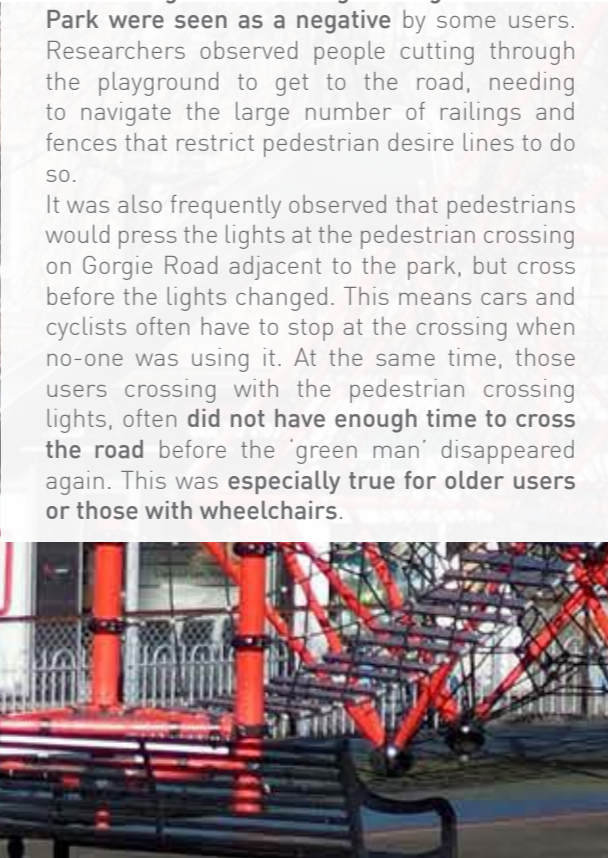
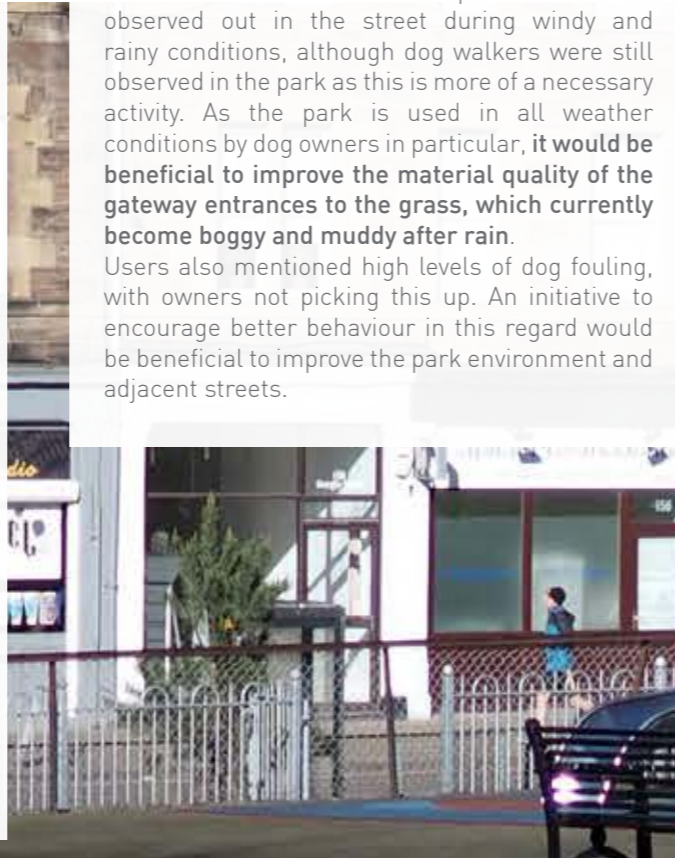
It would be **beneficial to open up the park by removing the railings and fencing** that make it hard to find the entrance or freely access the park. This could be combined with **additions of more seating, set within White Park (but with railings removed) near the bus stop** to create an additional, more pleasant waiting experience.

6. OPPORTUNITIES TO SIT

Users interviewed commonly stated that there was **nowhere to sit at this location, despite the presence of White Park**.

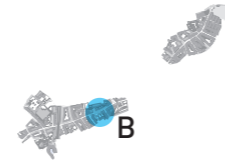
Some users could only name further away green spaces such as the Meadows, and felt there was a feeling by those that were aware of White Park that this was **too dark, too exposed and overlooked, and not a pleasant place to spend time**. Researchers noted the park feels inaccessible and so only those with dogs or children using the play equipment seemed to know how to access and therefore use this green space.

Given the lack of green space in the locality it would be **beneficial to improve White Park, open up its access and provide additional seating, improved lighting and clearer navigation** through this space, with path enhancements to ensure that key entry points or heavily used areas do not become muddy in winter. Some users mentioned bars with outdoor seating nearby, or their own private gardens as alternative places they might sit outside.



B: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



7. OPPORTUNITY TO SEE

Users interviewed had mixed opinions about how this section of Gorgie town centre was in terms of opportunities to see. Many users mentioned the **small independent and mostly affordable shops and pubs on this section of road as a positive attribute and giving character to the area.**

However, other users felt there was little to see or positive visually about this area of Gorgie. Some of these users mentioned alternative nearby places, such as the cemetery between Gorgie and Dalry, which were perceived as much more pleasant visually.

8. OPPORTUNITY TO TALK + LISTEN

User interviews revealed a **strong sense of community within this part of Gorgie.**

Some users mentioned social occasions and gatherings facilitated by the nearby Church (opposite White Park) for those religious and non-religious alike, that act to further bring community together in a communal space.

However **no users mentioned frequently stopping to talk in the street environment itself.**

Given the tight-knit community here, it would be beneficial to help provide a more conducive street environment to enable these social interactions and chance meetings to also happen outside, rather than just as part of organised indoor activities. By **encouraging places to stop and sit, spend time outside in a pleasant environment, this strong community could be expanded to promote social interaction outside.**

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Users interviewed felt that this location on Gorgie Road held opportunity for unfolding activities primarily in relation to the **regular football matches nearby.** Researchers noted that these result in large groups of football fans walking to and from the game down Dalry Road and Gorgie Road. This resulted in some public life in the form of groups of mainly men outside takeaway shops and pubs in the evening on the Saturday night. This was **seen as a positive by some local residents, but a negative and intimidating by others.**

Researchers noted that despite White Park being adjacent to the research location, few children were observed playing here, with the primary activity in the park being dog-walking.

10. DIMENSIONED AT HUMAN SCALE

Users interviewed primarily commented on the use of this street as a **bus and vehicle thoroughfare**, often citing a need for increased frequency buses and variety of bus routes and connections from here. This highlights the dominance of buses and vehicles in the street, and the notion that the town centre is **primarily seen as a movement route by those on foot but in particular using the buses to get around and connect to other destinations.**

Researchers noted that several cars were observed using the loading bay at this location to make a short stop for access to the ATM, others remained parked for over ten minutes. This correlates with **experiences from cyclists who were frustrated at the use of cycle lanes and loading bays for car parking, rather than active travel.**

In addition, some users commented on the **positive character of the small-scale shops at this location** and the positive impact this had on social conversations and bumping into neighbours, and conversations with shop-owners. This social contact can be particularly important for older residents, and was **seen as having diminished as some local small-scale independent shops have closed on Gorgie Road, and been replaced by larger-scale more impersonal retail, particularly to the west of the town centre.** Encouraging and supporting local small-scale retail businesses in this town centre should be particularly encouraged to help support public life, social interaction and a sense of community.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

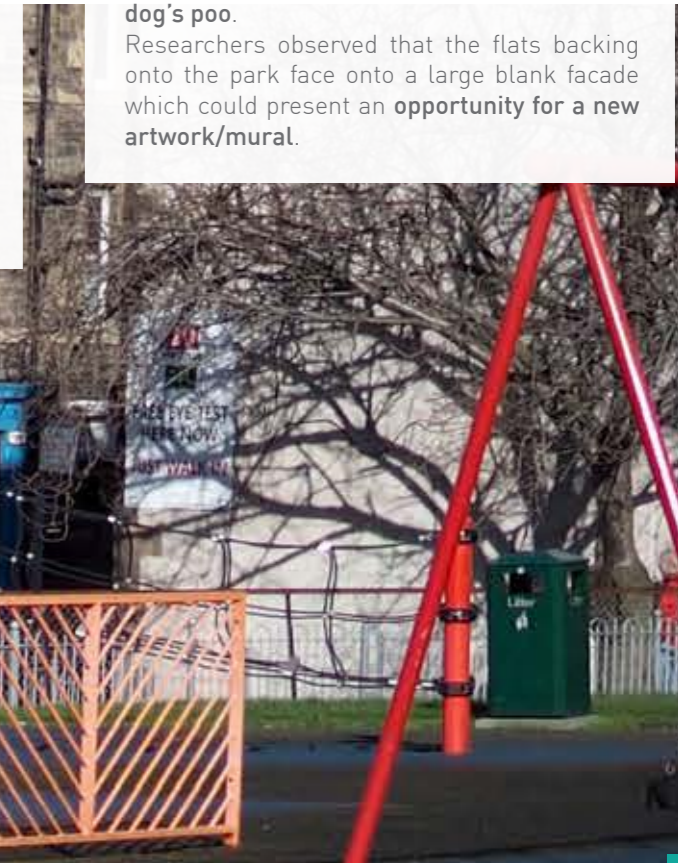
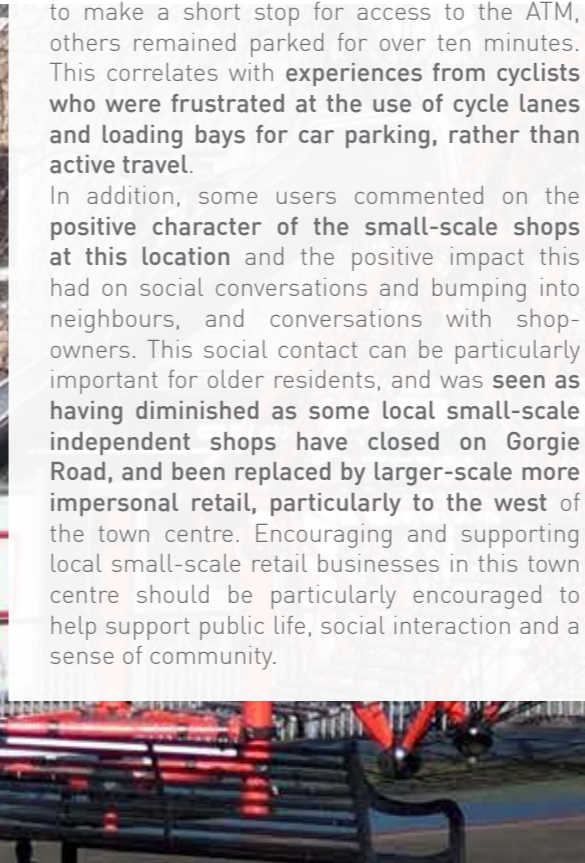
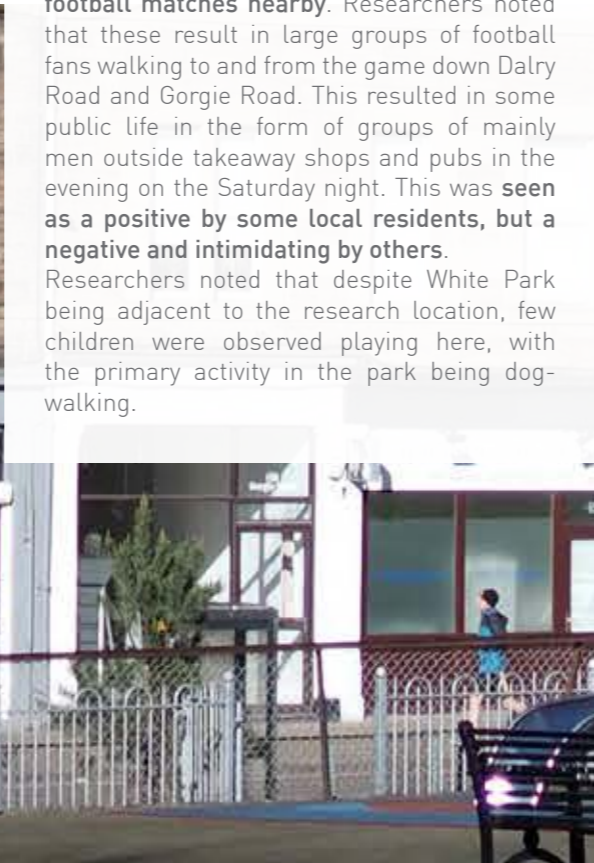
It was felt by those users interviewed that there are currently **few opportunities to enjoy the positive aspects of climate.**

Many users stated there was nowhere to sit, some mentioned White Park but said the railings, dog fouling, litter and exposed context, close to the road would put them off spending time outside here in good weather. Noise, proximity to, and pollution from traffic were seen as key concerns. Any **improvements to White Park should bear this in mind, ensuring a partial screen using high canopy trees to the main road thoroughfare to better delineate a sense of being set back from the traffic, with cars/buses visually screened to some extent** (but open enough to maintain sight lines for safety and people-watching). Additional **seating within the park, removed railings, and an initiative to encourage picking up dog fouling** would be encouraged.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

User interviews revealed that they felt the street environment was generally **too grey and would benefit from more street trees and flowers, and that White Park was too dark at night, too difficult to access via large numbers of railings, and unpleasant due to dog fouling.** Users of the green space next to the bus stop were observed letting dogs off the leash to use the green space whilst they waited outside the railings, leaving dog litter behind. **Removing the railings would decrease the (literal) barrier to people picking up their dog's poo.**

Researchers observed that the flats backing onto the park face onto a large blank facade which could present an **opportunity for a new artwork/mural.**





Small scale shop frontages help create character and a sense that this is a central local town centre street.

Multiple bollards create street clutter and could be removed and replaced with less intrusive double red lines.

Cracked slabs and poor quality materials where vehicles drive over corners. Use of raised planters in place of bollards would act as a deterrent whilst adding more planting to the public realm.

Pubs in this section of the town centre provide some public life and natural surveillance into the evening. However, walking past was found to be intimidating by some users.



The ATM at TSB Bank is well used and causes some stationary behaviour in the street.

Wide pavements, south-facing aspect, and small-scale retail make this section of the town centre pleasant to walk through.

Bins on the pavement create obstacles and can be unattractive and scattered without a defined position.

Cars frequently park in the cycle lane rendering it ineffective and non-continuous for cyclists.

C: CORNER OF DALRY ROAD AND EASTER DALRY ROAD AT CO-OP



Key observations:

- Wider pavement corner at Co-op could better support public life with street trees to partially screen the traffic, seating and removal of street clutter.
- Opening up the frontage of Co-op with bleacher-style seating would better support pedestrian desire lines.
- Current pedestrian crossing further west than desire lines. As a result, informal crossing prevalent between Co-op, Orwell Terrace, and all corners of Dalry Road junction.
- Importance of Orwell Terrace as a key pedestrian and cycle route.
- Currently users do not consider this as a place to spend time outside, but would support additional seating, street trees, green space and play facilities.



C: BEHAVIOURAL MAPPING

CORNER OF DALRY ROAD AND EASTER DALRY ROAD AT CO-OP

Location C is situated at the junction between Dalry Road, Easter Dalry Road and Orwell Terrace near the pedestrian and cycle link to Dundee Street. A large Co-op is located on the north-west corner of the junction and a range of other smaller scale shops are available on both sides of the Dalry Road arterial route. **Public life and stationary activities at this location were observed during both weekdays and weekends as frequent and diverse.**

The primary form of stationary activity observed was **standing waiting**. Researchers noted a large number of pedestrians standing waiting at both **bus stops** along Dalry Road. These are situated on the south side of Dalry Road to the west of Orwell Terrace, and on the north side of Dalry Road on the wider section of pavement to the east. Clusters of individuals were recorded waiting for buses at both these locations at all time slots throughout both research days, from 8am until 7pm. Large numbers of pedestrians were also observed standing waiting at the only **formalised crossing** over Dalry Road in the area: the signalised crossing in front of Co-op near Orwell Terrace. An interesting phenomenon was observed on both weekdays and at the weekend, with **large volumes of individuals standing waiting on all four corners of the junction at Easter Dalry Road, Dalry Road and Orwell Terrace, with pedestrians frequently crossing informally at this location** instead of at the formalised signalised junction further south-west. This may indicate the pedestrian crossing is not currently located at the optimum position, and highlights the importance of this junction for pedestrians..

Other notable activities taking place in the area were **window shopping** along the active facades on the north side of Dalry Road and a **cluster of**



WEDNESDAY 22 FEBRUARY

stationary activities nearby to the Co-op, with individuals making phone calls, talking and sitting in high numbers on the wall between Co-op and Dalry Road. The **wider corner pavement area with public art statue to the north-east of the Co-op proves to be particularly popular with sitting, talking and playing** registered despite the lack of seating or play equipment. Researchers noted people using the statue for informal seating, and taking advantage of the pleasant sunny south-facing microclimate in good weather to use this as a place to stop and smoke, talk or pause. The ATM was also used. These staying activities could be further built



SATURDAY 25 FEBRUARY

upon by providing seating, planting and bike racks to create a more pleasant public realm space.

Considering the nature of stationary movement in the area, a **safer formalised crossing over Dalry Road** from the wide corner and Co-op exit/entrance to the north-west of the junction to Orwell Terrace may be beneficial. **Public life and a more recreational use of this area could be encouraged through an improved design, or additional of key elements such as seating and planting to the south-facing corner outside Co-op.**



This corner of Co-op is raised with a retaining wall and access to pedestrians only via a ramp accessed much further down the side street into the car park.

Many pedestrians coming from the south-west along the north side of Dalry Road cut up and jump over the wall here rather than having to walk the long way around.

Conflict between cars and pedestrians at the minor junction to the Co-op car park with both feeling they have right of way.

Vehicles frequently park in the bus and cycle lanes. There is a lack of room for those waiting for the bus on the pavement. Replacing the bus lane with bus bulbs would help provide additional space for pedestrians, as well as space for dedicated cycle lanes improving the town centre for pedestrians and cyclists.

Limited pavement space at busy bus stops creates obstacles for other pedestrians to pass and congested pavements.



When traffic is quieter pedestrians tend to walk across Dalry Road at the crossing lights without waiting for the green man.

People jump down the wall instead of walking round.

Large numbers of pedestrians frequently cross Dalry Road with their desire lines to/from the Co-op corner and Orwell Terrace.

Railings, bollards and A-frames clutter the street environment.

Raised planters would be more attractive than bollards but achieve the same effect - preventing cars cutting the corner.

C: TRACING STUDY - WEDNESDAY 22 FEB

CORNER OF DALRY ROAD AND EASTER DALRY ROAD AT CO-OP



8AM

- Primary foot traffic along north side of Dalry Rd.
- Secondary yet still intense traffic along south side of Dalry Rd, both sides of Orwell Terrace and east side of Easter Dalry Rd.
- Minor footfall on west side of Easter Dalry Rd.
- Cluster of desire lines across Orwell Terrace.
- Large numbers of pedestrians informally crossing Dalry Road away from the formal signalised lights.



12NOON

- Primary foot fall on north side of Dalry Road with high activity around Co-op supermarket to the west of the junction.
- Secondary traffic along south side of Dalry Rd and both sides of Orwell Terrace.
- Easter Dalry Rd shows minor footfall.
- Heavy presence of desire lines at all levels of Dalry Rd and specifically towards supermarket to the west.
- Pedestrian activity at public area north-west of the junction.



5PM

- Intense foot traffic along both sides of Dalry Road. Orwell Terrace and west side of Easter Dalry Road.
- Peak of activity on north-west corner of junction to and from supermarket.
- Heavy presence of desire lines across the whole junction indicating large numbers of pedestrians informally crossing.



7PM

- Primary footfall on north side of Dalry Rd with peaks of activity at supermarket and public area on north-west of junction.
- Secondary yet consistent foot traffic on south side of Gorgie Rd and Orwell Terrace.
- Frequent desire lines across Dalry Road and to the north-west of the junction.



LOCATION C,
WEDNESDAY 22 FEBRUARY

Location C is particularly rich with a pattern of intense desire lines emerging and high levels of footfall throughout. Dalry Road and Orwell Terrace are primary routes through the area with peaks of foot traffic on the north-west corner of the junction in front of the Co-op supermarket. Easter Dalry Road is a secondary thoroughfare, with pedestrian foot traffic mainly on its West side. It is apparent from the routes shown in the tracing studies that the Co-op supermarket is a significant destination for those on foot. The retaining wall in front of the supermarket forces most pedestrians (particularly those coming from Dalry Road to the south-west) to walk the 'long way' around the wall to get to the main shop entrance. This is frustrating for some pedestrians, who choose to instead jump up and over, or down from the wall adjacent to the traffic lights and where the covered area ends, taking a short cut to the pavement below.

The only formalised crossing point on Dalry Rd is located in front of the Co-op supermarket to the south-west of the junction. Whilst this formal crossing point is used throughout the day to varying degrees, **the main way of crossing the area is via jaywalking and informal crossing** - particularly across the section of Dalry Road between the bus stop on the south side of Dalry Road up to the level of Easter Dalry Road to the north-east. This can be seen in the summary tracing study diagram adjacent. A considerable number of desire lines were seen from and to Orwell Terrace, indicating the importance of its pedestrian and cycle links to the Fountainbridge area. Another visible destination is the supermarket and wider pavement area to the west of the junction.

It is apparent from tracing studies that there is already a **busy and vibrant pedestrian presence** in the area. However, both pedestrians and cyclists would benefit from greater priority in the street environment. For example, provision of a more immediate and direct link with Orwell Terrace through resurfacing or a broader raised table area covering the entire junction space at Orwell Terrace/Dalry Road/Easter Dalry Road to better enable the existing informal crossing activities to occur more safely. Currently tracing studies indicate direct routes through the street environment - going from A to B rather than staying or spending time. Slow movement could be improved by increasing green and seating opportunities in the public area west of the junction.

C: TRACING STUDY - SATURDAY 25 FEB

CORNER OF DALRY ROAD AND EASTER DALRY ROAD AT CO-OP



8AM

- Low levels of footfall across the whole area, primarily on north-east side of Orwell Terrace and Easter Dalry Rd.
- Constant pedestrian flow on both sides of Dalry Rd.
- Most pedestrians cross Dalry Road informally with little use of existing traffic lights.
- Movement around the Co-op supermarket to the north-west of the junction, particularly under the sheltered space in front of the main doors.



12NOON

- Primary foot traffic on north side of Dalry Rd with intense activity around Co-op.
- High footfall noted likely due to rugby match.
- Secondary traffic on south side of Dalry Rd and south-west side of Orwell Terrace.
- Crossing lights used though additional large numbers of pedestrians also crossing informally.



5PM

- Heavy foot fall due to rugby.
- North side of Dalry Rd most heavily used as primary pavement. West side of the junction outside Co-op and on wider corner are the most busy with activity.
- Secondary pedestrian traffic on south side of Gorgie Rd and Orwell Terrace.
- Desire lines across Easter Dalry Rd and Orwell Terrace. Many instances of informal crossing over Dalry Rd visible.



7PM

- Heavy foot traffic across the whole location.
- Primary flows on north side of Dalry Rd and east corner of the junction moving to/from east side of Orwell Terrace to east along south side of Dalry Road.
- Secondary traffic on west side of Orwell Terrace.
- Movement along south side of Dalry Road creates busy pedestrian crossing route over minor junction of Orwell Terrace.
- Limited use of signalised crossing lights with desire lines and informal crossing prevalent over Dalry Road near to Orwell Terrace.
- Activity around Co-op supermarket and shop on south-west corner of junction.



LOCATION C,
SATURDAY 25 FEBRUARY

Particularly heavy footfall was registered throughout the area during both daytime and evening. This may be in part due to a rugby match taking place at Murrayfield in the afternoon. **The most intensely used part of the area was the north side of Dalry Road, in particular the wider pavement space to the west of the junction.** Prominent pedestrian flows were observed between Orwell Terrace and Dalry Road, in particular routes to/from the east side of Orwell Terrace toward/from the city centre along the south-east side of Dalry Road. This highlights the **importance of Orwell Terrace as a pedestrian and cycle route** to/from Fountainbridge. Some minor secondary flows were also observed to/from the residential area along Easter Dalry Road, often using the cycle/pedestrian shared path that emerges within the wider section of pavement near Co-op.

The only formalised crossing point in the area is the **set of pedestrian crossing lights located in front of the Co-op supermarket.** Whilst this signalised crossing point is used to some degree to cross Dalry Road during the day, the most frequently registered way of crossing the road at this location actually appears to be informally crossing over Dalry Road on the section of street between the existing lights and Orwell Terrace. Researchers frequently observed pedestrians following their desire lines to/from the Co-op, Orwell Terrace, or specific shops and crossing the road directly toward these destinations rather than walking a longer distance to cross at the signalised lights.

Public life at Location C was particularly active and visible in terms of high footfall with some (more limited) stationary activities, despite this not being prioritised by the current streetscape. Jaywalking across Dalry Road was observed taking place frequently and consistently throughout the day and evening. Safety of pedestrians and a stronger connection with the Orwell Terrace pedestrian/cycle link could be achieved by introducing a raised table across this junction. Alternatively relocating the existing crossing closer to Orwell Terrace to better accommodate the observed pedestrian flows. In addition a enhancements to the public realm around the supermarket, including provision of **seating and street trees/planting around the existing sculpture to better utilise this wide pavement space for public life would be beneficial.** Better access to the Co-op supermarket at its southern corner via incorporation of steps directly down to the pedestrian crossing as part of the retaining wall, or other improvements to the existing edge condition immediately outside of the shop entrance would also be beneficial for public life and pedestrian access.



Orwell Terrace is generally quiet with little traffic so pedestrians often 'cut the corner' walking in the road with their desire lines.

Large bins, signs, poles and chewing gum on the street give an untidy and uncared for aesthetic.

Orwell Terrace is a very popular cycling and walking route to/from Fountainbridge



The Co-op supermarket is a key local destination.

Some trees and planting nearby, but wider corner space could be improved with seating and additional planting, and removal of phone boxes.

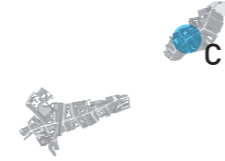
Due to its high footfall, wider pavement and strategic position this area is also used for commercial street campaigns. This increases the speed some move through the area.

Large amounts of street clutter - primarily bollards, electricity boxes, light poles, bins, and poorly used phone boxes.

Bike racks were in use throughout the day.

C: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



1. FEELING SAFE / TRAFFIC

User interviews revealed current perceptions that the **traffic is too busy and noisy**.

Some users mentioned issues when they were cycling in the area in terms of busy traffic and parked cars obstructing their movement and making them feel unsafe. However, **the biggest issue for cyclists was felt to be the presence of potholes**. Potholes were seen as hazardous and a deterrent to encouraging more people to cycle here. Some users also mentioned **a need for improved segregated cycle lanes**.

Researchers noted cars frequently using Orwell Terrace to make U-turns. In addition, due to the roadworks present on research days near Haymarket, **a queue of traffic was observed at busy periods backed up from Haymarket to this location outside Co-op**.

Finding **solutions to reduce the volume of traffic would be beneficial**. For example, **better encouraging active travel and cycling** by improving cycle infrastructure, in the form of dedicated segregated cycle lanes that cars cannot park in, better maintenance of road surfaces to avoid potholes, and provision of more bike racks. Improving the walking experience, through move even, well maintained and wide pavements and frequent rest spots to take a seat for those who need is also encouraged to encourage pedestrian journeys and make the street environment more accessible for all users.

2. FEELING SECURE / CRIME

Most users interviewed said they **felt safe at this location during the day**. However, many also commented that they **would not feel as safe at night** here.

Some users mentioned the reputation of Dalry for violent crime including stabbing, though felt this had improved in recent years. Other users mentioned **issues relating to large groups of sports fans** - mostly in relation to feeling intimidated, and these large groups taking up all the pavement, so other pedestrians had to walk in the road. Other worries related to **bike theft, the presence of drug-users and anti-social behaviour** in particular relating to racism and 'cat-calling'/verbal intimidation of women.

Improving feelings and actuality of safety in the street environment will be an important step. Whilst some of these issues relate to broader social issues, **improving lighting in the street environment, and trying to ensure there is natural surveillance at all times of day and into the evening** can help. For example encouraging more restaurants to incorporate outdoor seating would help increase 'eyes on the street' into the evening.

3. CLIMATE + POLLUTION

Users interviewed mentioned a number of negative sensory experiences in the area. These related primarily to the **presence of dog fouling, uneven pavements, fumes and noise from busy traffic, and bins blocking pavements**. Researchers also observed these issues, particularly noting obstructive bins and litter on the corner of West End Place. Other users mentioned a dislike for the smell of the brewery.

Researchers observed that the wind seemed to be particularly strong at this location with **no opportunity for shelter**.

Many users mentioned that the weather and any unpleasant sensory experiences would not affect their use of the town centre, as they saw this **solely for necessary activities** i.e. those that need to occur regardless of the street environment. Nonetheless it would be beneficial to provide a more conducive street environment for public life and staying activities by increasing available shelter (including provision of high canopy street trees for light relief from rain), as well as addressing some of these negative sensory experiences relating to traffic pollution, and uneven pavement surfaces and maintenance.

4. OPPORTUNITIES TO WALK

User interviews also revealed that **many users only tend to walk around Dalry and consider this their local town centre, and may not venture to Gorgie**, which is seen as a separate neighbourhood.

User interviews revealed that whilst some users found the area 'okay' to walk through, others identified particular issues. These issues related to the presence of **dog fouling and uneven pavements hindering walking**, resulting in trip-hazards that reduced the accessibility of the street environment for all users, and making walking in this area a less pleasant experience. Other users mentioned **issues with large groups of sports fans on match days blocking the pavement and resulting in difficulties passing these large groups on congested pavements**. A **need for additional pedestrian crossings** and ways to easily cross the street were also mentioned by a considerable number of users.

This junction adjacent to the Co-op, where Dalry Road is met by Orwell Terrace from Fountainbridge and the south, and Easter Dalry Road from the residential area north, is heavily used by pedestrians. Researchers observed the **prominence of Orwell Terrace in particular as a popular walking route between Fountainbridge and Dalry**. In the morning research slots most pedestrians observed were walking toward Haymarket and the city (going north-east up Dalry Road) from this location.

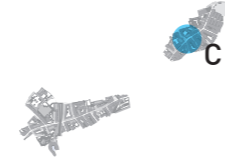
Researchers also observed that **the existing pedestrian crossing outside the Co-op does not currently align with the desire lines of many pedestrians** - in particular those walking from Orwell Terrace toward Haymarket and the shops and residential areas to the north-east (often crossing from Orwell Terrace to/from the north side of Dalry Road). Equally **researchers observed many pedestrians informally crossing Dalry Road east of the pedestrian crossing**, leaving the Co-op at the corner of Dalry Road and Easter Dalry Road and cutting directly across the junction between traffic at this point toward either Orwell Terrace or to the opposite corner (at the Clock cafe) on the south side of Dalry Road. These frequent informal crossings better follow the desire lines of these pedestrians, who do not want to take a longer route via the pedestrian crossing to the west. Researchers also noted that there are **several common spots where pedestrians wait on corners to try and cross the road informally (rather than walk to the crossing)**. These are on all four (staggered) corners of the junction of Dalry Road/Orwell Terrace/Easter Dalry Road, as well as to/from the corner of the wider section of pavement in front of 121 Dalry Road before this becomes narrower again to allow for parked cars/loading. **Re-positioning the pedestrian crossing further west**, or created a raised table with pedestrian priority over this junction may be beneficial.

Researchers also noted that some pedestrians find the **long raised wall in front of the Co-op forces pedestrians coming from the south-west to have to walk around in a long 'U' shape** to enter the Co-op shop. This appears to cause frustration for some pedestrians, with several observed instead choosing to jump up and over the wall at the earliest opportunity (level with the pedestrian crossing, where the sheltered entrance to Co-op's main doors ends and the wall starts) to better follow their desire lines into the shop front. Opening up the frontage to the Co-op with bleacher-style steps including timber-topped seats as part of the step design where the difference in levels is greater, would improve walkability of this frontage, whilst creating informal seating spots, creating a more active frontage, and better facilitating pedestrian movement.



C: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



5. OPPORTUNITIES TO STAND/STAY

Users interviewed were unanimous in that they do not see this location, or Dalry as a whole as a place to spend time outside. There was a **general consensus that at present there are no perceived places in which you could, or would want to, spend time outside, mostly due to a lack of green spaces, in particular those incorporating play opportunities for children.** Many users commented that there are no parks or green spaces in Dalry at all, and that this is a significant negative factor in not wishing to spend time outside.

Researchers noted the occasional use of the sheltered spot at the raised Co-op entrance by Co-op customers waiting for those in the shop, the use of the wider pavement corner space by commercial vendors, and the occasional standing activity by smokers adjacent to the Clock cafe frontage on the corner of Orwell St, those waiting for Dominos pizza stood outside the shop, and people perching on the wall outside Co-op or on the keg barrel statue. However, these standing/staying activities seem incidental to other necessary activities, and **no users interviewed highlighted they would choose to spend time outside here, or would think of this as a place to stand/stay.**

The **addition of high canopy street trees to 'green' the street environment, improved pedestrian and cycle connections to nearby green spaces, and the identification of nodal gathering spaces that could incorporate planting is recommended.** For example at the junction of Easter Dalry Road and Dalry Road at the Co-op. These would build on the existing high footfall and necessary activities to create small nodal spots and catalysts for public life. It would also be worth exploring the potential for improving connections to and enhancement of Dalry Cemetery, and the linear green space behind Lidl.

6. OPPORTUNITIES TO SIT

There was general agreement in user interviews that at present there are **no perceived opportunities to sit and spend time outside.**

Users commented that **if there were more 'greenery' in the street, green spaces, benches and play parks with seating and trees that they would spend more time sitting** and being outside in the Dalry town centre. Users interviewed also highlighted that only a couple of cafes nearby have **outside seating**, but that this is something that they would support and like to see more of. Some users highlighted the lack of community venues open to all demographics within the town centre, and highlighted the **importance of places outside to sit and have chance meetings and social interaction with others** in the neighbourhood.

Researchers noted that the wider section of pavement adjacent to the Co-op where Easter Dalry Road meets Dalry Road is already used throughout the day as a place for people to stop, talk on the phone, meet others and use the ATM. However, **at present this public life is restricted by the lack of seating at this location.** Occasionally pedestrians were observed using the statue with keg barrel in the centre of this space to informally sit on, and due to a lack of bike racks at this spot some users were observed locking their bikes to the railings. Researchers noted that this space could be improved as a place to sit and spend time by **adding more formalised seating opportunities, as well as improving the aesthetic and sensory experience at this point - including the addition of street trees, removal of unused phone boxes, addition of bike racks and lighting, to create a better design for this wide pavement space that makes it a more appealing place to pause or stop and take a seat,** particularly given it's favourable south-facing microclimate.

There are some benches nearby to this location on Dalry Road, outside Maplin that do currently provide some seating with trees and wider pavement. These are a positive attribute of the town centre, particularly due to their south-facing microclimate, and could be echoed elsewhere along Dalry Road to create a **series of 'pause points' for public life, and to improve walking accessibility along the town centre length for older users.**

7. OPPORTUNITY TO SEE

Users interviewed generally spoke about the **small-scale independent shops and cafes as positive visual characteristics** of this section of the town centre in Dalry. In particular some users mentioned the **multi-cultural nature of this area as a positive attribute**, and one which translates into more interesting and 'unusual' shops and character that the felt is unique to Dalry.

Aside from these small-scale shops, no users mentioned other positive vistas or visual aspects to the town centre. Researchers noted **the importance of the independent small-scale shops and cafes to the character and draw of this area**, and that the area was busy and vibrant with people of all ages going to the shops and undertaking errands throughout the week.

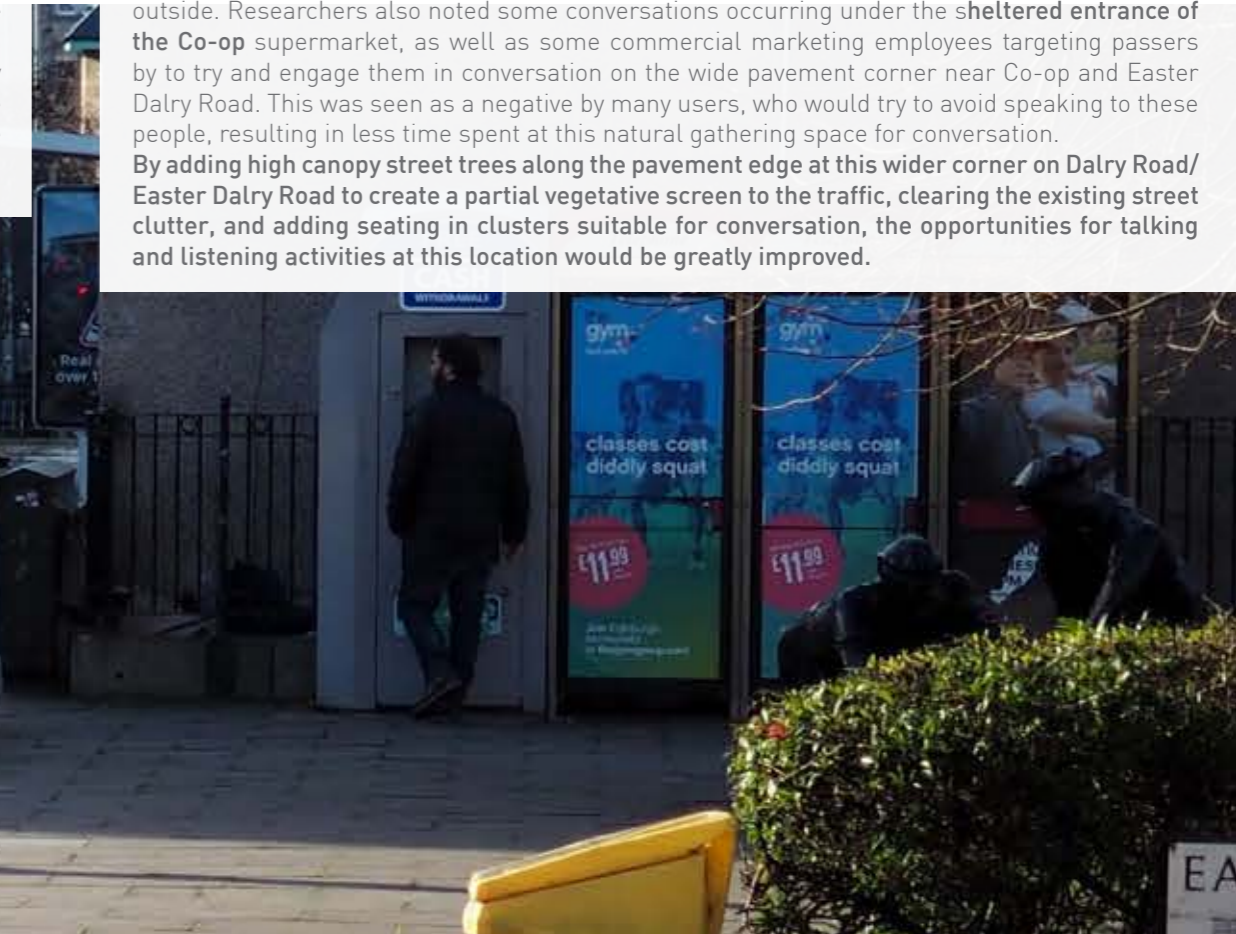
8. OPPORTUNITY TO TALK + LISTEN

User interviews revealed **many users feel there are few opportunities or places to engage in conversation with, and meet other community members in the area.** Whilst the pubs were cited as one venue for social meetings for older residents, there was felt to be **a lack of social meeting spaces in the area, particularly or young people.** Other users mentioned a friendly, 'nice' community here, with a diverse multi-cultural demographic. Others mentioned issues with racism related to this, and which create a negative aspect to the talking and communication that does occur in the street.

Generally, **users felt that noise from the traffic, and a lack of places to spend time and talk outside were the biggest issues** at this location in terms of promoting opportunities for conversation in the street environment.

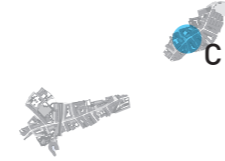
Researchers noted some activity outside **Domino's Pizza** around 5pm on the weekend when the shop was particularly crowded, resulting in conversations occurring in groups on the pavement outside. Researchers also noted some conversations occurring under the **sheltered entrance of the Co-op** supermarket, as well as some commercial marketing employees targeting passers by to try and engage them in conversation on the wide pavement corner near Co-op and Easter Dalry Road. This was seen as a negative by many users, who would try to avoid speaking to these people, resulting in less time spent at this natural gathering space for conversation.

By adding high canopy street trees along the pavement edge at this wider corner on Dalry Road/Easter Dalry Road to create a partial vegetative screen to the traffic, clearing the existing street clutter, and adding seating in clusters suitable for conversation, the opportunities for talking and listening activities at this location would be greatly improved.



C: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Users interviewed felt that currently there are **few opportunities for play, exercise and unfolding activities at this location**. Many users cited a **lack of green space, seating, play facilities, or pleasant gathering spaces**, as part of the reasons these were not observed. Other users mentioned specific activities they would like to occur here - notably play for their children, and conversations and playing guitar outside - but which at present were felt to not be possible due to **traffic noise and volume**, and lack of adequate places to do so.

Instead, **many users would go to other larger-scale green and blue space destinations for these activities, such as The Meadows and Fountainbridge canal, via Orwell Terrace**. Creating a more conducive environment to enable some of these activities to occur within Dalry itself, or closer to home, would be beneficial, as well as enhancing pedestrian and cycle connections to the other nearby green and blue spaces that fulfil these functions at present. Researchers noted **the importance of Orwell Terrace as a cut-through for pedestrians and cyclists, as well as those exercising and running**. Ensuring this connection has wide smooth pavements for accessibility and exercise, and a lack of potholes in the road to better enable cycling would be beneficial.

10. DIMENSIONED AT HUMAN SCALE

Users interviewed typically commented on the **small-scale independent shops as a positive characteristic that creates a pleasant human-scale**. Dalry Road, with busy traffic, was seen as creating less of a human scale, and, together with some **larger-scale retail units** such as Co-op and Lidl nearby, do add some larger scale non-human-scale elements too.

Users interviewed mentioned issues relating to the lack of nodal gathering points - particularly **a lack street trees and places to sit and take a rest or pause** in the area. This was felt to be something that would enhance social interaction and create more 'space for people'. Researchers observed that the area was particularly crowded during the weekend and **would benefit from a public space for meeting and waiting for friends**.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

Users interviewed felt that there are currently **few opportunities to enjoy the positive aspects of climate** here. Those that could think of places they would do this, referred exclusively to one or two instances of outdoor cafe seating in the area.

There was **general support for increased green space to enable more enjoyment of positive climate and sunny days, increased seating and street trees along the town centre length, and increased amounts of outdoor cafe seating**. Widening the pavement in key locations where there are active cafes adjacent, and an easing of the process of gaining outdoor seating licences would help promote increased outdoor cafe seating and associated public life. These areas should be buffered with street trees from the road where possible, with a recommendation for vertical moveable planters to delineate outdoor seating areas attached to particular cafes or restaurants.

Researchers observed children playing on the keg statue. This is also frequently used as a meeting point or for seating. Improving this wider pavement corner, by **removing unnecessary street clutter, and adding seating, lighting, improved materiality, bike racks and street trees, whilst maintaining pedestrian movement desire lines** would be beneficial.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Users interviewed cited **uneven cracked paving slabs, presence of dog fouling on the pavement, and a lack of trees, green space and planting** as key aesthetic concerns. Users also mentioned **busy and noisy traffic** as a poor sensory experience. Whilst **small-scale retail was seen as a positive character** of the town centre, overall the aesthetic quality and sensory experience was not seen in a favourable light.





In wet weather some pedestrians wait under Co-op entrance shelter whilst waiting for others to come out of the shop.

Raised corner retaining wall with no pavement down side road to car park creates hostile minor junction for pedestrians. Would benefit from raised table to indicate pedestrian priority along Dalry Road.

Retaining wall acts as barrier to pedestrian desire lines to/from Co-op. Stepped open entrance would improve this.

Lack of dedicated cycle lane free from other traffic and parked cars. Frequent potholes cited by users in interviews as a deterrent to cycling and feelings of safety.



Electricity boxes, bollards with no apparent use, light poles, bins and other obstructions create obstacles to pedestrian movement.

Small scale shop frontages and wider pavement are beneficial, though some shop frontages are passive due to window film obscuring views.

Frequent long tail backs of traffic during the day, with cars queuing from Haymarket back to the Co-op. Pedestrians use this as an opportunity to run between stationary cars across the road.

Low wall used for informal seating, but acts as a barrier to pedestrian movement, with many jumping over to 'cut the corner' to Co-op.

D: DALRY ROAD ADJACENT TO DALRY PLACE



Key observations:

- A pedestrian and cycle crossing over Dalry Road near Dalry Place would benefit active travel and retail - connecting both sides of the road.
- Narrow pavements, street clutter and poor material maintenance currently cause obstructions to walking, and reduce accessibility.
- Improved cycle infrastructure, wider pavements, promotion of outdoor cafe seating, and de-cluttering of the street recommended.
- Improvement of seating and planting/trees within Dalry Place, and pedestrianisation of this route (incorporating segregated cycle path) would enhance public life.
- Significant demand for green space, street trees, and places to pause en route through the town centre. Could be facilitated through use of wider pavement at street corners, and tidying of bins, to give room for seating and street trees.



D: BEHAVIOURAL MAPPING

DALRY ROAD ADJACENT TO DALRY PLACE

Behavioural mapping on both research days showed that the primary stationary activity taking place at Location D was standing waiting in the street. Standing activities observed primarily related to those waiting to cross Dalry Road, with pedestrians informally jaywalking across in between traffic. This was observed to occur very frequently throughout the day and evening. More people were observed standing waiting during the weekend than during the weekdays. This could indicate that more people are using the space during the weekend and wanting to cross. This may, in part relate to the international rugby match which took place on the Saturday research day. Researchers observed a lack of formalised crossing opportunities in the area, with pedestrians engaging in hazardous behaviours to cross the road, zig-zagging through traffic and heavy vehicles and buses.

Whilst standing waiting was observed to be the primary stationary activity in the area, a variety of other behaviours and types of public life were observed along both sides of Dalry Road and Dalry Place. These included standing talking (socially), and window shopping. Researchers noted these additional behavioural activities were occurring despite already narrow congested pavements in many places. This may indicate a potential for this public life to be expanded upon through wider pavements and more conducive conditions to better enable activities such as window shopping or pausing to talk to take place. Equally by creating a more pleasant environment with improved trees, planting and seating along the wider area within Dalry Place. To a lesser extent, some instances of smoking outside shop frontages and individuals making phonecalls and talking were also noted.



WEDNESDAY 22 FEBRUARY

More public life was observed along Dalry Place on the weekend, including standing smoking and occasionally phoning and sitting. Researchers noted the existing seating in Dalry Place was not frequently used, perhaps due to the poor quality of seating currently provided. It does not include backs or arm-rests (which would make it accessible for a wider range of individuals), and looks quite uncomfortable (two planks of wood) at present. Improvements to the seating position and type, combined with planting enhancements may help promote public life along Dalry Place.

Behavioural mapping reveals a number of opportunities to improve public life and pedestrian



SATURDAY 25 FEBRUARY

movement. Dalry Road would benefit from safer crossing opportunities near Dalry Place, to help accommodate the large proportion of standing waiting behaviours resulting in hazardous crossing of the main thoroughfare. The widening of currently narrow pavements along Dalry Road would better accommodate busy pedestrian flows, enabling people to stop to pause and window shop or talk without causing pavement congestion. Additionally, the smaller scale and more pedestrian focussed nature of Dalry Place would benefit from improved seating, planting and slow movement opportunities to maximise the potential of public life through this secondary yet important route.



Loading bay obstructs pedestrian desire lines, and is used for longer term car parking for much of the time.

Street clutter - A-frames, poles, bins, signs, obstruct the pavement and further narrow this for pedestrians.

Cars parked in the bus lane mean this is not benefitting buses or cyclists for much of the day, only parked cars.

Buses are in the main traffic lane due to cars parked in the bus lane. Replacement of the bus lane with bus bulbs and wider pavements, plus segregated cycle paths would be a more effective use of this space and better promote active travel, public life and retail. It would also create an opportunity for outdoor seating.



The architectural merits and character of the Colonies were one of the most notable positive visual attributes mentioned by users.

Dalry Place is a popular pedestrian and cycle route. Many users would support its pedestrianisation.

Cars frequently park on Dalry Place, or enter not realising this is a dead-end, then have to do a U-turn.

There is strong user demand for improved planting and seating in Dalry Place as a key place with potential for increased public life.

A-frames clutter already narrow pavements, restricting accessibility. Wall-mounted signage would be preferable.



Buses are unable to use the bus lane at present due to parked cars.

Parked cars block the bus lane, rendering it ineffective and either empty road carriageway or to the benefit of car traffic only. This road carriageway could be better utilised to provide dedicated segregated cycle lanes and wider pavement space for pedestrians, enabling more public life and better accommodating busy footfall.

A-frames, poles, road signs, bin bags clutter the pavement and should be removed.

Small-scale shop frontages add human interest and help promote public life via window shopping. Wider pavement space would better enable this public life to be further built upon and ease congested pedestrian flows.

The pavement is currently effectively too narrow for pedestrian volumes causing congestion.



Movement space for vehicles

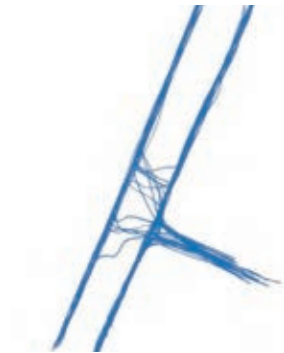
Space for parked vehicles

Pavement unavailable for use due to street clutter

Space for pedestrians

D: TRACING STUDY - WEDNESDAY 15 FEB

DALRY ROAD ADJACENT TO DALRY PLACE



8AM

- Both sides of Dalry Road show equally intense footfall, with high additional levels of pedestrian through-traffic via Dalry Place.
- Pedestrian flows down Dalry Place are more dispersed due to the wider pavement, whereas along Dalry Road narrow pavements cause intense congested flows within the confines of the narrow pavement (with occasional stepping in to the road in peak periods).
- Both corners between Dalry Road and Dalry Place are intensely used.
- Prevalence of Dalry Place as key pedestrian movement route to/from Dalry Road.
- No formalised crossing opportunities within close reach of Dalry Place result in frequent informal crossings.



12NOON

- Primary traffic along both sides of Dalry Rd.
- Dalry Place as a primary route for pedestrian traffic, but with considerable pedestrian flows to/from Dalry Place.
- Desire lines across Dalry Road visible with jaywalking and informal crossing of the road particularly visible on the north side of the junction to/from Dalry Place in the direction of Haymarket station.



5PM

- Intense foot traffic along Dalry Place flowing to and from the north/south axis on Dalry Rd.
- Equally intense flows on both sides of Dalry Rd.
- Desire lines across Dalry Rd with a visible link between the west side of Dalry Rd and Dalry Place.



7PM

- Diverse desire lines of foot traffic through the wider pavement section of Dalry Place.
- Still intense but marginally reduced footfall compared to the 8am and 5pm slots on both sides of Dalry Road.
- No instances of informal crossing observed.



LOCATION D,
WEDNESDAY 22 FEBRUARY

Tracing studies reveal heavy foot traffic across Location D throughout the weekday, with equally intense yet narrow constrained flows on both sides of Dalry Road, and a more diverse spread along Dalry Place. Dalry Place was revealed as a key pedestrian thoroughfare heavily used throughout the day, with many pedestrians informally crossing Dalry Road to/from Dalry Place. This prevalence of informal crossing is likely a result of the lack of alternative formalised pedestrian crossing lights nearby, and aided by the frequent traffic jams which halt passing traffic. Researchers did however note a few close calls with pedestrians nearly hit by vehicles, indicating the hazardous nature of this behaviour. The addition of a signalised crossing nearby to Dalry Place may help to better accommodate pedestrian desire lines and reduce this hazard.

The presence of cyclists was observed to be intense across the area, along both sides of Dalry Road and up/down Dalry Place. However, researchers noted that due to cars parked in loading areas on Dalry Road, neither cyclists or buses can often use the bus lanes/cycle lanes intended for cyclists, rendering them ineffective. This instead effectively prioritises car movement and parking over other more beneficial transit choices and should be addressed. One method might be replacement of the currently inaccessible bus lanes with segregated cycle lanes and dedicated infrastructure, combined with bus bulbs and wider pavement space for pedestrians to create a street environment that better prioritises pedestrian and cycle movement and public life over cars. Additionally, researchers noted a dim level of public lighting in this area, especially along Dalry Place, as well as the presence of heavy traffic and noise, and the presence of dog fouling on the pavements. Addressing these issues may also benefit public life by creating a more conducive environment for walking, staying, and helping to address perceptions of a lack of safety.

Overall, Location D would benefit from a formalised crossing opportunity on Dalry Road at Dalry Place to better accommodate pedestrian flows, as well as additional planting/trees and wider pavements to better buffer pedestrian movement from traffic as well as improving the aesthetic and practical walking experience. Better lighting would also allow better navigation for pedestrians and cyclists alike. Dog fouling might be addressed by integrating waste disposal facilities within the public realm.

D: TRACING STUDY - SATURDAY 25 FEB

DALRY ROAD AT DALRY PLACE



8AM

- Primary footfall along both sides of Dalry Rd.
- Equally intense footfall along Dalry Place.
- Frequent informal crossing over Dalry Rd, with desire lines creating a clear connection between the west side of Dalry Rd and Dalry Place.



12NOON

- Footfall primarily on west side of Dalry Rd.
- Secondary but still considerable pedestrian traffic on east side of Dalry Rd and along Dalry Pl.
- Desire lines visible via informal crossing noted across Dalry Rd, particularly near to Dalry Place and the northern section of Dalry Rd closer to Haymarket.



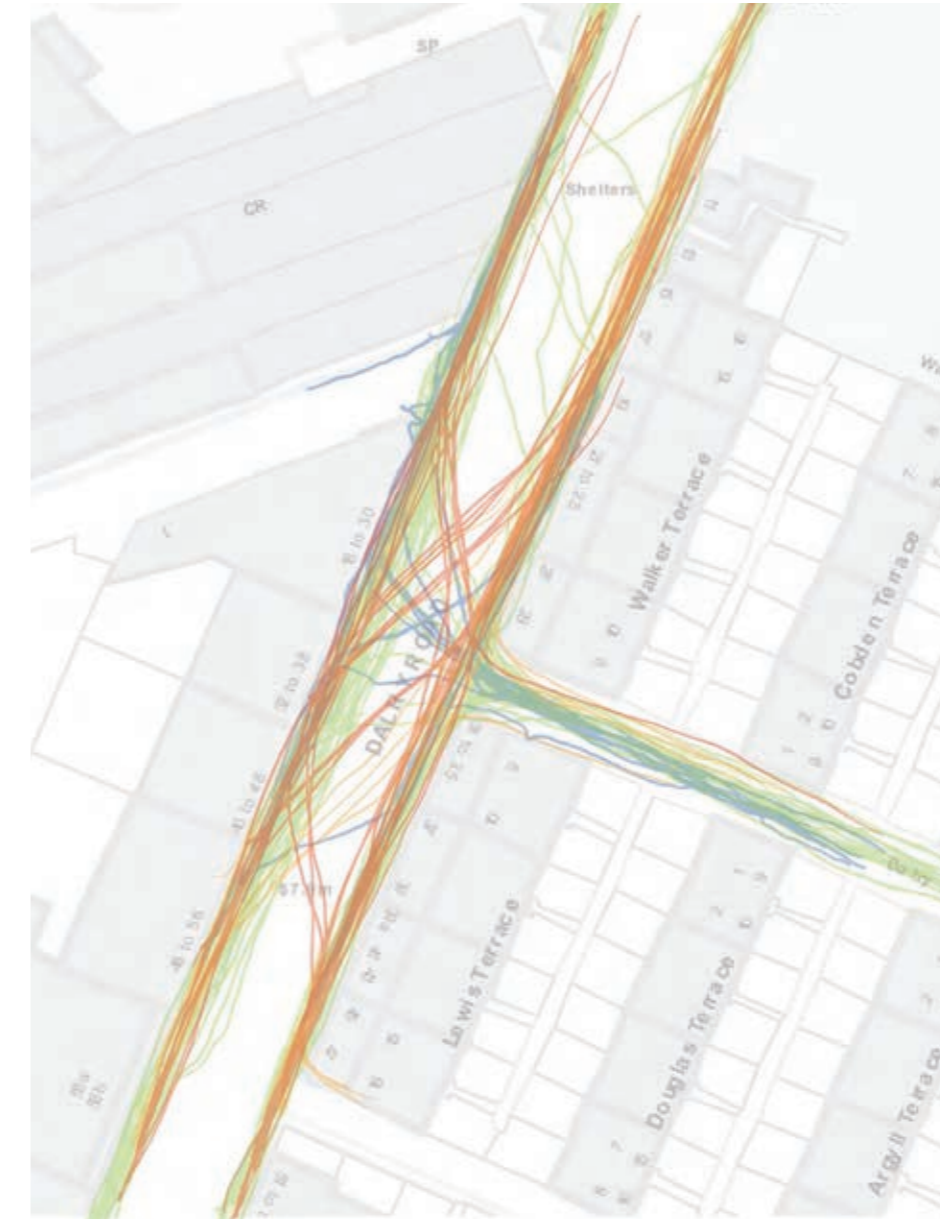
5PM

- Visibly less intense pedestrian traffic across the area.
- Primary footfall on east side of Dalry Rd.
- Secondary traffic along west side of Dalry Rd and on Dalry Pl.
- Desire lines covering considerable distances across Dalry Road, perhaps enabled by low traffic volumes.



7PM

- Primary foot traffic along both sides of Dalry Rd.
- Low levels of pedestrian activity along Dalry Place.
- Jaywalking across the area with desire lines covering long distances across Dalry Rd.
- Scarce pedestrian activity along Dalry Place, much quieter than at other times of day.



LOCATION D,
SATURDAY 25 FEBRUARY

Heavy foot traffic was observed on the Saturday research day at the 12noon time slot. This is likely a consequence of a rugby match at Murrayfield. Pedestrian footfall was quieter at the other time slots on the Saturday, and, with the exception of the 12noon time slot was generally quieter than on weekdays. This may indicate the prevalence of pedestrians using Dalry Road to walk to Haymarket station or Edinburgh city centre for work on weekdays, whereas peaks of pedestrian activity are generally less on weekend days with more localised foot traffic, with the exception of those attending big events such as rugby matches nearby.

Both sides of Dalry Road were found to be the primary routes through the area maintaining a consistent flow of pedestrian throughout the day. Footfall along Dalry Place wavered in intensity. Higher numbers of pedestrians were observed moving through Dalry Place during the day, but this progressively diminished from 5pm onwards. Users of Dalry Place were a mix of pedestrians (including runners) and cyclists. This appears to be a popular cut-through for cyclists.

Researchers noted a lack of formalised crossing opportunities in the area with pedestrians engaging in hazardous manoeuvres to cross Dalry Road. This included zig-zagging through buses and cars, and those walking within the bus lanes to avoid heavily congested narrow pavements with significant street clutter. Desire lines across Dalry Rd were present throughout the day and evening, but varied in length in terms of how much they aligned with pedestrian desire lines versus ensuring short swift crossings over the road. These desire lines over Dalry Road covered considerable distances in the later slots of 5pm and 7pm on Saturday, when less traffic was present.

Location D would benefit from a safer crossing environment in close proximity to Dalry Place to avoid collisions with vehicular traffic. Widening of the pavements along Dalry Road would also allow a smoother less congested pedestrian flow at peak times, reducing the need for pedestrians to walk in the road to pass one another. This may also help encourage public life by enabling those on foot to stop to window shop, talk, or spend more time - emphasising the place function of this section of the town centre. Currently this acts primarily in terms of movement function due to lack of space for pedestrians. Dalry Place would benefit from a more even surface where this Dalry Road, as well as improved seating and planting.

D: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



1. FEELING SAFE / TRAFFIC

Users interviewed almost all commented on a **need for a pedestrian crossing along this stretch of Dalry Road**. The traffic and road is felt to currently divide the street, shops, and town centre, meaning as one user put it 'you have to choose to either be on one side of the street or the other', restricting easy movement between shops. This impacts negatively on the connectivity and walkability of the area, as well as retail businesses. Some users mentioned the impact the lack of easy road crossing has on older users, particularly combined with narrow congested pavements along this stretch, reducing the accessibility of the street environment by restricting free movement to reach destinations without needing to walk long distances. The lack of a suitable crossing on the road was observed by researchers to be an issue, with pedestrians frequently observed crossing and weaving between buses and traffic throughout the day. Many users were **in favour of segregated cycle lanes, and increased pavement widths for pedestrians**. This could be achieved through rationalisation of the existing car and bus lanes.

Other users mentioned they would be keen for **complete pedestrianisation of Dalry Place and the introduction of segregated cycle route** through here to better avoid conflict with pedestrians, with enhanced cycle infrastructure where Dalry Place meets Dalry Road to enable an easier right turn toward Haymarket. At present users commented on cyclists struggling to turn right here due to heavy traffic. Researchers also observed cyclists frequently struggling to turn out of this minor junction, with some getting off their bikes and walking instead.

Researchers observed a large number of drop offs in the loading bay outside the British Heart Foundation shop during the day, with drivers frequently turning into the road and bumping into and sometimes overrunning the kerb. Researchers also observed that the bus lanes are infrequently used by buses or cyclists due to cars parked along their length. Roadworks were observed at Haymarket Junction exacerbating traffic problems and causing frequent queues tailing back from Haymarket along Dalry Road.

Introduction of a **pedestrian and cycle crossing point at this location adjacent to Dalry Place, combined with wider pavements with bus bulbs, and dedicated segregated cycle lanes in place of current bus lanes** (frequently blocked by parked cars) would be beneficial. This would also - in part - address the concern that some users had that the street environment is not currently safe for children due to poor crossing options over Dalry Road and cars turning into Dalry Place.

2. FEELING SECURE / CRIME

Users interviewed expressed mixed feelings about the safety of Dalry Road at this location. Many commented that they **felt safe here during the day, because of the high footfall and large numbers of people** being around. This was also observed by researchers, who noted that Dalry Road and Dalry Place are both frequently used by pedestrians in daytime and therefore felt safe to researchers at these times. However, many users commented they would **not feel safe here at night when there are fewer people around, and numbers of people who have been drinking or are stood in groups outside the pubs increase**.

Some users mentioned 'dodgy people' hanging out at bus stops here, who made them feel threatened. Other users mentioned that they felt **additional lighting in the street would be beneficial** and improve perceptions of safety. A number of users interviewed highlighted that they **would take alternative longer routes home, rather than having to walk down Dalry Road at night, which was seen as intimidating due to low natural surveillance, and presence of drunken people or those using drugs**.

Some users also mentioned feeling **intimidated by large numbers of primarily male football/rugby fans walking through the town centre**, as well as instances of verbal abuse in the street. Researchers also noted the dominance of mostly male football/rugby fans in the street on weekend match days, forcing other pedestrians to walk in the road to pass them, and frequently drinking and shouting in the street as part of large groups, to create an intimidating and threatening atmosphere.

Other issues noted related more generally to **drunken behaviour, drug-abuse, racism, and other criminal activities** relating to shoplifting and resale in local pubs. Some users also mentioned issues with **vandalism and graffiti** in the area, particularly on bins. It was noted by researchers that there was nowhere to lock bikes at this location, and **bike theft** was felt to be a risk.

Researchers observed Dalry Place might benefit from more lighting, it is currently programmed to a warm red hue but could be made brighter. Additionally, **encouraging outdoor seating** along Dalry Road in relation to restaurants may help increase natural surveillance on the street into the evening, and should be encouraged, facilitated by wider pavements as necessary.



3. CLIMATE + POLLUTION

Users interviewed frequently mentioned that the **noise and pollution from traffic created unpleasant sensory experiences**. Some users also highlighted issues with **dog fouling on the pavement, uneven pavements looking unsightly and creating trip hazards for less mobile users, and a need to find a more aesthetically appealing solution for large bins on corners and trade bins**.

Some users highlighted the importance of the existing seating and environment along **Dalry Place as a place to spend time**, protected from these unpleasant sensory experiences, and their desire for this to be **improved with enhanced seating, trees and planting, and for the street to be fully pedestrianised**.

Other users mentioned the **lack of green space and trees** more generally along Dalry Road, and that this would be a positive addition, helping to detract from the other negative sensory experiences. When mature, these trees would also provide some light shelter from rain, something which at present is felt to be missing from the town centre.

Researchers observed that this location remained busy at the weekend even when it was cold and raining, indicating that most activities taking place here relate to **necessary pedestrian movement, rather than it being an attractive environment to spend time outdoors**.

It was also observed that the pathway on Dalry Place through the colonies has little protection from wind in strong windy weather. Provision of **more shelter from wind, including more mature street trees, and clever re-design of the seating and planting on Dalry Place** could help mitigate this negative sensory experience and make Dalry Place a more pleasant place to spend time outdoors as a welcome refuge from the busy traffic-dominated adjacent Dalry Road.

4. OPPORTUNITIES TO WALK

User interviews highlighted issues along Dalry Road in relation to **uneven and broken paving slabs making the town centre hard and/or intimidating to walk through for older users or those using wheelchairs, with poor eyesight, prams or other movement aids**. Users also expressed a **demand for wider pavements and removal of street clutter and bins** which cause obstructions.

Researchers observed the pavements became particularly crowded around 5pm on the weekend, where pedestrians struggled to walk around those already standing in the street, and get past obstacles such as A-frames, poles and bins. This resulted in **pedestrians frequently stepping into the road to pass one another**. During the week researchers also noted this location also became particularly busy around 5pm with a high proportion of office workers heading home and using the crossing to Haymarket station, and at which time the **narrow pavement (particularly on the east side of Dalry Road) and street clutter also presented particular problems to those walking**.

Almost all users interviewed also mentioned a **need for a pedestrian crossing over Dalry Road near to Dalry Place, to better enable pedestrian crossing and desire lines, and to better connect the retail on both sides of the street**. Researchers observed pedestrians frequently informally crossing the road at this point, often dangerously in between moving traffic, or zigzagging through stationary traffic stopped waiting for the Haymarket lights.

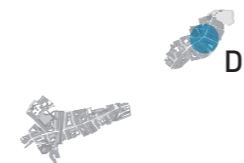
A pedestrian crossing at this point could be **integrated with a dedicated and marked cycle route through the Dalry Place cut-through**. This cycle route should also be linked to **improved segregated cycle lanes along Dalry Road**. Several users commented that cars currently park in the cycle/bus lane on Dalry Road, rendering it ineffective and unusable for much of its length.

User interviews revealed the importance of Dalry Place as both a pedestrian route and a place to spend time outside. This **route through the Dalry Colonies is seen as a quieter more attractive pedestrian connection to/from Dalry**. Many users mentioned they would like this route improved and **fully pedestrianised**. Other users showed support for more spaces like this that offer a welcome refuge and more human-scale pleasant environment away from the road.



D: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



5. OPPORTUNITIES TO STAND/STAY

Most users interviewed felt there were currently no or few places outside to spend time on Dalry Road. There was a **demand for increased green space and places to meet outside, particularly if set back from the road and traffic, and if incorporating play elements for children.**

Some users mentioned **Dalry Place as a place they would stop to pause and spend time away from the main road.**

It would be beneficial to **increase the range of spaces to spend time outside**, incorporating more places to sit and spend time away from the main road and traffic, or partially screened by high canopy street trees to reduce the visual impact of the road on these spaces. **Enhancing the seating and planting areas within Dalry Place would be beneficial** and provide an opportunity to build on the existing public life at this location and standing/staying activities.

6. OPPORTUNITIES TO SIT

Users interviews formed a **consensus that people feel at present there are few or no places to sit outside here.**

Some users identified the **seats within Dalry Place and the Colonies as the only location** they knew of nearby to sit outside. Other users were not aware of any seating in the public realm at all. One user said they would sit in Dalry Place weren't sure if it was privately owned.

Many users mentioned **a lack of green space and trees, combined with a lack of seating, as a reason they would not spend time sat outside here.** As such these elements (or lack thereof) will be important to provide to enhance public life.

Others users mentioned the **traffic and its associated pollution and noise as reasons they would not spend time or sit here.** Users felt it would be important to ensure that any new seating is, or feels, set back from the road and traffic.

Researchers noted the **importance of seating for older users, and that there may be opportunities to better integrate street trees and seating by widening pavements, particularly the east side of Dalry Road, and at other wider street corners.** There may also be opportunities to build on existing wider pavement corners (for example at Caledonian Road and Caledonian Place), in combination with better implementation of delineated defined bin areas and planted bin screens set back down these minor streets (so they are not on corners so close to the main pedestrian thoroughfare on Dalry Road), to create **nodes of planting, street trees and seating on junction corners.** For example, there are already defined bin spaces further from the main road on Caledonian Road that could be repeated on Caledonian Place, but with the addition of vegetated bin screens. The wider pavement spaces on the corner of both these streets could then have high canopy street trees and seating added to provide additional sitting points.

This could be **repeated on other junction corners throughout the Gorgie/Dalry town centre to give a visual identity and improve provision of green space within the street environment itself.**



7. OPPORTUNITY TO SEE

Users interviewed felt that the key positive visual features and views in the town centre related to the **interesting mix of small-scale independent shops and cafes** in the area. These were seen as **pleasant for window shopping, with some users travelling from further afield for some of the specialised shops and multicultural and unique shops.** Some users were concerned about the closure of some smaller shops and businesses nearby, but also particularly in Gorgie.

Other users mentioned the **Dalry Colonies and Dalry Place as particularly positive architectural attributes** of the area, and the pleasant character this gives Dalry Place as a setting for pedestrian activity. A smaller number of users also mentioned **Gorgie City Farm** as a local destination that adds value and character to the area.

Researchers also noted the positive character the **small-scale shops, cafes and architectural features - particularly at the Dalry Colonies - bring as human-scale pleasant visual elements** of the town centre street environment. However **traffic was felt to be visually dominant** by both users and researchers, particularly when large traffic queues build up, creating a **visual and physical barrier** between different sides of the street on Dalry Road. Also, researchers observed that most shop owners began to open up their shops around 8.30am, opening shutters and putting out A frames, but prior to this the retail frontages were fairly inactive.

Widening pavements on Dalry Road and enhancing seating and planting on Dalry Place would be beneficial to better facilitate window shopping and reduce pedestrian congestion on Dalry Road, as well as better set the scene from which pedestrians can enjoy the visual elements and character of the town centre by encouraging more public life on both Dalry Place and Dalry Road.

8. OPPORTUNITY TO TALK + LISTEN

Users and researchers did not feel that this is a particularly good place to talk and listen in terms of the existing street environment, in particular due to **traffic noise, narrow pavements and street clutter (A-frames, poles) restricting the ability to walk and talk in small groups** along the pavements.

However, Dalry Place and other wider pavement areas, such as the corners of Caledonian Place, and Caledonian Road, and Dalry Gait, do provide opportunity as **nodal rest spots for conversation, if improved with seating and street trees.**

Generally users felt the local community was friendly and nice, though some less tolerant positive views were held by a minority.

Whilst some users mentioned outdoor cafes as places to sit and socialise, these were felt to be few and far between. There is **demand for more outdoor seating at cafes and restaurants**, with Mia Italian Kitchen on Dalry Road referenced as a good example.



D: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Users primarily felt the area had **opportunities for unfolding activities in relation to window shopping, but lacked green space** for other more diverse outdoor activities or play. Many users interviewed saw this area as purely a thoroughfare, rather than a place they would spend time or anticipate any unfolding activities to occur in.

Some users mentioned they **would support more pedestrianised spaces, cafes and shops with outdoor seating, and a need for more play spaces, green outdoor areas to spend time, and bike racks** to encourage more cycling behaviours.

Improving cycle infrastructure was also noted by researchers as important in **encouraging exercise and active travel**, with users also commenting on a need for increased pedestrian and cyclist priority in the street, in particular **a need for additional segregated cycle lanes (that cars can't park in)** as well as bike racks near to the shops and other key local destinations.

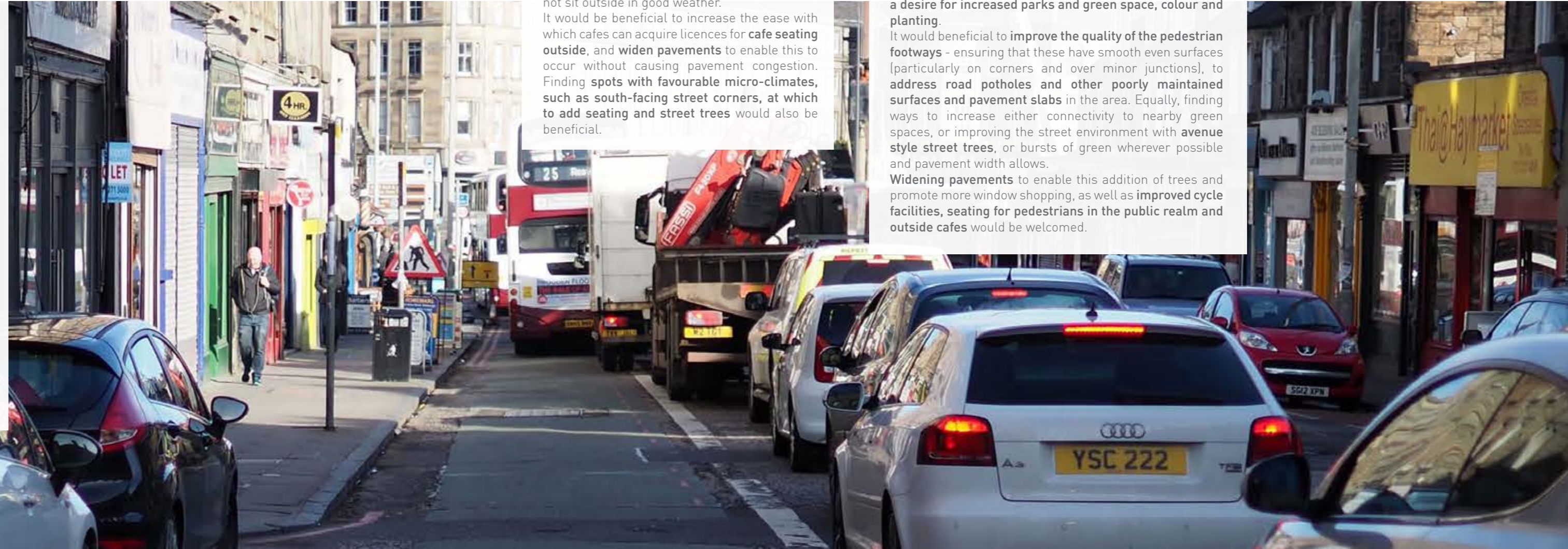
10. DIMENSIONED AT HUMAN SCALE

User interviews revealed that the **shops and cafes along Dalry Road, and the Dalry Colonies on Dalry Place were seen as favourable human-scale elements** of the town centre.

However, **a lack of bike racks, street trees**, and other human-scale elements such as **seating, wide enough pavements for the volume of pedestrians, and adequate pedestrian and cyclists priority and crossings over the vehicle-oriented road carriageway**, were noted by users and researchers as creating less of a human-scale and pleasant street environment for public life.

Researchers also noted that tourists were frequently observed looking lost as they tried to find their way to the station, indicating **a need for additional clearer wayfinding to/from key nearby destinations** such as Haymarket station, Edinburgh city centre, Fountainbridge and the canal and Gorgie City Farm.

Researchers also observed the dominance of the car and bus lanes as taking up the majority of the street space between the shop frontages. **Better distributing the street space to prioritise pedestrians and active travel, with buses and then cars/other vehicles following would be beneficial.** For example removing bus lanes in favour of bus bulbs (that still prioritise buses over cars), but which also allow space for wider pavements and segregated cycle lanes that put pedestrians first, followed by cyclists, then buses and cars. This has been shown to **increase footfall and retail revenue and may help add vitality to the Dalry Road end of this town centre.**



11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

Users interviewed felt there are **currently few opportunities outside to enjoy the positive aspects of climate.** The benches on Dalry Place adjacent to the Dalry Colonies, and outdoor seating at one or two cafes on Dalry Road, were mentioned as the only examples of places to sit outside in good weather.

Users also commented frequently on the **busy and noisy nature of the traffic on Dalry Road, and lack of green space**, as a reason they would not sit outside in good weather.

It would be beneficial to increase the ease with which cafes can acquire licences for **cafe seating outside**, and **widen pavements** to enable this to occur without causing pavement congestion. Finding **spots with favourable micro-climates, such as south-facing street corners, at which to add seating and street trees** would also be beneficial.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Users interviewed felt that positive aesthetic qualities at this location included the **Dalry Colonies architecture, and local small-scale shop frontages.**

However, negative aesthetic qualities and sensory experiences were observed in terms of **traffic noise and pollution, dog fouling on the pavement, uneven and poor quality materials and surfaces creating trip hazards, messy bins and litter, vandalism and graffiti.** These factors were felt to give Dalry an uncared for and poorly maintained aesthetic. A large number of users mentioned **a desire for increased parks and green space, colour and planting.**

It would be beneficial to **improve the quality of the pedestrian footways** - ensuring that these have smooth even surfaces (particularly on corners and over minor junctions), to **address road potholes and other poorly maintained surfaces and pavement slabs** in the area. Equally, finding ways to increase either connectivity to nearby green spaces, or improving the street environment with **avenue style street trees**, or bursts of green wherever possible and pavement width allows.

Widening pavements to enable this addition of trees and promote more window shopping, as well as **improved cycle facilities, seating for pedestrians in the public realm and outside cafes** would be welcomed.



Buildings with architectural character and merit at the Dalry Colonies in particular.

Ground floor retail, upper floor residential gives mixed use and character.

Outdoor seating helps add natural surveillance and public life to the street.

Uneven pedestrian surfaces due to tarmac patches rather than flush relaying of cobbles, kerb edges and mosaic of different surfaces in a variety of conditions.



Small-scale shop frontages add human-scale interest and character.

Wall mounted signage would be a better solution than A-frame, keeping the pavement clear to walk.

Narrow pavements make it hard to walk and talk in conversation as a group.

Cyclists can use bus lane but only for short sections where no cars are parked.

A-frame, poles, bins and other obstructions line the pavement edge closest to the road. This effectively narrows the pavement space further than that is available for walking.

Pavement slabs in good condition, but poor joins and edges at junctions.



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 both Gorgie and Dalry 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 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 Gorgie/Dalry 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 Gorgie/Dalry, 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 Gorgie/Dalry 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 sub-study. 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.

OPPORTUNITIES

WHAT ARE WE AIMING FOR?

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



01

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

SENSORY RICH



02

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

FLEXIBLE SPACES



03

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

WALKABLE



04

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

PLACES FOR PLAY



05

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

VARIETY OF SPACES



06

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

DISTINCTIVE



07

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.

EVENTS + ACTIVITIES



08

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.

EASILY NAVIGATED



09

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.

INCLUSIVE + ACCESSIBLE



10

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.

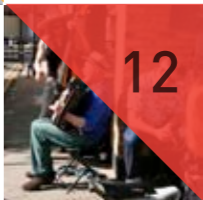
GREEN + RESTORATIVE



11

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.

EXCELLENT FACILITIES



12

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.

SAFE + SECURE

OPPORTUNITIES: OVERVIEW

GORGIE/DALRY

These potential opportunities are intended as a starting point for discussion. They show a range of approaches that could benefit public life in the Gorgie/Dalry 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 a series of south-facing wider corner spaces in Dalry by adding seating/trees. This concept is translated to Gorgie with an extended raised table pedestrian seating/planted area at Smithfield St, and opening up of White Park to diversify its use and make this green space more accessible. In addition, other more strategic opportunities include increasing green space provision in Gorgie through exploration of an 'adopt a planter' scheme, collaboration with private stakeholders, and improved pedestrian connections to larger green spaces nearby.

BASIC:

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 (tactile or drop kerb installations, new single signs, new crossovers for single buildings.

- **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/markings unless there is a clear case for retention.

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/activities.

STANDARD:

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.

- **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.

- KEY**
- * Could be piloted
 - Community mural artwork
 - Enhanced existing greenspace
 - Re-imagined private land (for public realm)
 - Re-imagined private land (park)
 - Short-term - 'basic interventions' according to Edinburgh Street Design Guidance
 - Medium-term - 'standard interventions' according to Edinburgh Street Design Guidance
 - Long-term - 'innovative interventions' according to Edinburgh Street Design Guidance



EDINBURGH STREET DESIGN GUIDANCE

OPPORTUNITIES: OVERVIEW

GORGIE/DALRY

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]

- **Improve bus waiting condition at edge of Westfield Park + broader park improvements.** Improve surfacing, seating and planting to create more pleasant bus waiting area on Westfield Road and edge condition to the park. Consider community art mural on blank facade end terrace wall adjacent to bus stop as vibrant backdrop. Additional park improvements including improved materiality, detail design, and possible maintenance agreement for use of poorly maintained private gardens backing onto park.
- **Create open stepped entrance to Co-op supermarket.** Currently pedestrians jump up the wall to access the supermarket, the retaining wall gives a perception of a narrowed adjacent pavement and increases the distance needed to be walked to access the Co-op frontage if coming from the south-west. Open the entrance up to better accommodate pedestrian desire lines with an open stepped frontage that also provides informal seating. Ideally combine this with rethinking of the wider junction corner of Easter Dalry Road/Dalry Road to accommodate seating/trees, and provision of additional bike racks on the corner of Orwell Road.
- **Small improvements to seating and plants at Dalry Place and add pedestrian/cycle crossing over Dalry Road.** Potential to improve existing seating, planting and addition of trees to enhance public realm for benefit of local residents and passers-by as a place to pause outdoors. Many users cited this location as a welcome refuge from busy traffic-dominated Dalry Road, a good place to pause for a rest. Enhancing this space, restricting the ability for cars to use it as car parking with possible pedestrianisation, introducing a marked cycle route (to avoid conflict with pedestrians) through Dalry Place and which better connects to Dalry Road with a pedestrian/cycle crossing, and improvements to the existing seating and planting would be beneficial.
- **Extend raised table to create seating area into Smithfield St.** Build on positive south-facing microclimate and busy bus stop to create extended seating area into end of Smithfield St with wider pavement to allow pedestrians to pass, and opportunities to pause, sit, eat, talk near local shops.
- **Widen junction corner pavements at junction of Gorgie Road/ Gorgie Park Rd/Westfield Rd.** Increase space for pedestrians, reduce corner radii and widen pavements, particularly on north east and south west corners. Remove railings. Resequence lights to prioritise pedestrian movement and decrease wait times. This will help ease pedestrian flow through the area, and decrease feelings of car dominance.
- **Remove street clutter throughout, but particularly on east end of Dalry Road.** Rationalise poles, remove unnecessary railings, encourage wall-mounted business signage rather than A-frames. This will better accommodate congested pedestrian flows. Currently pedestrians step into the road and bus lane to pass one another in peak times, and there are notable accessibility issues.
- **Add seating, trees to enhance public life at Dalry Road/ Easter Dalry Road corner near Co-op.** Maximise the potential of the wider pavement space and south-facing sunny microclimate by adding seating, bike racks, lighting and street trees. Remove phone boxes. Create a more pleasant green spot to meet, socialise, or pause en route to/from the shops.
- **Open up White Park as key green space.** Remove railings to open up park and make clearer entrance. Add additional seating in proximity to bus stop to improve waiting experience. Can become a informal community hub/gathering space accommodating a community notice board, a place for older residents to meet near the shops, and more pleasant local park for a greater diversity of users (not just dog owners and young families) to use in summer .
- **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, address uneven pavements that hinder walking. Fix potholes and consider segregated cycle lanes to improve perceptions of cycle safety.

STANDARD [rethink+redesign]

- **Enhance Gorgie town centre gateway condition at railway bridges.** Currently these indicate transition into heart of Gorgie with small scale retail, but are dark spaces with blank facades. Improve lighting. There is potential for a participatory public art project - colourful community mural artwork celebrating local Gorgie identity. Combine with similar initiative to Leith Shutter Project for vacant shops/shutters at night, particularly at building overhang west of Westfield Road. At the rail bridge underpass near Robertson Avenue, combine these improvements with widened pavements, and re-sequencing of the lights to reduce waiting time for pedestrians at the junction of Gorgie Road/Robertson Avenue.
- **Dedicated cycle lane/wider pavements on Dalry Road.** Re-allocate bus lane (currently primarily used for car parking rather than for buses or cyclists) to instead promote pedestrian and cycle movement and public life over vehicles. Introduce wider pavements, remove street clutter (poles, signs, A-frames) and create segregated cycle lane. Addition of bus bulbs extending into the road from this wider pavement, leave room for a smaller amount of car parking/loading bays necessary for local shops, and mean the order of prioritisation is more firmly pedestrians, cyclists, buses, cars (with cars waiting behind buses at bus bulbs, whilst avoiding pavement congestion)..
- **Pedestrian bridges could connect Gorgie to cemetery parkland and beyond.** Improve connectivity to/from Gorgie and adjacent urban areas with addition of pedestrian bridge either via White Park car park or Wardlaw St to North Merchiston Cemetery. Enhances access from Gorgie to green space. Lack of sufficient neighbourhood green space was a commonly mentioned issue by users, resulting in the overuse of White Park, and the street environment for dog fouling.
- **Pedestrian crossing + entrance to North Merchiston Cemetery, link via Laurel Terrace to canal.** Create new entrance to North Merchiston Cemetery park and pedestrian priority crossing on Slateford Road to link up to new pedestrian bridge connection to Gorgie town centre. Link via pedestrian connection through Laurel Terrace to Harrison Park and canal. Lack of urban connectivity due to truncated roads also restricts the vibrancy of the Gorgie town centre, affecting the sphere of influence of local shops/bars and reducing proximity of nearby larger green and blue spaces for leisure. This proposal enhances connectivity of urban fabric and proximity of green space to Gorgie residents.

INNOVATIVE

- **Public-private partnership to better utilise wider hard surfaced spaces off main road for people and green space.** Investigate opportunity to work with Social Club to transform car park into outdoor seating/ planted space with fewer parking spaces. Public-private relationship with Sainsbury to improve pedestrian access, remove bollards, add planting/trees/seating to create multi-functional public realm. Similarly Aldi + McDonalds to create green refuges. There are currently few green spaces or places to sit, gather, or socialise in Gorgie. By more productively using larger car park areas off the main road (but close to pedestrian footfall), a series of more pleasant greener places to stop, pause and engage in conversation could be created.
- **'Adopt a planter' scheme in Gorgie.** Facilitate scheme for local businesses, school groups and other local organisations to 'adopt' a street planter. Combine with hanging baskets and other green vertical surfaces to create greener environment, promote intergenerational learning and sense of ownership and community. Combine with community noticeboards and an ambition for a street tree on every corner.

PILOTS



- **Temporary seating and mural artwork to test improved bus waiting condition at edge of Westfield Park..** Test core idea with temporary seating near bus stop at edge of Westfield Road, and the impact this might have on sitting/staying behaviours and public life. Pilot a temporary mural artwork with community artist and use this to start a discussion and gain feedback on whether a larger mural on the end tenement building would be seen as a positive, and what its concept and theme should be as part of a participatory design approach. Combine with event at east end of Westfield Park and along shop fronts 340-398 Gorgie Road under building awning inviting local private landowners, businesses and local residents to discuss ideas for community artworks as part of improved gateways and potential for initiative similar to Leith's 'Shutter Project' for their businesses shutters along this stretch of street in the evening.
- **Pilot improvement to Co-op wider corner at Dalry Road/ Easter Dalry Road with temporary seating, trees, bike racks and monitor impact on public life.** Pilot improvement to this space using temporary seating, planters and bike racks. Monitor and evaluate the impact this has on public life, and compare it to the tracing studies, behavioural mapping and user interviews presented for this location in this report (as a baseline).
- **Pilot extension of raised table to create seating area into Smithfield St, Gorgie with temporary raised planters and seating.** Pilot improvement to this space using temporary seating, planters and bike racks. Monitor and evaluate the impact this has on public life, and compare it to the tracing studies, behavioural mapping and user interviews presented for this location in this report (as a baseline). Particularly note how this may reduce pavement congestion.
- **Pilot cycle lane/wider pavements on Dalry Road with two day closure of bus lane, plus astroturf, temporary seating, planters. Monitor impact.** Two day closure of the standard bus lane (Friday, Saturday to capture weekend and weekday) and replacement with temporary marked wider pavement surface, astroturf plus moveable seats/ planters, chalk marking cycle lane and bus bulbs. Measure impact.
- **Initiative offering vacant premises as temporary 'pop up shops' in Gorgie.** Better utilising unused vacant shops, adding active frontages that promote public life and vitality of the town centre, and supporting local start-ups.
- **Farmers market at Gorgie City Farm.** Bringing Gorgie and Dalry together. Pilot with a one-off event in collaboration with Gorgie City Farm..

PRECEDENTS

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

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



COMMUNITY STREET ART, PHILADELPHIA

The Mural Arts Program (MAP), Philadelphia organizes individual street art projects, which are made up of a team of muralists and community groups. The program began with Jane Golden, an iconic artist and mural painter, whose success with the project has won her much acclaim. MAP has encouraged further community program that inspire education and understanding of the arts, in addition to creating jobs for artists and ex-graffiti artists who have been prosecuted. The program creates around 100 murals per year, and continues to be the driving force behind the arts in Philadelphia. MAP murals deal with complex issues that affect members of the community on a range of levels, using the public street art to engage with communities and for people to connect with their neighbourhood environment bringing a true sense of identity to a place.



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.



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 five-hour 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.



CITY IN BLOOM, LONDON

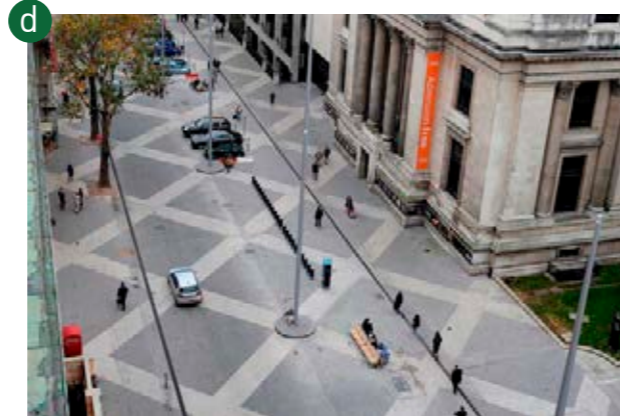
City in Bloom is an annual campaign organised by Friends of City Gardens and supported by City Gardens, City of London Corporation. It recognises the work of communities, businesses and residents in making the places we live, work and visit greener. For 2017 City in Bloom is supporting the City of London 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'.



PLANT/FLOWERBOXES, VIBORG, DENMARK

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



EXHIBITION ROAD, SOUTH KENSINGTON

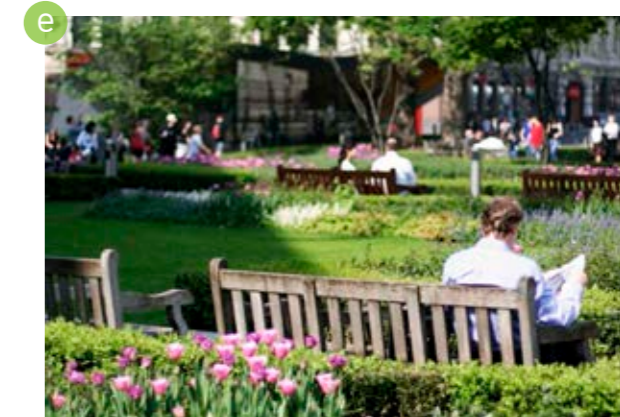
The Exhibition Road Commission is an initiative of the Exhibition Road Cultural Group, a partnership of the leading cultural and educational institutions in South Kensington, London.

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.



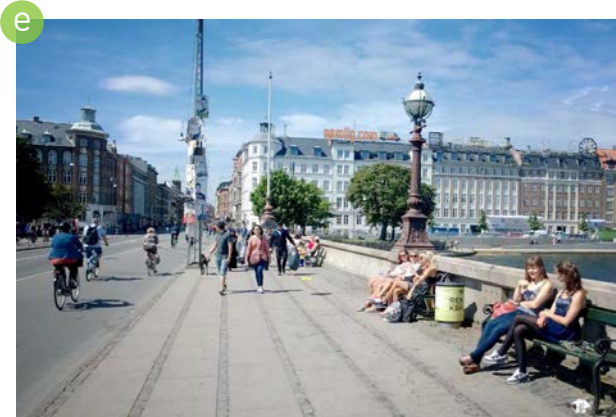
NØRREBROGADE, COPENHAGEN, DENMARK

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.



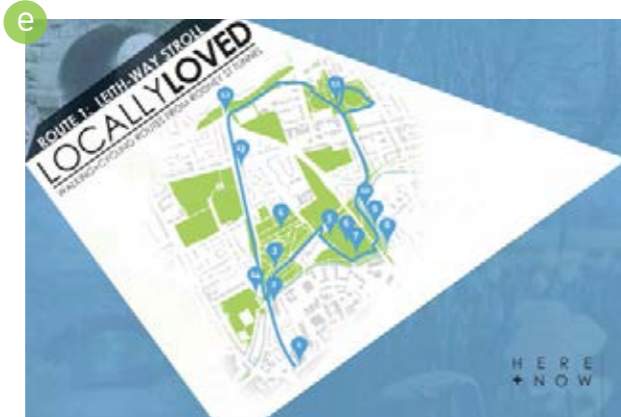
URBAN SENSORY PLANTING DESIGN, CITY OF LONDON, UK

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



QUEEN LOUISE'S BRIDGE, COPENHAGEN, DENMARK

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



LOCALLY LOVED ROUTES, EDINBURGH

A series of 4 walking and cycling routes were designed to take in the spots the locals love. Displayed and freely available in postcard form for one month at HERE+NOW's Hold Me Dear: Four Cities exhibition in Rodney St tunnel 2015, these postcards formed a way to communicate the character and value local places hold whilst providing ready-made walking and cycling trails. The postcards combined with minimalist route signage to reveal the spots locals loved around the area.

The four different Locally Loved Routes were co-designed - created in collaboration with the community to incorporate the spots and views local people told us they loved. The HERE+NOW team collected these quotes and information, talking to people local to the Canonmills and Inverleith area over a series of weeks to gather their quotes, local knowledge and favourite places nearby. This local insight was then synthesised and graphically presented to design and develop these Locally Loved Routes to give the four resulting routes.



'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

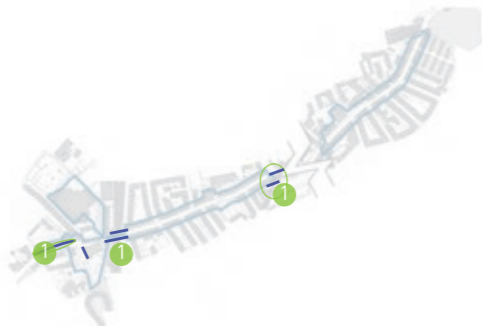
GORGIE-DALRY



before



after



1 Enhance Gorgie town centre gateway condition at railway bridges

- Community art mural under rail bridges forming entrance gateways at both ends of Gorgie. Could be combined with artwork mural in underpass along cycle link between Dalry Road/Fountainbridge.
- Currently these indicate transition into heart of Gorgie and are followed by more welcoming small scale retail, however the railway bridges themselves create dark spaces with blank facades.
- Improve lighting, potential for colourful community mural artwork celebrating local Gorgie identity. Combine with similar initiative to Leith Shutter Project for vacant shops/shutters at night, particularly at building overhang west of Westfield Road.
- Combine with wider pavements, and shorter wait times at lights at junction of Gorgie Road/Robertson Avenue.

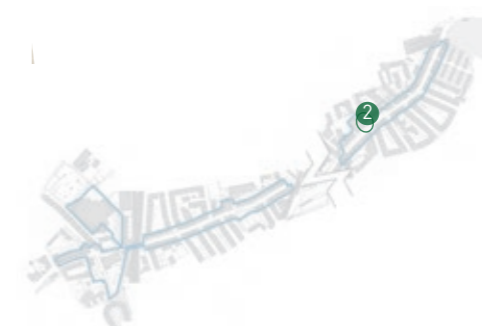
Rethink + redesign



2



after



2 Add seating and trees to enhance public life at Dalry Road/Easter Dalry Road corner near Co-op

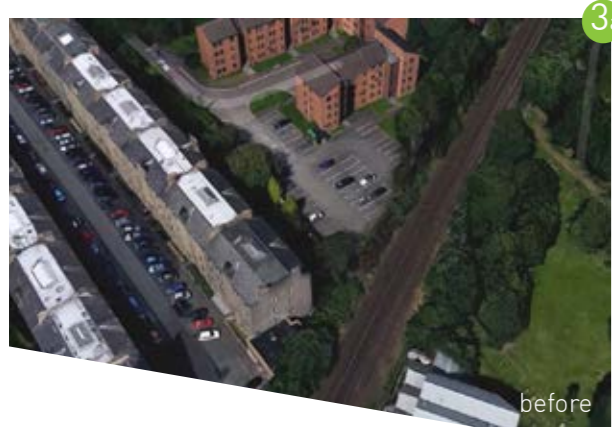
- Maximise the potential of the wider pavement space and south-facing sunny microclimate by adding seating, bike racks and street trees.
- Remove street clutter e.g. bollards, phone boxes.
- Create a more pleasant green spot to meet, socialise, or pause en route to/from the shops.

Improve



KEY MOVES

GORGIE-DALRY



3a



3a



3a Pedestrian bridges could connect Gorgie to cemetery parkland and beyond

Rethink + redesign

Improve connectivity to/from Gorgie and adjacent urban areas with addition of pedestrian bridge either via White Park car park or Wardlaw St to North Merchiston Cemetery. Enhances access from Gorgie to green space.

3b Pedestrian crossing + entrance to North Merchiston Cemetery, link via Laurel Terrace to canal.

Rethink + redesign

Create new entrance from Slateford Road into North Merchiston Cemetery park to create through-route via new pedestrian bridge connection to Gorgie town centre. Create pedestrian priority crossing over Slateford Road to further connect this to south. Link via pedestrian connection through Laurel Terrace to Harrison Park and canal. Enhances connectivity of urban fabric and proximity of green space for local Gorgie residents.



4

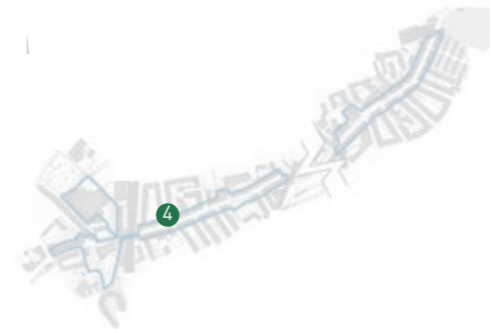


4

4 Extend raised table to create seating area into Smithfield St.

Improve

Build on positive south-facing microclimate and busy bus stop to create extended seating area into end of Smithfield St with wider pavement to allow pedestrians to pass, and opportunities to pause, sit, eat, talk near local shops. Could be piloted using temporary seating, planters and bike racks. Monitor and evaluate the impact this has on public life.





CONCLUSION

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 Gorgie/Dalry town centre**.

During research, user interviews and direct observation methodologies revealed **strengths** of the town centre as including the small-scale independent retail along Dalry Road and the eastern/central section of Gorgie along Gorgie. There is also high footfall in Dalry due to its proximity to the city centre and Haymarket station, which could be

harnessed to help encourage public life. This also helps with providing natural surveillance, in terms of 'eyes on the street', which can increase perceptions of safety. Other strengths included the wider sections of pavement and raised tables, particularly in the eastern/central section of Gorgie, and a strong identity and feeling of community.

Key **issues** found related to the large retail to the west of Gorgie being seen as causing closure of smaller more independent shops nearby that better promote public life and social interaction, street clutter and pinch points (particularly along Dalry Road) restricting pavement width and causing pedestrian congestion, dog fouling (particularly in Gorgie), a lack of green space or street trees/planting in the street environment, and a lack of rest spots and seating throughout the town centre length. The distinct, separated nature of 'Gorgie' and 'Dalry' was also noted, with a lack of a cohesive identity taking in both these two areas.

Opportunities were identified relating to providing nodal rest spots with seating and trees along the town centre length to provide more frequent opportunities to sit, take a rest, or engage in conversation or lunch breaks outside. Equally it was noted improvements to pedestrian crossings were needed, notably a new crossing at Dalry Place over Dalry Road, and improvements to the junctions at Gorgie Road/Robertson Avenue, and Gorgie Road/Westfield Road in Gorgie in particular, to reduce waiting times and widen junction corners to reduce pedestrian congestion. Other opportunities relate to increasing the green space available in the town centre, either

by opening up White Park by removing railings, trialling initiatives such as 'adopt a street planter' working with local businesses, organisations and residents in Gorgie, or improving the pedestrian connections to existing larger green spaces nearby, such as North Merchiston Cemetery.

Place function for the Gorgie/Dalry town centre was established by synthesising the mix of data and results from the suite of qualitative and quantitative research methods used to assess the town centre, and analysing these findings against Gehl's 12 Quality Criteria. In doing so, this research found the Gorgie/Dalry town centre had mixed results in terms of place function.

Gorgie/Dalry scored favourably for being dimensioned at human scale (notably relating to the small-scale independent active shop frontages), and opportunities to see (views, vistas). It scored moderately well for opportunities to walk, notably due to the wider pavement sections and raised tables in Gorgie. It scored less well for perceptions of safety, both in terms of crime but also traffic. Scores for opportunities to talk/listen, play, exercise or for unfolding activities were also low, and relate to a lack of adequate seating and green spaces along the town centre at present.

In terms of **movement function**, the Gorgie/Dalry town centre scored highly for minimal pedestrian waiting points and for continuous even surfacing for walking. The wider pavements in Gorgie, typically with raised tables, were a considerable part of this

high score, although there are still some issues with uneven paving, cracked slabs creating trip hazards and dog fouling on the pavement. Equally, there are some points along the town centre where waiting periods were increased, particularly near car-dominated junctions, and the east end of Dalry Road. In terms of cycling, Gorgie/Dalry scored less well, with concerns by users relating to potholes, a lack of dedicated segregated cycle lanes (where cars cannot park in the lane, putting cyclists in the 'door zone' to pass), not enough cycle racks and perceptions that drivers are not aware of cyclists.

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.

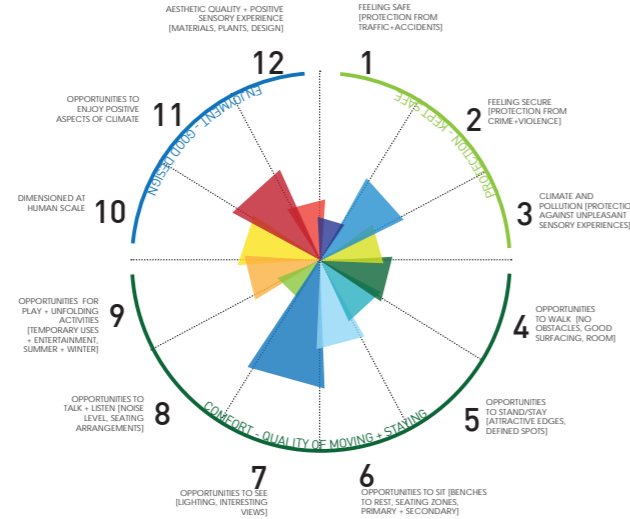


COMPARISON: PLACE FUNCTION

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.

NICOLSON ST + CLERK ST



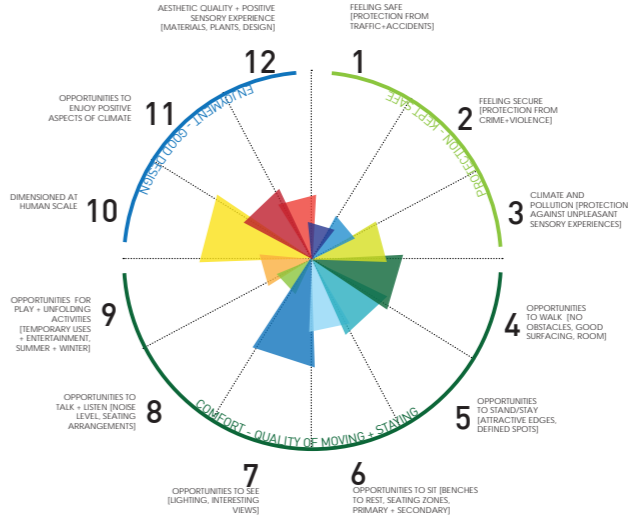
LEITH WALK + GREAT JUNCTION ST



STOCKBRIDGE



GORGIE/DALRY



BRUNTSFIELD + MORNINGSIDE



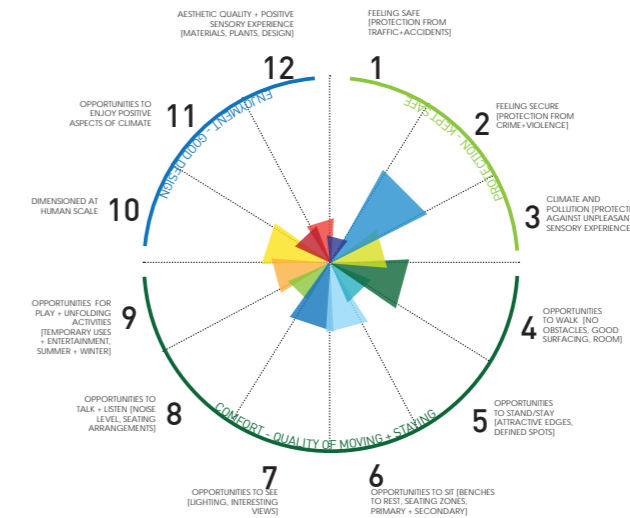
PORTOBELLO



TOLLCROSS



CORSTORPHINE

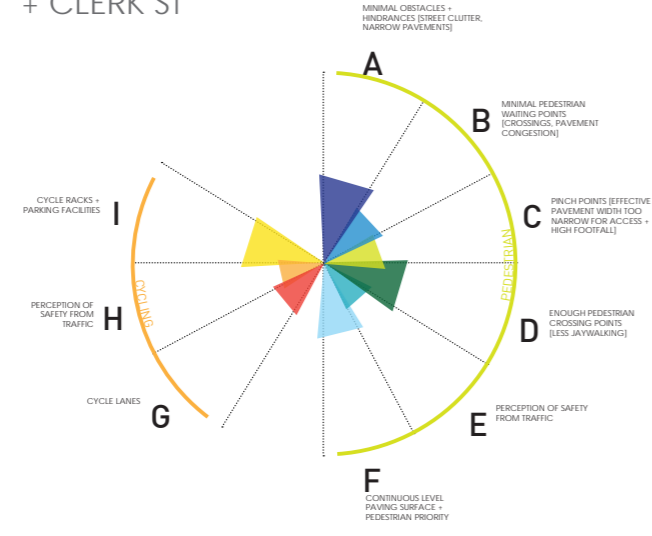


COMPARISON: MOVEMENT FUNCTION

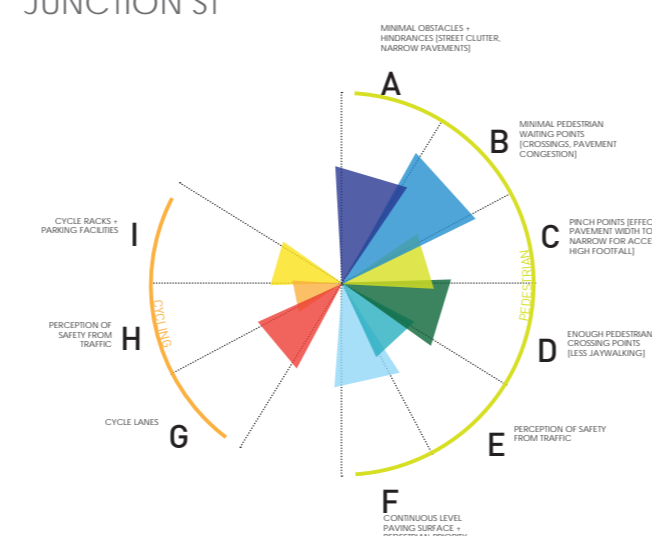
These Public Life Street Assessments have - to date - been carried out using this same methodology, team, research techniques and time slots at eight Edinburgh town centres. This consistent methodology allows easy comparison for movement function between town centres.

The movement 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.

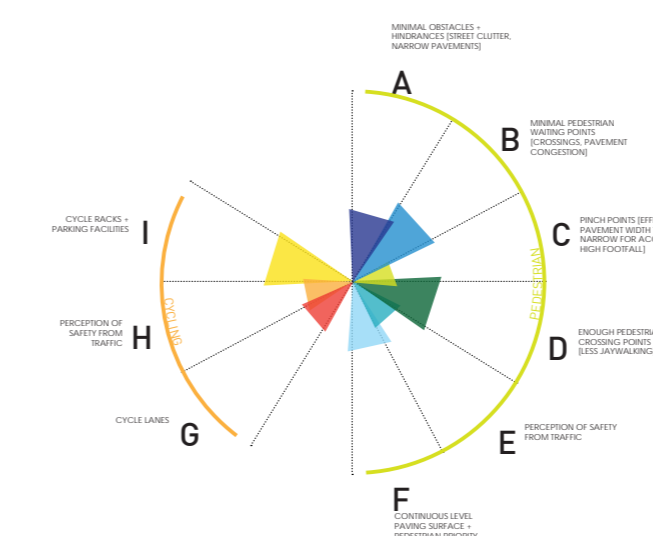
NICOLSON ST + CLERK ST



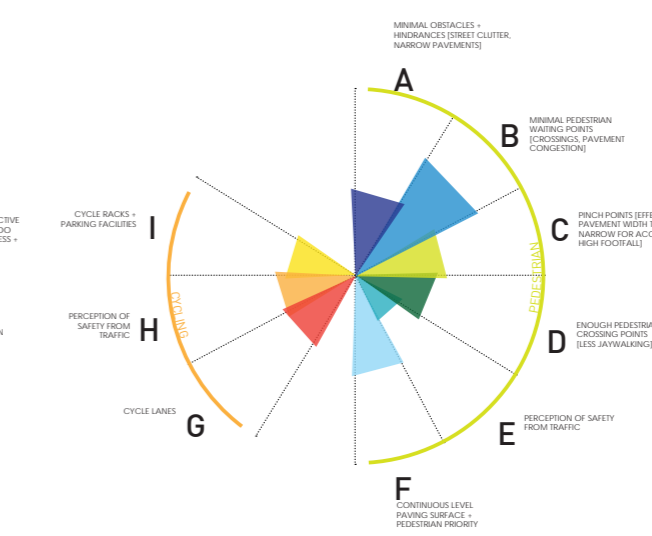
LEITH WALK + GREAT JUNCTION ST



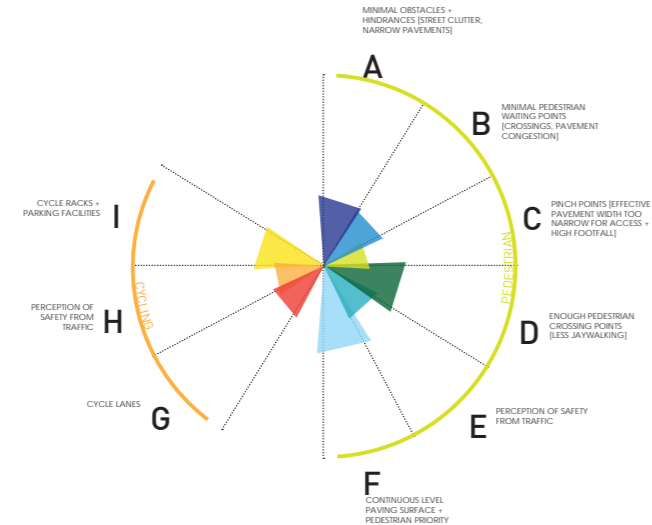
STOCKBRIDGE



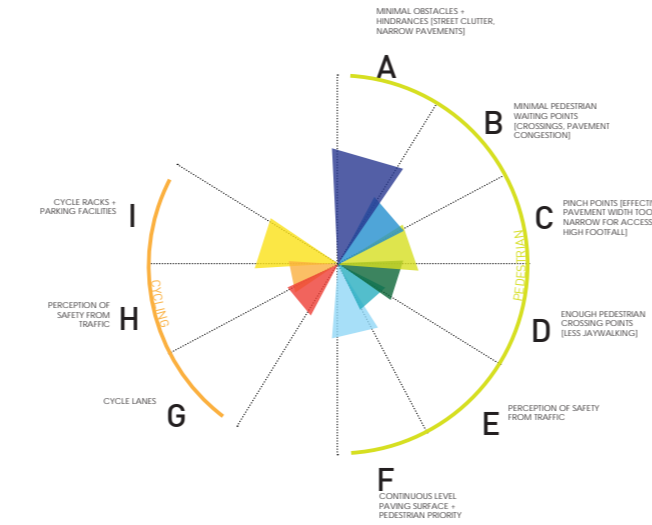
GORGIE/DALRY



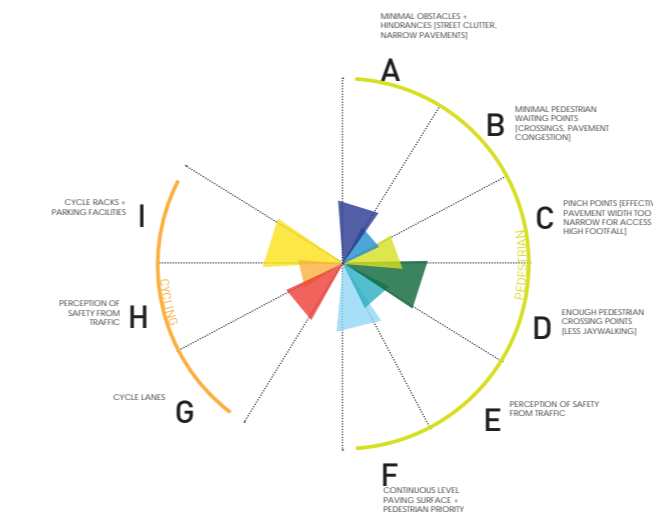
BRUNTSFIELD + MORNINGSIDE



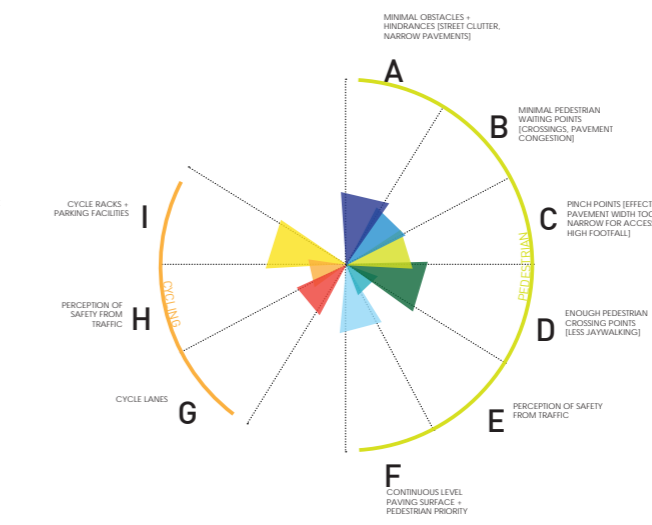
PORTOBELLO



TOLLCROSS



CORSTORPHINE





APPENDIX

APPENDIX

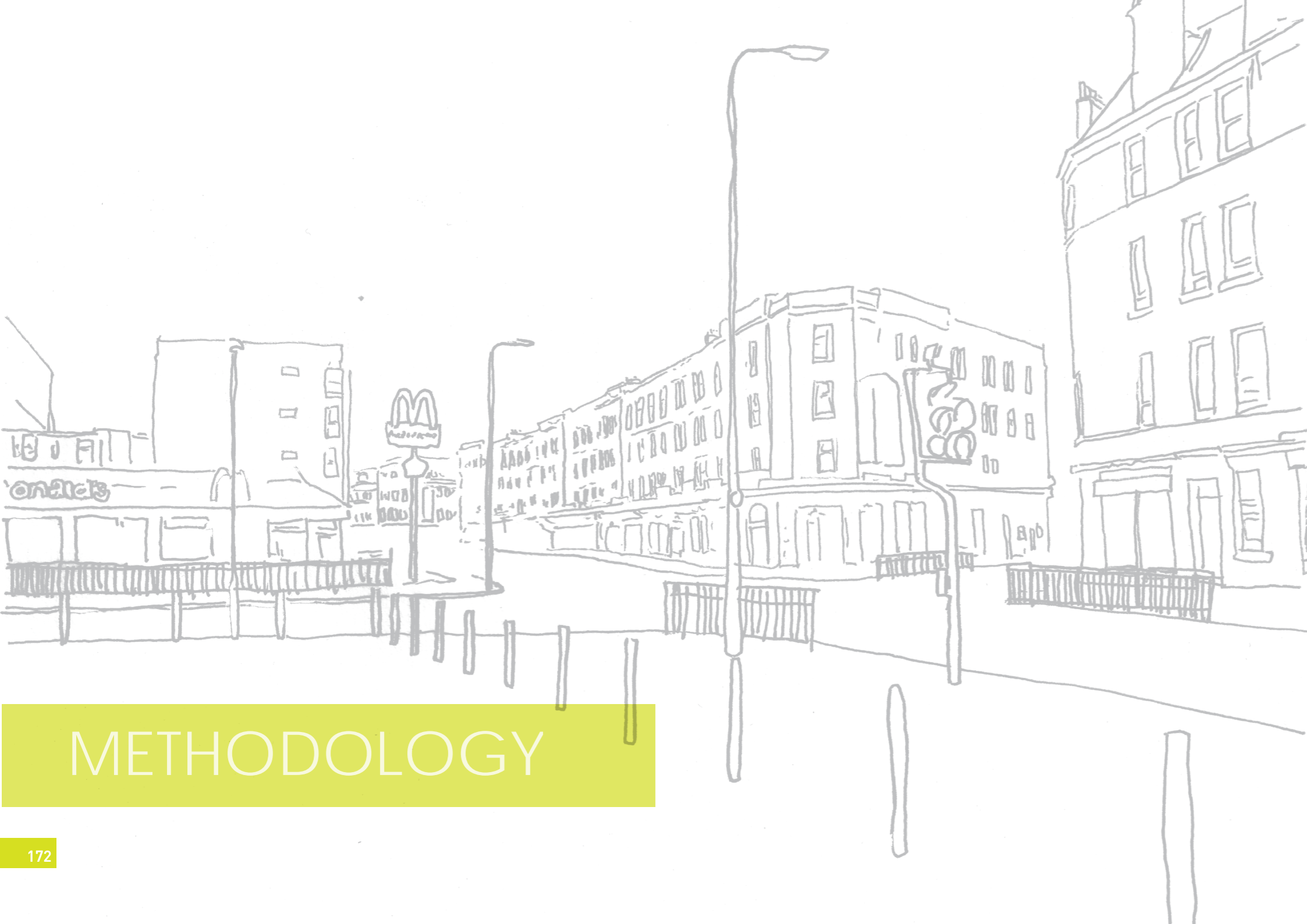
The appendix contains more detail including the synthesised raw collated data from the various direct observation studies as well as coded tables of complete user interview data including original quotes and comments. It also details additional information on the methodology used to conduct this research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



Gorgie/Dalry town centre



METHODOLOGY

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.

Having now completed this standardised methodology 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 in between 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.



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

PROGRAMME OF RESEARCH

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.

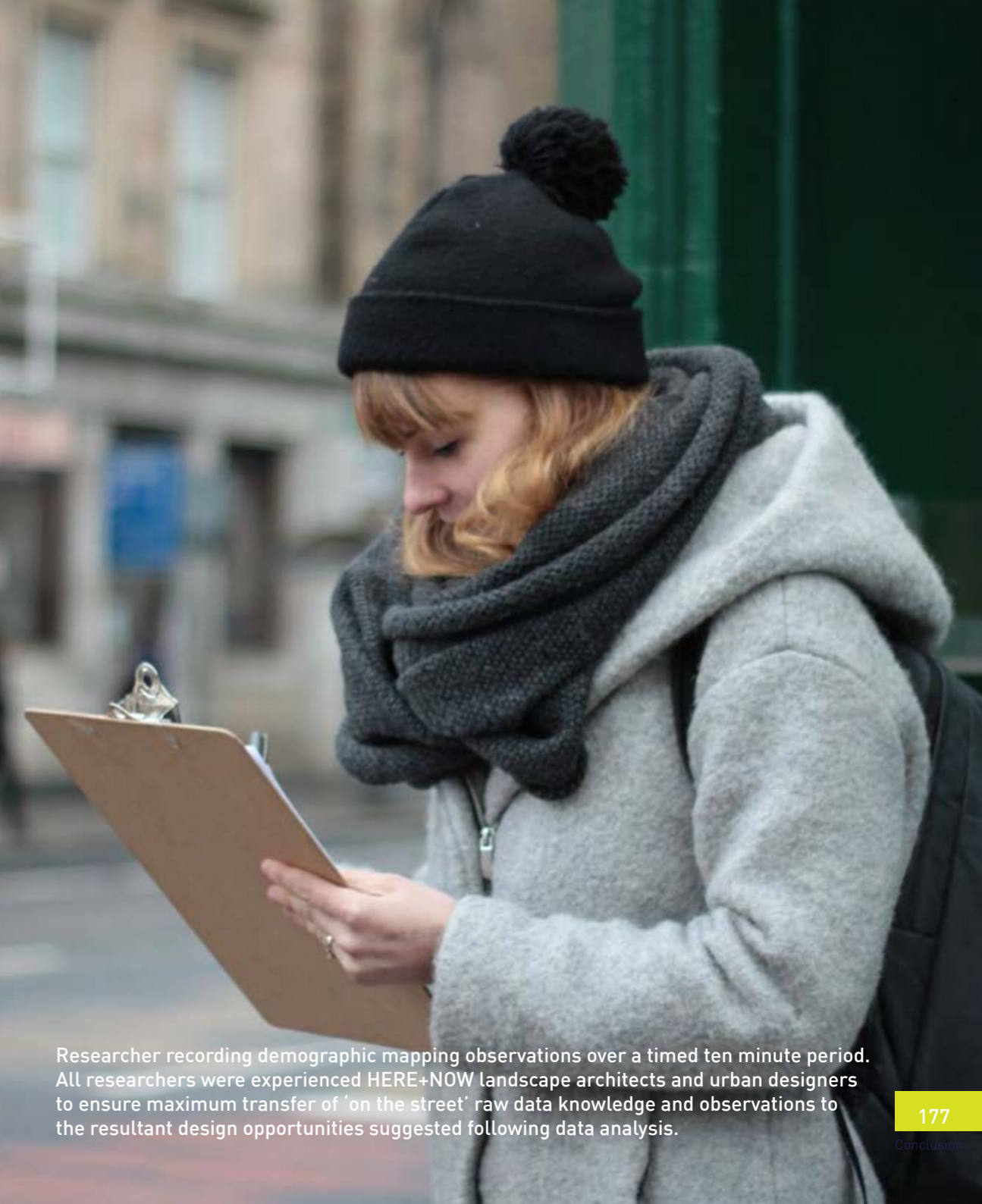
In addition, we referred to other relevant previous studies, such as prior street audits as applicable. Where possible, we fed the learnings from these into our thinking about this research and analysis.

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 sub-studies). to allow consistent recording of data. In addition an extra 8 sets were created for each town centre to collect 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.



Researcher recording demographic mapping observations over a timed ten minute period. All researchers were experienced HERE+NOW landscape architects and urban designers to ensure maximum transfer of 'on the street' raw data knowledge and observations to the resultant design opportunities suggested following data analysis.

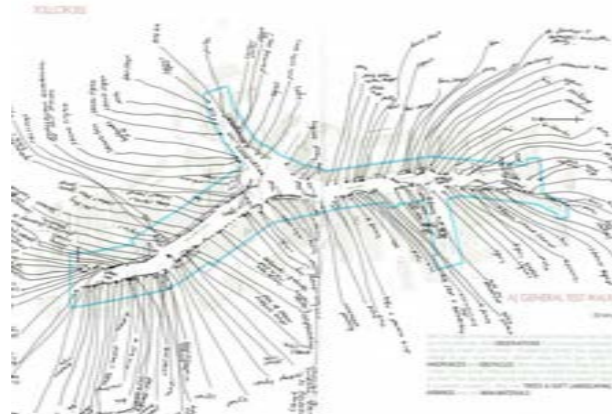
ASSESSING MOVEMENT FUNCTION

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.



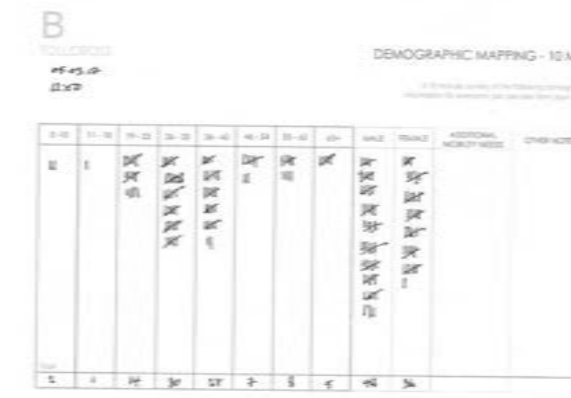
MAPPING OBSTACLES

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).



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 given 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.



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.

TOLLROSS

PEDESTRIAN COUNT - 10 Mins

Stand with your back against a wall in your allocated location and count the number of people walking past an imaginary line in front of you over a 10 minute period. And for comparison, you will also do a 'staying' count simultaneously - note down the number of people sitting, standing, sitting in the immediate vicinity during that same period.

DATE: 05.03.17
TIME: 12:00

WALKING:

WALKING:	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Total
	1	1	1	1	1	1	1	1	1	1	10

STANDING:

STANDING:	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	Total
	1	1	1	1	1	1	1	1	1	1	10



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:

1. Protection against traffic and accidents – feeling safe
2. Protection against crime and violence – feeling secure
3. Protection against unpleasant sensory experiences – climate and pollution
4. Opportunities to walk
5. Opportunities to stand/stay
6. Opportunities to sit
7. Opportunities to see
8. Opportunities to talk and listen
9. Opportunities for play and exercise
10. Dimensioned at the human scale
11. Opportunities to enjoy the positive aspects of climate
12. Aesthetic qualities and positive sensory experience

To 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 semi-structured 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.



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



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.

In-depth interviews and walkabout workshops with 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.



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

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.



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



RESEARCH LOCATIONS



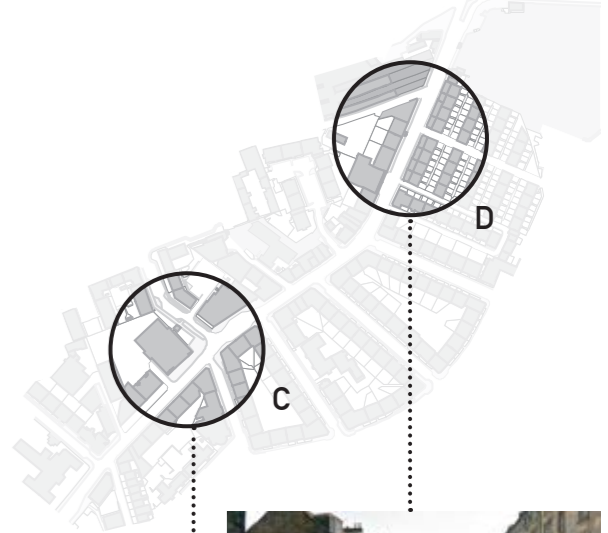
AT CORNER OF GORGIE PARK RD / GORGIE RD AT ALDI

Close to key traffic junction. Section of wider pavement and planting outside Aldi may be of existing or have potential for public life. Key traffic junction will be important to understand in order to improve pedestrian mobility and experience.



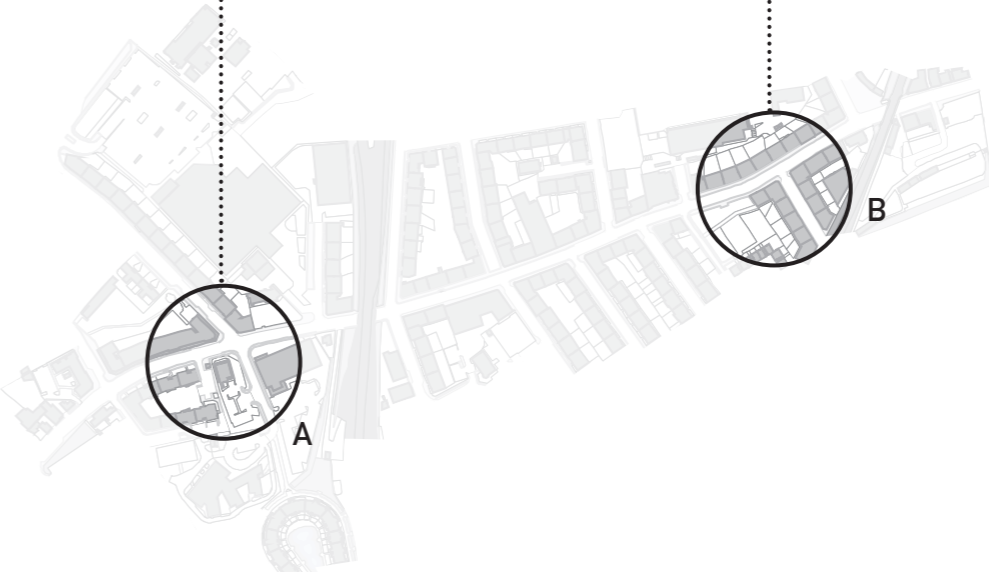
GORGIE ROAD AT BUS STOP BETWEEN NEWTON ST + WHITE PARK

Human-scale retail on North side of Gorgie Road typical of the town centre, allowing data collected to indicate similar conditions along this linear stretch. Researcher location close to bus stop and fenced green space will allow exploration of potential for increased public life on opposite side of road in addition.



DALRY ROAD AT DALRY PLACE

Human-scale retail on both sides of street. Walking connectivity across the street and from Dalry Place of particular interest. Potential to build on small-scale retail active frontages to improve public life.



DALRY ROAD AT CO-OP ON CORNER OF EASTER DALRY RD, OPPOSITE ORWELL TERRACE

Wider pavement outside Co-op typical of North side of street at this end of town centre, may have potential for increased public life. Opposite Orwell Terrace - key pedestrian link to South. Cafe on corner of Orwell Terrace may give active frontage indicative of potential for increased public life.



ADDITIONAL DATA

CLIMATIC CONDITIONS

GORGIE/DALRY

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.

It should also be noted that on Saturday 25 February a rugby match was on at the nearby stadium, creating additional footfall to/from this destination and public life in the area in the afternoon.

WEDNESDAY 22 FEBRUARY 2017

8am - Cold (2°C), sunny, dry, clear skies.
12pm - Cold (7°C), sunny with some light cloud, dry, windy.
5pm - Cold (5°C), light cloud, dry, windy.
7pm - Cold (4°C), clear skies, dry, dark.

SATURDAY 25 FEBRUARY 2017

8am - Cold (3°C), windy, some spots of light rain.
12pm - Cold (10°C), cloudy, windy.
5pm - Cold (5°C), light cloud, windy.
7pm - Cold (4°C), cloudy, dark.



USER INTERVIEWS:

LOCATION A | JUNCTION OF GORGIE ROAD AND GORGIE PARK ROAD

TOWN CENTRE: GORGIE/DALRY			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.	COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking. Playing and unwinding are conditions. Pedestrians need to move freely, as well.				
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	22.02.2017	08.00	Crossing timings are an issues- all the crossings are short by around 20 seconds so elderly people struggle to cross the road in time [...] Single phase crossings would be good	There is seating outside Aldi and the church -Aldi seating is used by alcoholics, church benches are used by the elderly [...] There is a problem with kids from the school and some vandalism from school children				The restaurant (McDonalds) provides lots of opportunities for customers [...] There is seating at Aldi and the church -Aldi seating is used by the church benches are used by the elderly
A	22.02.2017	08.00	The lights don't give me enough time to cross which puts me in a panic	It's ok but sometimes there are dodgy folk on Aldi benches				I prefer to be indoors
A	22.02.2017	08.00	For wheelchair users the pot holes at crossings and poor draining areas are challenging. Also the sequenced crossing is only just enough to cross in a chair					
A	22.02.2017	08.00		I don't really use this space at night but during the day it feels ok	Several of the shops offer shelter from the rain [...] There's always a lot of traffic here			
A	22.02.2017	12.00	The crossing at Sainsbury's is really dangerous	There's quite a lot of crime in the stairwells/gardens		I find it fine with grandchildren and a buggy, there is some unevenness in the paving and roads but it's generally ok		
A	22.02.2017	12.00						
A	22.02.2017	12.00		Some folk may find it not so friendly at night but I know the area and the folk here so I feel safe.				I know that this bench catches the sunshine at the end of the day, I come to sit here and watch folk. Benches are in demand!
A	22.02.2017	12.00	The traffic can become quite heavy but there are good pedestrian crossings - maybe we could have zebra crossings	The area generally feels safe				
A	22.02.2017	17.00	Maybe the traffic and crossing safety could be improved [...] I would get the signals for crossings extended for pedestrians			I would get the signals for crossings extended for pedestrians	I like to use the bicycle stands outside Aldi to hang here and wait for friends [...] I would chose this spot to spend time as its more convenient	I would chose this spot to spend time as its more convenient
A	22.02.2017	17.00		I know that many people use the seating outside Aldi but people are walking close behind you and it puts you on edge, I think the seats are in the wrong place				I know that many people use the seating out but people are walking close behind you and on edge, I think the seats are in the wrong place
A	22.02.2017	17.00	There are a good number of crossings to get to the shops whenever I need to go				I'm just on the afterschool run to do the shopping and then take the kids to McDonalds for dinner	
A	22.02.2017	17.00		I don't really worry about crime but I know that drugs take place around the streets	In terms of weather you can wait under a number of canopies its getting busier and busier here and maybe more people are commuting now with these new housing developments going up in this area so more people can commute		I have my own back garden, it's a shared space but I wouldn't choose to spend time near these roads which keep getting busier	I have my own back garden, it's a shared space but I wouldn't choose to spend time near these roads which keep getting busier
A	22.02.2017	19.00		I feel pretty safe round here				
A	22.02.2017	19.00						
A	22.02.2017	19.00	I think it's getting more stressful to cross the roads [...] Safety on the roads is a concern, especially watching school children crossing					I sometimes use the benches on the sunny side of the road which have backrests
A	25.02.2017	08.00						
A	25.02.2017	12.00	Crossing the road and cars are the biggest threat here, definitely. Traffic is busy. You have to wait a long time to cross the road. We've almost had a whole conversation just now whilst I'm waiting for the lights to change!	I feel 10 out of 10 safe here. I don't worry about crime.			I don't spend any time here - it's my first time here. I'm just here for the rugby. [...] There's no outdoor seating here, so I don't know where I'd spend time outside here even if I wanted to?	There's no outdoor seating here, so I don't know where I'd spend time outside here even if I wanted to?
A	25.02.2017	12.00	The traffic can be noisy. It's busy and getting worse.	I feel 8 out of 10 safe here. I'm quite conscious of crime here.	The traffic can be noisy. It's busy and getting worse.			

Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is designed to facilitate basic human activities under good conditions. Pedestrians need to move freely, as well.				ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.				What are you doing here today? Necessary / optional / recreational activity?		What is this place lacking?	
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						
	I like to come here almost everyday (McDonalds)	I like to come here almost everyday (McDonalds)							Bob - working (in McDonalds)		Longer pedestrian crossing times.
									Anon - man having breakfast		Longer pedestrian crossing times.
I have to come this way to get to the shops from my home									Anon - lady in automatic wheelchair crossing the road		Longer crossing times. Less potholes
I really just spend time here for convenience shopping [...] In the summer it can look really nice when the trees are in leaf at the church [...] It would be nice to have more small shops for small groceries and things		I really just spend time here for convenience shopping	It would be nice to have more small shops for small groceries and things	Several of the shops offer shelter from the rain [...] There's always a lot of traffic here	In the summer it can look really nice when the trees are in leaf at the church				Anon - lady shopping in Aldi		More small shops
I like to get the bus through town to see the centre as a journey to get here [...] The supermarkets are good and affordable			The supermarkets are good and affordable						Anon - grandmother with 3 grandchildren		Safer pedestrian crossing. More even pavements. Less crime.
I know that this bench catches the sunshine at this time of day, I come to sit here and watch folk. Benches are in demand!				I know that this bench catches the sunshine at this time of day, I come to sit here and watch folk. Benches are in demand!					Anon - sitting on a bench in the sunshine		More seats.
I only spend time here during working hours to take a lunch break		I only spend time here during working hours to take a lunch break							Anon - on lunch break, picking up sandwiches from the shops		
	I'm just waiting for friends outside Aldi to go on to another friends house	I'm just waiting for friends outside Aldi to go on to another friends house	I'm just waiting for friends outside Aldi to go on to another friends house						Anon - teenage boy		Longer pedestrian crossings.
									Anon - elderly man walking his dog		Seats in better positions
I'm just on the afterschool run to do the shopping and then take the kids to MacDonalds for dinner		I'm just on the afterschool run to do the shopping and then take the kids to MacDonalds for dinner	I'm just on the afterschool run to do the shopping and then take the kids to McDonalds for dinner						Anon - mother walking with toddler		
			I work in town and live in this neighbourhood so often go to Aldi on my way home from work	I work in town and live in this neighbourhood so often go to Aldi on my way home from work					Anon - shopping at Aldi		More shelter
									Anon - I'm taking the dog for a walk and then coming back with the shopping		Stop small shops closing
									Anon - coming back with shopping		
I've seen this area change a lot, I used to go to school on the site where the Aldi is.				There is more and more traffic on the roads [...] I sometimes use the benches on the sunny side of the road which have backrests					Anon - I'm taking the dog around the block for a walk		Safer crossings
It would be nice if there were more trees and seats here.			It would be nice if there were more trees and seats here.	It would be nice if there were more trees and seats here.	It would be nice if there were more trees and seats here.				Matt (30s) - I'm going to the rugby.		It would be nice if there were more trees and seats here.
I don't really like anything in particular about this area! It's busy with traffic, there's not much here apart from the Aldi I come to, it's a bit of a haven for crime.			The traffic can be noisy. It's busy and getting worse.						Anon - I'm going to Aldi's to do a food shop.		Less noisy traffic.

USER INTERVIEWS:

LOCATION A CONTINUED | JUNCTION OF GORGIE ROAD AND GORGIE PARK ROAD

TOWN CENTRE: GORGIE/DALRY			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.		COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking. 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
A	25.02.2017	12.00	The traffic can be noisy. It's busy and getting worse.	I feel 8 out of 10 safe here. I'm quite conscious of crime here.	The traffic can be noisy. It's busy and getting worse.	It's okay to walk through for me. But it's hard for older people.		
A	25.02.2017	12.00	Litter and potholes are the biggest nuisance here.	I feel safe here. I've come here to visit my sister for years.	Litter and potholes are the biggest nuisance here.	Litter and potholes are the biggest nuisance here.	I would never spend time outside here. Where would I?	I would never spend time outside here. Where would I?
A	25.02.2017	17.00	Traffic is the biggest threat here. And potholes for cyclists - there are loads and it makes it really unsafe to cycle here. Also antisocial behaviour from people in the area. It's a worry.	I don't feel safe at all here - 0 out of 10! I worry about crime when I'm walking through here - there are a lot of scary people about. [...] Traffic is the biggest threat here. And potholes for cyclists - there are loads and it makes it really unsafe to cycle here. Also antisocial behaviour from people in the area. It's a worry.	Traffic is the biggest threat here. And potholes for cyclists - there are loads and it makes it really unsafe to cycle here. Also antisocial behaviour from people in the area. It's a worry.	I'd never spend time outside here. I'm just walking through.	I'd never spend time outside here. I'm just walking through.	I'd never spend time outside here. I'm just walking through.
A	25.02.2017	17.00	The biggest threat here is traffic accidents when you're on your bike. It's not a nice place to try and cycle through. Lots of cars, potholes, and you don't feel safe.	I don't worry about crime here.	The weather doesn't affect me - I'm just cycling through to come to the shop so I have to do that whatever!	It's okay to walk through here. It's good that it's so central.	I'd never spend time outside here, even in summer.	I wish there [was] more green space and tree street. [There] would be somewhere nice and green to go and sit in summer.
RESEARCH DIARY OBSERVATIONS			Researchers observed that there may be an opportunity to give the road a street a more pedestrian friendly feel on the road turning into Sainsbury's by reducing the number of bollards and visual clutter but protecting the pavements from car overrun. A sequencing issue was observed at the lights by the McDonald's junction where a backlog of cars turning left results in cars going through red lights and coming close to the pedestrian crossing.			Researchers observed that many pedestrians in the area were walking to/from key destinations including Aldi, McDonalds and Sainsburys, as well as the stadium on sports match days. Additionally other pedestrians seemed to be walking in an east-west direction along the town centre, presumably to/from home. During the week, the majority of pedestrians were observed walking to work. There were a few key walking routes used by pedestrians. These were - accordingly - primarily in an east-west direction through the town centre, but with significant numbers of people also following desire lines to/from these key destinations, or crossing diagonally at the main traffic junction. Researchers observed that there is currently a poor pedestrian connection between Gorgie Road and the large Sainsbury's retail unit. Currently the pedestrian navigation toward the store frontage is poorly located away from pedestrian desire lines, with several instances of conflict between cars turning into Westfield St and pedestrians observed. A clearer navigation for pedestrians using improved surface materials at this minor junction would be beneficial. Researchers observed that many pedestrians had to wait for long periods to cross the traffic junction at Gorgie Road/Westfield Road, where cars appear to have considerable priority over pedestrian movement. Several older pedestrians or those with mobility issues were observed not having sufficient time to cross the street here. Additionally large groups of 11-16 year olds were observed dangerously running across the junction and adjacent parts of Gorgie Road in groups toward the McDonalds, rather than waiting for and at the lights. This lack of pedestrian priority is enforced by the use of railings and other street clutter at the junction which restricts pedestrians movement, as well as narrow pavement corners at the junction (particularly the north-east corner with Westfield Road) which become congested as pedestrians build up waiting for the lights to change. This can make it hard for those using wheelchairs or prams to pass and restricts walkability. People were also observed jumping over the existing railings to get to McDonalds more quickly. Researchers observed that removal of the railings, better prioritisation of pedestrians at the junction (including shorter waiting times), and wider pavements (particularly the north-east junction corner at Westfield Road) would help improve the movement function of this area, and better set the scene for public life. During the week, researchers observed a high proportion of users with additional mobility needs during the day time such as walking frames, walking sticks and mobility scooters, users with mobility needs were observed across all age groups. In the early evenings, a large number of commuters returning from the city centre were observed returning from work.	Researchers observed that the building overhang on the north-west side of Gorgie Road/Westfield Road provides shelter adjacent to the ground floor shop frontages. This is currently providing a more conducive environment for some pedestrians to stand and stay in the public realm for longer - either to smoke, talk, meet others, or to wait for the bus under cover, particularly in poor weather. This sheltered south-facing pavement could better promote public life with more active frontages at this location (some of these are passive due to vacancy) as well as additional human-scale elements such as street trees and seating. Despite the shelter offered by this building overhang at 352-390 Gorgie Road and 2-6 Westfield Road, researchers observed that the bus stop on Westfield Road adjacent to 6 Westfield Road in particular has potential for improvement - tying this in to the adjacent park with a targeted improvement effort where this bus stop meets the park to create a more pleasant waiting environment for the bus at this point, and more cared for park aesthetic. This might include more human-scale elements and sensory interest such as a mural based on a community art approach on the side facade of 6 Westfield Road facing the park, and improved material surfacing, planting, and seating at this location. Researchers observed most people standing at the bus stop on Westfield Road in the weekday morning.	Researchers observed that the wider pavement north-facing in front of the Aldi onto Gorgie Rd currently used almost exclusively as a move rather than a place to spend time. This was supported by user interviews with those either passing or working in the Aldi, who identified that they would consider sitting out here due to the unfavourable microclimate (north-facing and often in shade the perception of high crime and anti-social behaviour in the area. User interviews also observed that positioning of the seating outside Aldi, which the walkway could be repositioned so that it is less exposed when sitting here. Researchers observed that the Aldi frontage onto Gorgie Rd is passive - reducing the natural surveillance and decreasing human scale and interest. This also be a contributing factor to its poor use. Use of this area was an interesting finding as presents wide pavements, trees and seating in the right position - help improve public life, highlights the need for a favourable microclimate active frontages, some form of shelter, and improvement in perceptions (and actuality) of the well as perhaps improved partial screening of the junction and road at this point to create a more favourable place to sit and spend time. Researchers did however observe more frequent use of the benches on the north side of Gorgie Road - I south-facing catching the sun in good weather seemed to be used primarily by people eating lunchtime or pausing with heavy shopping. It observed that the bus stop at Westfield Road provide seating.

7 - Opportunities to see				8 - Opportunities to talk and listen		9 - Opportunities for play, exercise and unfolding activities		10 - Dimensioned at the human scale		11 - Opportunities to enjoy the positive aspects of climate		12 - Aesthetic qualities and positive sensory experience		What are you doing here today? Necessary / optional / recreational activity?		What is this place lacking?	
I don't really like anything in particular about this area! It's busy with traffic, there's not much here apart from the Aldi I come to, it's a bit of a haven for crime.				The traffic can be noisy. It's busy and getting worse.										Anon - I'm going to Aldi's to do a food shop.		Less noisy traffic.	
More trees would be good here. There's hardly any!												Litter and potholes are the biggest nuisance here.		Agnes (60s) - I'm visiting my sister who lives here. I come twice a month.		Less litter and potholes.	
More trees would be good here. There's hardly any!												More trees would be good here. There's hardly any! [...] Traffic is the biggest threat here. And potholes for cyclists - there are loads and it makes it really unsafe to cycle here. Also antisocial behaviour from people in the area. It's a worry.		Jen (30s) - I'm going to work.		More trees would be good here. There's hardly any! [...] Less traffic. And fix the potholes in the road - it's bad for cyclists.	
It's good that it's so central.				I wish there [was] more green space and trees in the street. [There] would be somewhere nice and green to go and sit in summer.		I wish there were dedicated cycle lanes. More green space and trees in the street. Then it would be easier to cycle and get around, and there would be somewhere nice and green to go and sit in summer.		I wish there were dedicated cycle lanes. More green space and trees in the street. Then it would be easier to cycle and get around, and there would be somewhere nice and green to go and sit in summer.		I wish there [was] more green space and trees in the street. [There] would be somewhere nice and green to go and sit in summer.				Ben (40s) - just going to Aldi's.		I wish there were dedicated cycle lanes. More green space and trees in the street. Then it would be easier to cycle and get around, and there would be somewhere nice and green to go and sit in summer.	
Researchers observed that many pedestrians appeared to be in the area, not because they wanted to spend time outside, but because they were heading to a number of key destinations. Notably the Aldi and McDonalds to the south of Gorgie Road, and the large Sainsburys to the north. These were observed to be the primary destinations of those walking in the street, however, their mostly passive frontages mean that (with the exception of McDonalds) - these were not the locations where most public life was observed. With the exception of those standing waiting to cross the road, the most diverse public life behaviours were found to be under the covered building overhang to the north-west of Gorgie Road, those people-watching sat or stood outside at McDonalds, or adjacent to the smaller scale shops and more human-scale frontages in the street. This highlights the difference between large retail drawing a large footfall due to its larger catchment area, versus smaller scale often independent shops and retail drawing more localised footfall with a character and quality that perhaps better supports public life (i.e. better supporting place function and public life, rather than footfall reliant on purely movement function).				Researchers observed a higher number of school children on the streets at 5pm during the week.													

USER INTERVIEWS:

LOCATION B / GORGIE ROAD ADJACENT TO WHITE PARK + BUS STOP

TOWN CENTRE: GORGIE/DALRY			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.	COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking. Playing and unwinding are also included conditions. Pedestrians need to move freely, as well as stand and sit where it feels good and natural.				
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/sit	6 - Opportunities to sit
B	22.02.2017	08.00		It feels safe during the day here				
B	22.02.2017	08.00		I don't feel safe at night here	The weather doesn't affect me because the dog doesn't care	The weather doesn't affect me because the dog doesn't care		
B	22.02.2017	08.00		I worry about crime a little bit at night	Traffic is an issue here		I have a back garden so I like to sit in that	I have a back garden so I like to sit in that
B	22.02.2017	08.00		I don't worry about crime here	I have got used to the traffic			
B	22.02.2017	12.00	The traffic means I feel like I can not cycle safely [...] The cycle paths are only at certain points and I do not feel safe when I cycle	It's ok in terms of safety, I wouldn't let my kid out at night though [...] I worry about crime at night here	There is dog poo everywhere [...] The pavements are dirty from dog poo and overflowing bins, there is no pride in people keeping the street clean		There is potential to spend more time outdoors but not how it is at the moment, there is too much fencing here	There is potential to spend more time outdoors but not how it is at the moment, there is too much fencing here
B	22.02.2017	12.00		I don't feel unsafe				
B	22.02.2017	12.00		I only worry that there is a chance of theft in the shop		I work here and I drive here [...] There isn't enough parking and the pavements are too wide which is bad for business [...] The new 20mph speed limit is bad for pollution and for slow traffic to get to work and it should stay 30mph because noone is checking it anyway [...] I don't walk through, too much is put into bikes and pavements and it's not good because they are not profitable	I don't come outdoors much	I don't come outdoors much [...] I wouldn't sit outside here but at home
B	22.02.2017	17.00	Cycle lanes would be good	At night I'm always on my bike so I don't worry as much			I don't think I'd spend more time here in the summer	There aren't many places to sit [...] I don't think I'd spend more time here in the summer
B	22.02.2017	17.00			Noise can be a bit of a problem here			
B	22.02.2017	17.00			The traffic and pollution are bad here			
B	22.02.2017	17.00		Football is not a problem, it's a friendly atmosphere and brings families together [...] I feel safe although there was a murder up the road last weekend	I'd like to spend more time sitting outside but traffic is a problem [...] The traffic is the biggest nuisance but I love Gorgie	It's easy to walk, even when the football is on, it's just a bit more overcrowded.		I'd like to spend more time sitting outside but traffic is a problem
B	22.02.2017	19.00						
B	25.02.2017	08.00			The park is ok but it's close to the road [...] Noise and climate are the biggest issues [...] Shelter from the rain would be good	I don't really spend much time here but I will take the dog to the park because it's nearby	I don't really spend much time here but I will take the dog to the park because it's nearby	I might spend more time sitting outside but not too close to the road
B	25.02.2017	12.00			It's very public exposed and noisy from the traffic		We're only visiting for the weekend	More cafes and sheltered areas would be good
B	25.02.2017	12.00	The lights change too fast at the crossing	I don't go out on football days because I find the fans intimidating [...] Football hooligans leave behind a mess from drinking	It's too cold and noisy to spend time outside [...] Football hooligans leave behind a mess from drinking [...] I'd like to see less traffic			I have my own garden so I wouldn't sit outside [...] It would be good to have more benches to rest at
B	25.02.2017	12.00		I know the area and the locals so I feel safe	The bars have outside seating, I probably wouldn't sit outside as it's too close to the traffic [...] Traffic and noise, particularly on football days, the whole area is in upheaval on football days			The bars have outside seating, I probably wouldn't sit outside as it's too close to the traffic [...] I might sit in the park on a nice day
B	25.02.2017	12.00	The road is busy but there are good pavements	I've only ever been here during the day and feel safe then	I wouldn't sit outdoors here because it's too close to the traffic [...] The traffic is a nuisance		I don't spend much time here, I'm just on route to a match	I wouldn't sit outdoors here because it's too close to the traffic
B	25.02.2017	12.00		On football days it can get quite 'messy' here [...] Sometimes I think about crime as there are some rough pubs nearby	Litter and dog poo are a problem [...] Reducing the traffic would be good			The park is too public, there is no privacy and you are too overlooked in the park [...] There is nowhere quiet to sit
B	25.02.2017	12.00		I'm a Hearts fan, when a match is on it can be quite intimidating, even for a football fan				
B	25.02.2017	17.00		I don't worry about crime but I have seen fights here at night [...] Football fans are an issue	There's nowhere to sit and it's polluted [...] Traffic is an issue	It's easy to walk but I don't like the fence out of the park [...] On football/rugby days it is not worth driving as it's too busy with the roadworks		Other than the park down there, there aren't many places to sit [...] There's nowhere to sit and it's polluted
B	25.02.2017	17.00		I've never had any problems with crime	Less noise and more shelter would be good		It's too close to the road to spend more time here in summer	It's too close to the road to spend more time here in summer
B	25.02.2017	17.00		At night time it doesn't feel safe because there are lots of bars and drunk people [...] Lighting could be improved [...] I don't like the football stadium because everywhere is busy and I get hassled a lot				
B	25.02.2017	17.00	As a cyclist I'm aware there are some large potholes here			I don't like the football stadium because everywhere is busy and I get hassled a lot	I'm more likely to spend time in the meadows as its more of a community atmosphere	I'm more likely to spend time in the meadows as its more of a community atmosphere

Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is designed to facilitate basic human activities under good conditions. Pedestrians need to move freely, as well as stand and sit where it feels good and natural.				ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.			
7 - Opportunities to see	8 - Opportunities to talk and listen	9 - Opportunities for play, exercise and unfolding activities	10 - Dimensioned at the human scale	11 - Opportunities to enjoy the positive aspects of climate	12 - Aesthetic qualities and positive sensory experience	What are you doing here today? Necessary / optional / recreational activity?	What is this place lacking?
						Anon - I live here and study at Heriot Watt	
I would like it if there were more good shops		I would like it if there were more good shops				Anon - walking the dog Anon - I live here Anon - walking the dog	More shops Less crime
				There are so many barriers in the park and dog poo that I don't really want to spend more time outside [...] The pavements are dirty from dog poo and overflowing bins, there is no pride in people keeping the street clean	There is dog poo everywhere [...] The pavements are dirty from dog poo and overflowing bins, there is no pride in people keeping the street clean [...] I think there is potential but it is not maintained and it's both the councils and publics fault	Anon - lady cycling with child Anon - works nearby	Less dog poo, cleaner pavements, less railings in the park. Less litter. Better cycle lanes. There's no parking here
			There's no parking here			Anon - shopkeeper	
I don't come outdoors much				There are shops here so yeh I spend time here but I'm always around town		Stacey - I live here and I am just coming back from work	More green spaces would be good. And cycle lanes
There are shops here so yeh I spend time here but I'm always around town						Yara - I live here and am coming back from work	Better bus connections.
I'm never really outdoors			Better bus connections to Penicuik would be good, I have to walk to Tolcross everyday	I'm never really outdoors [...] Noise can be a bit of a problem here		Paulina - going home	Less traffic. More green.
The shops are good and it's relatively cheap	I like to spend time here. It's a tight community and very friendly. I was brought up in these playgrounds and they are great [...] Football is not a problem, it's a friendly atmosphere and brings families together [...] I like that the community is tight and everyone knows everyone. Also the church opposite the bus stop, the minister Peter lets us hold funerals, ceilidhs and family suppers even if we are not at all religious. And it helps communities	The shops are good and it's relatively cheap	The shops are good and it's relatively cheap			Janet - living here my whole life, wouldn't live anywhere else	I'd say there aren't enough buses or affordable housing
				I don't really spend much time here but I will take the dog to the park because it's nearby	The park is ok but it's close to the road [...] Noise and climate are the biggest issues	Rory - walking the dog	Shelter from the rain would be good
There's a very green, nice cemetery between Dalry and Gorgie		We're only visiting for the weekend [...] On a nice day, we'd rather go out of town [...] More cafes and sheltered areas would be good	Bus connections could be better	It's very public exposed and noisy from the traffic [...] There's a very green, nice cemetery between Dalry and Gorgie	There's a very green, nice cemetery between Dalry and Gorgie	Anon - Welsh tourists on the way to watch the rugby	More cafes and shelter.
	More of a community street atmosphere would be nice		I like Dalry and all the charity shops [...] More of a community street atmosphere would be nice			Barbara - waiting for the bus	More seats.
				The bars have outside seating, I probably wouldn't sit outside as it's too close to the traffic [...] I might sit in the park on a nice day		Beverley - hairdresser owner, lives and works in Gorgie	
It's alright here but I wouldn't go out of my way to come here		I don't spend much time here, I'm just on route to a match [...] It's alright here but I wouldn't go out of my way to come here		It looks like there is a nice park here [...] I wouldn't sit outdoors here because it's too close to the traffic	It looks like there is a nice park here [...] The area lacks colour	Anon - going to rugby match	More colour and planting. Less traffic.
I like the variety of pubs and the proximity to town and Fountain park		I like the variety of pubs and the proximity to town and Fountain park	It can be very busy on weekday mornings and buses take forever	There is nowhere quiet to sit	Litter and dog poo are a problem	Anon - going to rugby match	Better connections into town would be good. Less litter and dog poo. More seats.
There are other places that are nicer to go						Anon - going to rugby match	
I like going to some of the pubs here		I like going to some of the pubs here		Other than the park down there, there aren't many places to sit [...] There's nowhere to sit and it's polluted	The area lacks flowers	Angus - on my way home	The area lacks flowers. More seats. Less pollution.
				Less noise and more shelter would be good	It's not a very nice place here	Anon - waiting for the bus	Less traffic noise. More shelter.
						Anon - female going out	Better lighting.
				I'm more likely to spend time in the meadows as its more of a community atmosphere	More bus connections would be better	Ruan - visiting friends	More bus connections would be better. Less potholes for cyclists.

USER INTERVIEWS:

LOCATION B / GORGIE ROAD ADJACENT TO WHITE PARK + BUS STOP

TOWN CENTRE: GORGIE/DALRY			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.	COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking. Playing and unwinding are also included conditions. Pedestrians need to move freely, as well as stand and sit where it feels good and natural.				
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/sit	6 - Opportunities to sit
B	25.02.2017	17.00	As a cyclist I'm aware there are some large potholes here		The weather is never good enough here [...]		I'm more likely to spend time in the meadows as its more of a community atmosphere	I'm more likely to spend time in the meadows as its more of a community atmosphere
B	25.02.2017	19.00		Lighting in the park would be an improvement	Lighting in the park would be an improvement			
B	25.02.2017	19.00			The traffic is bad			There's nowhere to sit here
B	25.02.2017	19.00		I don't feel safe here, there are always lots of teenagers hanging outside the takeaway [...]. Better lighting would be good	It's too noisy, too close to the road and too dark to spend time outside [...]. Better lighting would be good		It's too noisy, too close to the road and too dark to spend time outside	It's too noisy, too close to the road and too dark to spend time outside
RESEARCH DIARY OBSERVATIONS			Cyclists were frequently observed using the pavement at this location which may reflect a perceived lack of safety when contending with vehicular traffic. Cars were regularly observed to be parked on cycle lanes, impacting upon cycle routes through this location. Researchers observed that the road surface was poorly maintained, a man hole cover was loose which made a loud noise outside of the barbery shop.	The impact of football/rugby fans was also mixed at the weekend, with fans and males over 40 largely happy with the amenities and pubs in the area, which contradicted what other users who either felt threatened by users or that they dominated the streetscape too much on match days.	Fewer pedestrians were observed out in the street during windy and rainy conditions, although dog walkers were still observed in the park.	Researchers observed people cutting through the playground to get to the road. It was also frequently observed that pedestrians would press the lights at the pedestrian crossing but cross before the lights changed meaning that cars and cyclists often had to stop at the crossing when noone was using it.		

Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is designed to facilitate basic human activities under good conditions. Pedestrians need to move freely, as well as stand and sit where it feels good and natural.				ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.				What are you doing here today? Necessary / optional / recreational activity?		What is this place lacking?	
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	I'm more likely to spend time in the meadows as its more of a community atmosphere		I'm more likely to spend time in the meadows as its more of a community atmosphere			
B	25.02.2017	17.00	As a cyclist I'm aware there are some large potholes here								
B	25.02.2017	19.00		Lighting in the park would be an improvement	The weather is never good enough here [...]						
B	25.02.2017	19.00			The traffic is bad				There's nowhere to sit here		
B	25.02.2017	19.00		I don't feel safe here, there are always lots of teenagers hanging outside the takeaway [...]. Better lighting would be good	It's too noisy, too close to the road and too dark to spend time outside [...]. Better lighting would be good		It's too noisy, too close to the road and too dark to spend time outside		It's too noisy, too close to the road and too dark to spend time outside		
RESEARCH DIARY OBSERVATIONS			Cyclists were frequently observed using the pavement at this location which may reflect a perceived lack of safety when contending with vehicular traffic. Cars were regularly observed to be parked on cycle lanes, impacting upon cycle routes through this location. Researchers observed that the road surface was poorly maintained, a man hole cover was loose which made a loud noise outside of the barbery shop.	The impact of football/rugby fans was also mixed at the weekend, with fans and males over 40 largely happy with the amenities and pubs in the area, which contradicted what other users who either felt threatened by users or that they dominated the streetscape too much on match days.	Fewer pedestrians were observed out in the street during windy and rainy conditions, although dog walkers were still observed in the park.	Researchers observed people cutting through the playground to get to the road. It was also frequently observed that pedestrians would press the lights at the pedestrian crossing but cross before the lights changed meaning that cars and cyclists often had to stop at the crossing when noone was using it.					

USER INTERVIEWS:

LOCATION C / CORNER OF DALRY ROAD AND EASTER DALRY ROAD AT CO-OP

TOWN CENTRE: GORGIE/DALRY			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.	COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking. Playing and unwinding are also included conditions. Pedestrians need to move freely, as well as stand an				
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 standstay	6 - Opportunities to sit
C	22.02.2017	08.00						
C	22.02.2017	12.00	The traffic is busy.		I'm just going to work when I come here - so the weather doesn't affect me or how I use the street.	The biggest threat here is the cracked pavement slabs. I've already told Council they never do anything.	I'd never sit or spend more time outside here.	I'd never sit or spend more time outside here.
C	22.02.2017	12.00	The traffic is bad. It's really busy.	I feel 8 out of 10 safe. I don't worry about crime.		The pavement is really uneven here. There are lots of cracked slabs. They need attending to.	I just come here to go to the shops. I don't spend time outside here. Where would I?!	I just come here to go to the shops. I don't spend time outside here. Where would I?!
C	22.02.2017	12.00		There are lots of scary people around and druggies. I'd give it a 9 out of 10 in terms of how safe I feel during the day, but only 5 out of 10 at night.		Yes it's okay to walk through. I like all the shops - the variety, and the hair salons!	It's not a nice place to spend time outside. I'd only give it 2 out of 10 for that. It's not pleasant. There are lots of scary people around and druggies.	
C	22.02.2017	17.00	The traffic is alright - not too bad. It can be quite noisy though. I like to play guitar outside. I'd never do that here, the traffic is too noisy.	I don't worry about crime here. Even leaving my bike - I'd just tuck it away somewhere and not worry about locking it. Though I might ask you to just keep an eye on it for a minute if you're here for a while, just whilst I just run into this shop! It's safe round here but you never know...	It's okay to walk through here. Though there can be dog poo on the paving slabs.	It's okay to walk through here. Though there can be dog poo on the paving slabs. I'd like there to be more greenery and trees, and a place to sit and play with my son. And a playpark!	No, I'd never spend time here in summer. I'd go to the Meadows or into town instead.	I'd like there to be more greenery and trees, and a place to sit and play with my son.
C	22.02.2017	19.00			They should clean up all the dog poo. And sort out the pavements - they're really uneven.	It's good that it's so close to Haymarket station and the city. I don't go down Gorgie way much though.	I wouldn't really spend time outside here - where would I? There's not enough green space near here. It would be good to have a park for the kids and to sit and relax in, or at least some street trees.	
C	25.02.2017	08.00	There is too much traffic here		There is too much traffic here	More pedestrian lights would be good		
C	25.02.2017	08.00	The fumes are bad here		The fumes are bad here			More benches might be good
C	25.02.2017	08.00	The traffic is bad	I don't feel safe at night	The traffic is bad			
C	25.02.2017	12.00	Better bike lanes and less pot holes would be good.	It feels safer in the day than during the night. I wouldn't necessarily feel unsafe but less safe [...] I don't worry so much about crime but it used to be known for stabbing round here. It feels safer and more family oriented now though [...] Racist behaviour is one of the biggest issues [...] I would like to get rid of catalisers [...] Football fans and Rugby fans, when they come back they walk in the middle of the road and take up the pavement	I use the area practically for shopping so the weather doesn't impact me much	It's quite an easy place to walk through, more zebra crossings would be good [...] Football fans and Rugby fans, when they come back they walk in the middle of the road and take up the pavement	If it had more green places I would spend more time here but there isn't much at the moment [...] More bike racks would be good	If it had more green places I would spend more time here but there isn't much at the moment
C	25.02.2017	12.00	There's a blind spot by fountainbridge which concerns me	I always feel safe here, personally I always feel safe in Edinburgh apart from Sighthill. None of the people here are threatening	I don't think there is an area to sit outside, there's only 2 cafes with outdoor seating. There's Harrison Park but I don't go there because I have to go through the cemetery. The small park next to it isn't great because it's a bit shady.	It's easy to walk here, apart from when I see the clipboard person outside of Coop, he is aggressive and so I change the side of the road I'm walking on.		I don't think there is an area to sit outside, there's only 2 cafes with outdoor seating. There's Harrison Park but I don't go there because I have to go through the cemetery. The small park next to it isn't great because it's a bit shady
C	25.02.2017	12.00		I don't worry about crime here, we're only here for the weekend though				
C	25.02.2017	12.00					I don't spend much time here, it's more of a thoroughfare into town	I wouldn't spend time hanging outside, maybe in the park
C	25.02.2017	17.00		I feel safeish, I have been told to be careful about crime but I have never had a problem	I might sit out side in summer, but maybe not on this road [...] The noise and smell aren't very nice [...] The fumes are too much and the smell from the beer factory makes the street smell			There are cafes outside to do things [...] I might sit out side in summer, but maybe not on this road
C	25.02.2017	17.00		I don't feel safe at night	The traffic is unpleasant			More seating for the cafes would be good
C	25.02.2017	17.00			Dog fouling is unpleasant [...] I'm concerned about the traffic fumes, I am used to the noise [...] I don't like the smell of the brewery		There isn't really a place to socialise, the social club across the road is not really for students and there is no green space	There isn't really a place to socialise, the social club across the road is not really for students and there is no green space

Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is designed to facilitate basic human activities under good sit where it feels good and natural.		ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.		What are you doing here today? Necessary / Optional / Recreational	
3 - Opportunities for play, exercise and		11 - Opportunities to enjoy the positive		12 - Aesthetic qualities and positive	
				The biggest threat here is the cracked pavement slabs. I've already told Council they never do anything.	Ben - working in Cats Protection charity shop John - I've just come to the shops. Now I'm taking the bus home. I come here once a week.
	I just come here to go to the shops. I don't spend time outside here. Where would I?!				Attend to the cracked paving slabs and uneven pavement.
I like all the shops - the variety, and the hair salons!					Jade - I'm taking the bus on my way to work. I live at the student halls round the corner so I'm always around. Good lighting. Less scary people in the street.
I'd like there to be more greenery and trees.	The traffic is alright - not too bad. It can be quite noisy though. I like to play guitar outside. I'd never do that here, the traffic is too noisy.	This place needs more sun! And a play park where I can take my son. [...] I like to play guitar outside. I'd never do that here, the traffic is too noisy.	I'd like there to be more greenery and trees, and a place to sit and play with my son.	This place needs more sun! And a play park where I can take my son.	Anon - I'm just walking through. This place needs more sun! And a play park where I can take my son. Less dog poo.
It's good that it's so close to Haymarket station and the city. I don't go down Gorgie way much though.			I wouldn't really spend time outside here - where would I? There's not enough green space near here. It would be good to have a park for the kids and to sit and relax in, or at least some street trees.	I wouldn't really spend time outside here - where would I? There's not enough green space near here. It would be good to have a park for the kids and to sit and relax in, or at least some street trees.	Jude - going home from work Anon - going to Lidl Anon - elderly man going to the shops Anon - going to a Yoga class up the road
I live here and am going to the shops for necessities				There is too much traffic here The fumes are bad here The traffic is bad	Less traffic. Less traffic. Less traffic.
I come to the shops all the time here [...] I like the multiculturalism and how that translates into having shops from around the world	Racist behaviour is one of the biggest issues	I come to the shops all the time here [...] I like the multiculturalism and how that translates into having shops from around the world	I like the multiculturalism and how that translates into having shops from around the world	If it had more green places I would spend more time here but there isn't much at the moment	More greenspaces would be nice Anon - had a Dentist appointment More greenspaces would be nice
I like that it is multicultural [...] I like having the Lidl nearby, I like being near the gym, cinema, cafe and good transport links	I don't think there is an area to sit outside, there's only 2 cafes with outdoor seating. There's Harrison Park but I don't go there because I have to go through the cemetery. The small park next to it isn't great because it's a bit shady [...] I like having the Lidl nearby, I like being near the gym, cinema, cafe and good transport links [...] A greenspace/park in the place next to Lidl would be nice.	I don't think there is an area to sit outside, there's only 2 cafes with outdoor seating. There's Harrison Park but I don't go there because I have to go through the cemetery. The small park next to it isn't great because it's a bit shady	I like that it is multicultural [...] There's not a lot of hang out places for young people, like venues. The pubs are for the older generation of people but there's not entertainment venues for young people	I don't think there is an area to sit outside, there's only 2 cafes with outdoor seating. There's Harrison Park but I don't go there because I have to go through the cemetery. The small park next to it isn't great because it's a bit shady	A greenspace/park in the place next to Lidl would be nice Anon - lives here Anon - couple geocaching
I don't spend much time here, it's more of a thoroughfare into town [...] I'd like to see cafes replacing the betting places			We are playing geocaching before going for a cycle	I wouldn't spend time hanging outside, maybe in the park	Neil - heading to the shops More cafes instead of betting places.
I wish there were more shops rather than just services like bars and barbers	I also like that people are from different backgrounds. People are nice here	There are cafes outside to do things [...] I wish there were more shops rather than just services like bars and barbers	It's good for buses here [...] I also like that people are from different backgrounds. People are nice here	There are cafes outside to do things [...] I might sit out side in summer, but maybe not on this road [...] The noise and smell aren't very nice [...] The fumes are too much and the smell from the beer factory makes the street smell The traffic is unpleasant [...] More seating for the cafes would be good	Anon - I'm here for work, I live in Stirling More shops and cafes. Less traffic. More outdoor seating for cafes. Less traffic.
If there was more space I would spend more time up this way	I like the proximity to town and to Haymarket and that it's a friendly place [...] There isn't really a place to socialise, the social club across the road is not really for students and there is no green space	If there was more space I would spend more time up this way [...] There isn't really a place to socialise, the social club across the road is not really for students and there is no green space	I like to spend time here because you've got both Haymarket and Fountain park nearby [...] I like the proximity to town and to Haymarket and that it's a friendly place [...] There isn't really a place to socialise, the social club across the road is not really for students and there is no green space	Dog fouling is unpleasant [...] I'm concerned about the traffic fumes, I am used to the noise [...] I don't like the smell of the brewery	Anon - smoking outside of cafe Dog fouling is unpleasant Anon - student doing shopping More even pavements. Less dog poo. Less traffic pollution. A place to socialise and meet people. More green space.

USER INTERVIEWS:

LOCATION C CONTINUED / CORNER OF DALRY ROAD AND EASTER DALRY ROAD AT CO-OP

TOWN CENTRE: GORGIE/DALRY			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.			COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking. Playing and unwinding are also included conditions. Pedestrians need to move freely, as well as stand and sit where it feels good and natural.		
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/sit	6 - Opportunities to sit
RESEARCH DIARY OBSERVATIONS			Cars frequently were observed using the road down Orwell Terrace to make a U-turn.		Researchers observed that the wind seemed to be particularly strong at this location with no opportunity for shelter.	The junction where Dalry Road is met by Orwell Terrace from Fountainbridge and the south, and Easter Dalry Road from the residential area north is heavily used by pedestrians. Researchers observed that the existing pedestrian crossing outside the Co-op may be poorly positioned in that it does not meet the desire lines of many pedestrians - in particular those walking from Orwell Terrace toward Haymarket and the east/north end of Dalry. Equally researchers observed many pedestrians leaving the Co-op to the east of the pedestrian crossing (at the corner of Dalry Road and Easter Dalry Road), and cutting directly across the junction between traffic at this point toward either Orwell Terrace or to the opposite corner (at the Clock cafe) on the south side of Dalry Road. These frequent informal crossings better follow the desire lines of these pedestrians, who do not wish to have to take a longer route to walk to the pedestrian crossing slightly further west to cross the road. Researchers also noted that there are several common spots where pedestrians wait on corners to try and cross the road informally (rather than walk to the crossing). These are on all four (staggered) corners of the junction of Dalry Road/Orwell Terrace/Easter Dalry Road, as well as to/from the corner of the wider section of pavement in front of 121 Dalry Road before this becomes narrower again to allow for parked cars/loading. Researchers observed the prominence of Orwell Terrace as a popular walking route between Fountainbridge and Dalry. In the morning research slots most pedestrians observed were walking toward Haymarket and the city (going north-east up Dalry Road) from this location. Researchers also noted that some pedestrians find the long raised wall in front of the Co-op forces pedestrians coming from the south-west to have to walk around in a long 'U' shape to enter the Co-op shop. This appears to cause frustration for some pedestrians, with several observed instead choosing to jump up and over the wall at the earliest opportunity (level with the pedestrian crossing, where the sheltered entrance to Co-op's main doors ends and the wall starts) to better follow their desire lines into the shop front. At the weekend, large crowds were observed going to the Rugby.		Researchers noted that the wider section of pavement adjacent to the Co-op where Easter Dalry Road meets Dalry Road is already used throughout the day as a place for people to stop, talk on the phone, meet others and use the ATM. However, at present this public life is restricted by the lack of seating at this location. Occasionally pedestrians were observed using the statue with keg barrel in the centre of this space to informally sit on, and due to a lack of bike racks at this spot some users were observed locking their bikes to the railings. Researchers noted that this space could be improved as a place to sit and spend time by adding more formalised seating opportunities, as well as improving the aesthetic and sensory experience at this point - including the addition of street trees, removal of unused phone boxes, addition of bike racks and lighting, to create a better design for this wide pavement space that makes it a more appealing place to pause or stop and take a seat, particularly given it's favourable south-facing microclimate.

TOWN CENTRE: GORGIE/DALRY			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.			COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking. Playing and unwinding are also included conditions. Pedestrians need to move freely, as well as stand and sit where it feels good and natural.			ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.					
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/sit	6 - Opportunities to sit	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
									A large proportion of young people were observed with shopping bags on weekend mornings. Researchers observed that the area was busy and vibrant with people of all ages going to the shops and undertaking errands early in the morning. At the weekend, large crowds were observed going to the Rugby and going to Coop for food as part of their activity in the area.	A large amount of activity was observed at Dominoes around 5pm at the weekend when the shop was particularly crowded.		Researchers observed that the area was particularly crowded during the weekend and would benefit from a public space for meeting and waiting for friends.	Researchers observed children playing with the key statues, which are also frequently used as a meeting point or for seating.	

USER INTERVIEWS:

LOCATION D / DALRY ROAD ADJACENT TO DALRY PLACE

TOWN CENTRE: GORGIE/DALRY			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.	COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking. Playing and unwinding are also included conditions. Pedestrians need to move freely, as well as stand				
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/sit	6 - Opportunities to sit
D	22.02.2017	08.00	It can be a tricky junction to pull out of here	The lighting could be better	I would sit outside more in summer but off the main road	It's easy to walk but I don't like it when cars park at the bottom of Dalry Place		I'd spend time outdoors, but only where I live in the colonies [...] I would sit outside more in summer but off the main road
D	22.02.2017	08.00	It would be good if there were more crossings or it was easier to cross		I might spend time sitting on the benches in the colonies but it's quite noisy [...] The traffic is an issue, it's very noisy and busy		I might spend time sitting on the benches in the colonies but it's quite noisy	
D	22.02.2017	08.00	The roads are very busy and that puts me off cycling		It's quite noisy here		There's nowhere really to sit, no benches here	
D	22.02.2017	08.00	I cycle everywhere and the junction at Haymarket can be tricky [...] Better cycle routes and road surfaces would improve the area		The traffic and noise are bad here		There's nowhere to sit, I'd go into town instead	
D	22.02.2017	08.00			It's too noisy and there is too much traffic to spend more time outside	I like walking through the Colonies	There's nowhere nice to sit, the cafes here also don't have seats outside [...] It's too noisy and there is too much traffic to spend more time outside	
D	22.02.2017	12.00		There's not many bars so there's few drunk people at night [...] I don't feel unsafe, I've never seen anything here	I wouldn't walk into town in bad weather I'd get the bus into town [...] I also smoke at the bus stop when it's raining [...] I live on the main road and it's still noisy even with double glazing	I wouldn't walk into town in bad weather I'd get the bus into town [...] In the summer I might walk a longer route through but there's no grassy areas here	I also smoke at the bus stop when it's raining	
D	22.02.2017	12.00		I like walking through and taking lunch breaks on the benches in the Colonies, I find it more peaceful away from the main road [...] Noise and pollution are an issue	It would be nice if there were more parks to sit in	I like walking through and taking lunch breaks on the benches in the Colonies, I find it more peaceful away from the main road	I like walking through and taking lunch breaks on the benches in the Colonies, I find it more peaceful away from the main road	
D	22.02.2017	12.00	The traffic is quite busy but I've never had any problems		More pedestrian areas away from the road would be nice	More pedestrian areas away from the road would be nice	It would be nice if there were more parks to sit in	
D	22.02.2017	12.00		The traffic is bad here [...] More areas sheltered from the wind would be good	Yes it's easy to walk through and there's lots of shortcuts		This could be a nice spot if there was better seating	
D	22.02.2017	17.00	The traffic can be bad, sometimes bikes come through quite fast [...] I'd like it to be completely pedestrianised with a dedicated bike lane	I feel safe, it's a busy route with lots of people overlooking	This is a nice street but it's too noisy so close to the road [...] It feels quite polluted here	I'd like it to be completely pedestrianised with a dedicated bike lane	This is a nice street but it's too noisy so close to the road [...] Better seating would be good	
D	22.02.2017	17.00	With the road works and construction the crossing is made worse		Traffic and noise are a problem [...] There's lots of dog poo on the path [...] More bins, particularly around the station would be good	I don't really spend time here, this is just the fastest route to the station	I don't have time to stop here	
D	22.02.2017	17.00	I'd like to stop cars completely from using the street	The footpath can be noisy at night with the occasional drunk person [...] I don't really worry about crime but sometimes it can be a bit scary coming home late at night as it is a quiet/less public street	The noise from construction can be disruptive [...] I'd like to stop cars completely from using the street	The delivery vans parking on my street and the construction vehicles make it difficult to walk	I sit in the garden on a good day, I live in the Colonies [...] I don't spend time outside in other places in the summer, it's pointless as I have my own garden	
D	22.02.2017	17.00	If going right to Haymarket it can be tricky to pull out [...] Remove the cobblestones and better road surfaces would be good	I feel safe here as there's lots of foot traffic during the day, I'm not sure what it's like at night as I don't live nearby	I only use this route to avoid the road [...] Traffic and pollution are an issue	I only use this route to avoid the road [...] It's a good route to Fountain Park off of the main roads [...] Remove the cobblestones and better road surfaces would be good	Apart from the benches over there, there's nowhere to sit	
D	22.02.2017	19.00	There could be a crossing here (bottom of Dalry Place)	5 out of 10 for safety, the lighting isn't great and it's a quiet street [...] If I feel unsafe I take the longer route	The traffic is bad	If I feel unsafe I take the longer route [...] There could be a crossing here (bottom of Dalry road)	It's not somewhere I like to spend time, I'm just passing through	There's no reason to stop, or nothing to make me stop here
D	22.02.2017	19.00		I wouldn't feel safe coming down here		I don't like to spend time here, I'm just passing through	I thought it was private so I wouldn't stop here [...] There are better places to go in the summer	
D	25.02.2017	08.00	I don't have a problem with the traffic but I find cyclists on the pavement dangerous and annoying	4 out of 10 for safety, there is a drugs issue around here if you go to the pub in the afternoon you can see selling on of expensive meats which have been shoplifted [...] People can be quite verbally abusive in the street [...] "Foreigners" are a threat here, as are people sleeping rough and begging, and the police don't do anything	The air pollution is an issue, especially with the roadworks, I think it is putting people off using the streets [...] Removing the dog dirt would be good, and some of the bins are overflowing	Everything is quite handy, there's good local shops and I like living here [...] My eye sight is bad and so I have an issue with the rocking slabs and the bad quality pavement [...] Safe pavements for the elderly would improve the area		
D	25.02.2017	08.00		In the day I feel safe but I never venture out in the evening, there's quite a few incidents with people outside the pubs		I love walking and being outdoors, the water of Leith is a real highlight in Edinburgh		
D	25.02.2017	08.00	Getting across the road can be difficult, there are not crossings between Scotmid and Haymarket so you're either on one side of the road or the other [...] The taxis can be tricky because they can't turn and an elderly person then can't cross the road	I avoid the area on football days, I get in and out of here [...] During the day it's fine here, I avoid it at night		Getting across the road can be difficult, there are not crossings between Scotmid and Haymarket so you're either on one side of the road or the other [...] It's an easy place to walk through but only on one side of road at time [...] The taxis can be tricky because they can't turn and an elderly person then can't cross the road	I avoid the area on football days, I get in and out of here	
D	25.02.2017	08.00		I'd spend more time here but off the main road where the traffic noise and pollution are too much		I like the local pubs and places to eat, and that you can walk into town	I'd spend more time here but off the main road where the traffic noise and pollution are too much	I'd spend more time here but off the main road where the traffic noise and pollution are too much

Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is designed to facilitate basic human activities under good sit where it feels good and natural.			ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.			What are you doing here today? Necessary / optional / recreational activity? What is this place lacking?	
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		
I enjoy the shops here		I enjoy the shops here [...] I'd spend time outdoors, but only where I live in the colonies	I enjoy the shops here [...] I'd spend time outdoors, but only where I live in the colonies	I'd spend time outdoors, but only where I live in the colonies [...] I would sit outside more in summer but off the main road [...] I love the Colonies with the benches and planters	I love the Colonies with the benches and planters [...] More planters and an area for bins would be good	Jim - on the way to work	More planters and an area for bins would be good
I like the area but I don't know it well, I just walk to Haymarket to commute	I might spend time sitting on the benches in the colonies but it's quite noisy [...] The traffic is an issue, it's very noisy and busy	I like the area but I don't know it well, I just walk to Haymarket to commute		There's nowhere really to sit, no benches here [...] It's quite noisy here		James - on way to work	Less traffic. A pedestrian crossing.
I live in Dalry and I enjoy living here	I like how everyone is young and the shops are cheap	I live in Dalry and I enjoy living here [...] I like how every is young and the shops are cheap	I like how every is young and the shops are cheap	There's nowhere really to sit, I'd go into town instead [...] The traffic and noise are bad here		Laura - going to university	More seats. Less traffic noise.
I like walking through the Colonies	There's nowhere nice to sit, the cafes here also don't have seats outside [...] It's too noisy and there is too much traffic to spend more time outside		I live here, I prefer it to Leith where I used to live.	There's nowhere nice to sit, I'd go into town instead [...] The traffic and noise are bad here		Kenny - going to the shops	Better cycle routes and road surfaces would improve the area. Less traffic. More cycle lanes
I'm just passing through the area, I live in Gorgie [...] I like the variety of shops and how cheap it is		I'm just passing through the area, I live in Gorgie [...] I like the variety of shops and how cheap it is	I like the variety of shops and how cheap it is	There's nowhere nice to sit, the cafes here also don't have seats outside [...] It's too noisy and there is too much traffic to spend more time outside	I like walking through the Colonies	Duncan - going to work	More seats outside cafes. Less traffic noise.
I don't really spend time here, I just work here [...] I like walking through and taking lunch breaks on the benches in the Colonies, I find it more peaceful away from the main road		I don't really spend time here, I just work here [...] It's young, cheap and close to town. I like the area	It's young, cheap and close to town. I like the area	It would be nice if it could be made prettier		Rosie - on my way into town	More grassy areas.
I don't like the area well	The traffic is very busy and noisy.			It would be nice if there were more parks to sit in [...] A park would be nice		Sonya - smoking break	It would be nice if there was more colour
I don't really hang out here but I like the area because of all the unusual independent restaurants		I don't really hang out here but I like the area because of all the unusual independent restaurants	I don't really hang out here but I like the area because of all the unusual independent restaurants	A park would be nice		Rab - on the way to visit my girlfriend	More parks. Places to sit away from the road.
I don't spend any time here, I just commute this way [...] I like the traditional houses in the semi pedestrianised street	This is a nice street but it's too noisy so close to the road [...] It feels quite polluted here [...] Better seating would be good	I don't spend any time here, I just commute this way [...] More bike racks would be good	More bike racks, and less traffic.	This is a nice street but it's too noisy so close to the road [...] It feels quite polluted here [...] Better seating would be good	I like the traditional houses in the semi pedestrianised street	Anon - going home from work	More bike racks would be good [...] Better seating would be good. Less traffic and pollution.
I don't really spend time here, this is just the fastest route to the station	Traffic and noise are a problem	I don't really spend time here, this is just the fastest route to the station		Traffic and noise are a problem [...] There's lots of dog poo on the path	There's lots of dog poo on the path	Phillip - going home via Haymarket	Less traffic. Less dog poo on the pavement.
				Apart from the benches over there, there's nowhere to sit [...] Traffic and pollution are an issue	Remove the cobblestones and better road surfaces would be good	Kirsty - going to Co-op	I'd like to stop cars completely from using the street. Less cars parked, more space for pedestrians.
It's not somewhere I like to spend time, I'm just passing through [...] There's no reason to stop, or nothing to make me stop here	The traffic is bad	It's not somewhere I like to spend time, I'm just passing through [...] There's no reason to stop, or nothing to make me stop here	It's not somewhere I like to spend time, I'm just passing through [...] There's no reason to stop, or nothing to make me stop here			Anon - going home	Better lighting. Less traffic.
						Dale, student - going to the shops	More shops/cafes.
It's unique here, I like the Water of Leith and Gorgie City Farm [...] The architecture here is interesting [...] Everything is quite handy, there's good local shops and I like living here		It's unique here, I like the Water of Leith and Gorgie City Farm [...] Everything is quite handy, there's good local shops and I like living here	Everything is quite handy, there's good local shops and I like living here	It's unique here, I like the Water of Leith and Gorgie City Farm [...] Removing the dog dirt would be good, and some of the bins are overflowing	It's unique here, I like the Water of Leith and Gorgie City Farm [...] Removing the dog dirt would be good, and some of the bins are overflowing	John - going to the bank	Safe pavements for the elderly would improve the area. Less crime.
I love walking and being outdoors, the water of Leith is a real highlight	Foreigners' are a threat here, as are people sleeping rough and begging, and the police don't do anything	I love walking and being outdoors, the water of Leith is a real highlight				Joyce - shopping in the West End	Less crime from drunk people.
I like window shopping in the charity shops and the post office is useful [...] For local shops, Dalry is getting worse, more and more amenities are closing and in Gorgie it's all died because the rates are too high. There's nothing left to Gorgie		I like window shopping in the charity shops and the post office is useful [...] For local shops, Dalry is getting worse, more and more amenities are closing and in Gorgie it's all died because the rates are too high. There's nothing left to Gorgie	I like window shopping in the charity shops and the post office is useful [...] For local shops, Dalry is getting worse, more and more amenities are closing and in Gorgie it's all died because the rates are too high. There's nothing left to Gorgie		For local shops, Dalry is getting worse, more and more amenities are closing and in Gorgie it's all died because the rates are too high. There's nothing left to Gorgie	Sharon - collecting my mum from the hairdressers	Lower rates and more variety in the shops would be good
I'd spend more time here but off the main road where the traffic noise and pollution are too much [...] I like the local pubs and places to eat, and that you can walk into town		I'd spend more time here but off the main road where the traffic noise and pollution are too much	I like the local pubs and places to eat, and that you can walk into town	I'd spend more time here but off the main road where the traffic noise and pollution are too much	I live in the Colonies, they are a special place	Brian - buying breakfast	Less traffic noise and pollution. More places to sit.

USER INTERVIEWS:

LOCATION D CONTINUED / DALRY ROAD ADJACENT TO DALRY PLACE

TOWN CENTRE: GORGIE/DALRY			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.	COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking. Playing and unwinding are also included conditions. Pedestrians need to move freely, as well as stand					
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/sit	6 - Opportunities to sit	
D	25.02.2017	08.00	The cars here are so slow that you can cross whenever you like, the drivers are considerate here and let you cross		I'd spend more time here but off the main road where the traffic noise and pollution are too much	I like the local pubs and places to eat, and that you can walk into town	I'd spend more time here but off the main road where the traffic noise and pollution are too much	I'd spend more time here but off the main road where the traffic noise and pollution are too much	
D	25.02.2017	12.00							
D	25.02.2017	12.00	It's a busy route but it doesn't bother me using it. More pedestrian crossing would be better [...] Especially here at Dalry Place. [...] Not enough space or priority is given to cyclists	It's quite safe but sometimes it can be quite loud and intimidating at night with the spill out from the pubs [...] I've noticed a lot of vandalism, damage to the bins and graffiti				There's nowhere to sit outside	
D	25.02.2017	12.00	There's no crossing points [...] A pedestrian crossing at the bus stop just opposite the post office would be good	I always feel safe here, day and night. There are some dodgy people hanging at the bus stops		More pedestrian crossing would be better [...] At the bus stop the pavement becomes really narrow [...] People park on the cycle lanes		I wouldn't spend more time here, I am just passing through	
D	25.02.2017	12.00	If it's busy, sometimes it's easier to cross here [...] It's lacking a crossing	Footbal/rugby fans can be difficult	There's not a lot of shelter when it's raining [...] The traffic and the noise are bad here	You can't just walk through without bumping into things here	It's a lovely area but there aren't many places to hang out outside	It's a lovely area but there aren't many places to hang out outside	
D	25.02.2017	17.00	A crossing would be good	I don't worry about crime unless there are too many fans		It's easier walking than driving through, the traffic is an absolute nightmare [...] A crossing would be good			
D	25.02.2017	17.00	The roads can be too busy [...] I'd like to see a crossing			Sometimes there are too many fans and it's hard to pass them [...] I'd like to see a crossing			
D	25.02.2017	17.00		I feel very safe here	The traffic is bad [...] There are not a lot of parks		Parks and playgrounds for children would be good, it needs more space where you can spend time with kids	It's good for shopping here but not for sitting outside	
D	25.02.2017	17.00	There is no crossing in the area	A lot of people from the games like football and rugby fans can be quite threatening		There is no crossing in the area		It's good for shopping here but not to sit with friends	
D	25.02.2017	17.00	It's quite busy here and you have to wait quite a long time for the traffic lights to change [...] I'd like to see more pedestrian crossings	I haven't heard about any crimes here but I moved here not that long ago	It's quite busy here and you have to wait quite a long time for the traffic lights to change [...] I'd like to see more pedestrian crossings			It's good to go shopping but not to sit outside as much [...] There's a lot of pubs around so I might sit outside or spend more time here in summer	
D	25.02.2017	17.00	I'd like more crossings and wider pavements because if it's too busy it's hard to pass people		The traffic is quite busy [...] The noise and smell of the area isn't very nice	I'd like more crossings and wider pavements because if it's too busy it's hard to pass people		There's not much space outside except some small cafes	
D	25.02.2017	19.00	I'd like a crossing, there is nowhere to cross with a dog	I don't feel unsafe, even when there's a lot of Rugby fans it's ok	The traffic is too busy	It's easy to walk here but sometimes you have to walk around people if there's too many people [...] I'd like a crossing, there is nowhere to cross with a dog [...] A park, or somewhere to walk the dog would be good		I like this area but there is nowhere to sit	
D	25.02.2017	19.00	The traffic is really unsafe, it's not safe for children [...] I'd like a crossing	Rugby and football fans are a problem	Noise can be a problem	I'd like a crossing		Sometimes I stop for a nice coffee [...] More parks nearby or somewhere to sit around nature would be nice	
D	25.02.2017	19.00	I'd like a crossing and more parking		It's Scotland so the rain doesn't really matter [...] There is too much noise from cars here and the car pollution is not good for me	I'd like a crossing and more parking		There's not a lot of places to sit	
RESEARCH DIARY OBSERVATIONS									
Researchers observed a large number of drop offs at the British Heart Foundation shop, where drivers would turn into the road and bump into the kerb. The lack of a suitable crossing on the road was observed to be an issue amongst many of those interviewed, for those both local to the area and people visiting just for the day. Users were frequently observed crossing and weaving between buses and traffic throughout the day. Roadworks were observed at Haymarket Junction. Researchers observed a high proportion of cyclists at this location, using both the main road and Dalry place. It was also observed that clear signage for cars would be beneficial, as cars were frequently observed driving into the dead end and then had to reverse back into the main road.			Dalry Place is frequently used by pedestrians and therefore felt like a safe location to researchers. It was noted by researchers that there was nowhere to lock bikes at this location and one user was observed locking his bike across the road. The streetscape was dominated by male rugby fans during the weekend. Researchers observed that Dalry place might also benefit from more lighting, it is currently programmed to a warm red hue and it was observed that there was the potential to make it much brighter.		Researchers observed that the glass collection at this location was particularly noisy. Researchers observed that the location remained busy at the weekend even when it was cold and raining. It was observed that the pathway through the colonies in particular acted as a wind tunnel, making it a more unpleasant place to sit or walk even with bright blue skies and sunshine. Roads became considerably quieter in the evenings during the week, however they did remain busy throughout the day at this location.		It was observed that a large proportion of people walking down Dalry place were pulling along suitcases and struggling over the cobbles at the junction. Researchers observed a constant flow of pedestrians crossing at the junction with Dalry Place, many crossing at informal points on the road as no crossing is available. The pavements became particularly crowded around 5pm at the weekend, where pedestrians struggled to walk around those already standing in the street. During the week this location also became particularly busy around 5pm with a high proportion of office workers heading home and using the crossing to Haymarket station. A large proportion were observed running through the traffic and spilling over the road into the traffic island.		
Researchers observed that most shop owners began to open up their shops around 8.30am, opening shutters and putting out A frames, prior to this retail frontages were fairly inactive.							Tourists were frequently observed looking lost as they tried to find their way to the station.		

Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is designed to facilitate basic human activities under good sit where it feels good and natural.		ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.					What are you doing here today? Necessary / optional / recreational activity? What is this place lacking?	
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			
I'd spend more time here but off the main road where the traffic noise and pollution are too much [...] I like the local pubs and places to eat, and that you can walk into town	I'd spend more time here but off the main road where the traffic noise and pollution are too much	I'd spend more time here but off the main road where the traffic noise and pollution are too much [...] I like the local pubs and places to eat, and that you can walk into town	I like the local pubs and places to eat, and that you can walk into town	I'd spend more time here but off the main road where the traffic noise and pollution are too much	I live in the Colonies, they are a special place	Brian - buying breakfast	Less traffic noise and pollution. More places to sit.	
						Marcelle - walking to the shops		
I really like the mix of shops, the charity shops especially		I really like the mix of shops, the charity shops especially	There are good bus links which are good	There's nowhere to sit outside	I've noticed a lot of vandalism, damage to the bins and graffiti [...] It looks dirty and worn down here	Anon - walking into town to go to the shops	Less vandalism.	
I only come here to get groceries from Asian supermarkets		I only come here to get groceries from Asian supermarkets	I only come here to get groceries from Asian supermarkets			Anon - I've just been shopping	A pedestrian crossing. A pedestrian crossing at the bus stop just opposite the post office would be good	
I like the local amenities like the swimming pool and the post office		I just walk through to work and also use the swimming pool [...] I like the local amenities like the swimming pool and the post office	I just walk through to work and also use the swimming pool			Rachel - walking to work		
I like the local shops and restaurants and use some of the small local cafes		I like the local shops and restaurants and use some of the small local cafes	I like the local shops and restaurants and use some of the small local cafes			Sadie - walking to the station after visiting a friend in Gorgie	Less street clutter. Less crime.	
	The traffic and the noise are bad here			The traffic and the noise are bad here	I love Edinburgh and this area	Rob - walking	It's lacking a crossing	
I love the fact that the stadium is close by [...] It's a nice area with plenty of shops if needed	It's a friendly and busy area	I love the fact that the stadium is close by [...] It's a nice area with plenty of shops if needed	I like to spend time here exploring the shops and going to games	There's not many parks here		Theodor - walking from work	A crossing would be good	
I like to spend time here exploring the shops and going to games	It's a nice busy area with lots of sociable people	I'm just shopping and looking at the shopping displays [...] It's easy to shop here, you're not far away from town and there is good public transport connections	It's good for shopping here but not to sit with friends	There's not many parks here	There are not a lot of parks	David - walking	There's not many parks here	
I'm just shopping and looking at the shopping displays [...] It's easy to shop here, you're not far away from town and there is good public transport connections	It's good for shopping here but not to sit with friends	It's good for shopping here but not to sit with friends				Vassia - walking around	Parks and playgrounds for children would be good, it needs more space where you can spend time with kids	
It's good for shopping here but not to sit with friends		It's good to go shopping but not to sit outside as much				Chang - wandering	There is no crossing in the area	
It's good to go shopping but not to sit outside as much						Chris - walking	I'd like to see more pedestrian crossings	
There's not much space outside except some small cafes	There's not much space outside except some small cafes [...] The traffic is quite busy [...] The noise and smell of the area isn't very nice	There's not much space outside except some small cafes	I like coming here from the game as well as shopping			Anon - walking back from the game	Seats.	
I like exploring the shops here		I like exploring the shops here		I like this area but there is nowhere to sit [...] The traffic is too busy [...] A park, or somewhere to walk the dog would be good	A park, or somewhere to walk the dog would be good	Aaron - walking	I'd like a crossing, there is nowhere to cross with a dog	
It's a nice area to wander about	I'd like more outdoor seating at cafes, like at the Italian restaurant.	It's a nice area to wander about		Noise can be a problem [...] More parks nearby or somewhere to sit around nature would be nice	It's a nice area to wander about [...] More parks nearby or somewhere to sit around nature would be nice	Jennifer - walking home	I'd like a crossing. More seats at cafes.	
I enjoy the variety of experiences here		I enjoy the variety of experiences here		There's not a lot of places to sit [...] There is too much noise from cars here and the car pollution is not good for me	There's not enough plants here	George - walking from work	I'd like a crossing and more parking	
Researchers observed that most shop owners began to open up their shops around 8.30am, opening shutters and putting out A frames, prior to this retail frontages were fairly inactive.				Researchers observed a large amount of dog litter on the footpath.			Researchers observed that trees could be used for more shelter and sound barriers for houses.	

USER INTERVIEWS:

ADDITIONAL INTERVIEWS WITH SPECIFIC USER GROUPS

TOWN CENTRE: GORGIE/DALRY		PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.	COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking. Playing and unwinding are also included conditions. Pedestrians need to move freely, as well as stand					
Key Location Name	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/sit	6 - Opportunities to sit
Pat [Walk Leader]	Health All Round, Tuesday	Striders' Group, starting Tynecastle High School in Gorgie	There's too much pollution here and the traffic is bad. [...] We [the walking group] try to avoid going down the main high street in Gorgie. We prefer to go around the back instead, behind Sainsburys, rather than through Gorgie itself. It keeps us away from the traffic and main road. We prefer the quieter paths, not the main roads. [...] The traffic is pretty bad. There are lots of hold-ups, especially if you're in the bus. This road is a nightmare.	No, I never worry about crime here.	I'd love it if there were more garden areas, flowers, something brightly coloured to brighten the place up and make people more aware of the seasons. Many people don't have gardens here. It would really help. Also to detract from the traffic and reduce the pollution.	We [the walking group] try to avoid going down the main high street in Gorgie. We prefer to go around the back instead, behind Sainsburys, rather than through Gorgie itself. It keeps us away from the traffic and main road. We prefer the quieter paths, not the main roads. [...] I guess its okay to walk through though. But it is pretty busy.	I wouldn't choose to spend time here. I only come here to meet everyone for the walking group that I lead. We just meet here though and then tend to go walking elsewhere. Just walking through Gorgie because we have to, to get to other better places for walking. There's too much pollution here and the traffic is bad.	
Focus groups of 6 walkers (mostly older users who have lived locally or nearby for a long period)	Health All Round, Tuesday	Striders' Group, starting Tynecastle High School in Gorgie	There's a lot of congestion and pollution here. It's got worse over the years. Now its really bad. And road works everywhere all the time. All across Edinburgh actually. It's a pest. [...] The traffic has got a lot busier. It's horrible. And it's not like you've got good pavements or anything to make up for it. It's really congested and the pavements are falling apart. It makes it really hard to walk and get around if you're a bit older.	In daylight its okay and I feel safe here. But not at night. It's really bad then. Deserted and quiet. It makes you feel unsafe. For example, even at Lothian Road I feel pretty safe at night because its busy. Here it's so quiet it doesn't feel safe. If I was on my own I'd avoid coming out at night here.	The farm is good for the kids. Gets them out of the city life. [...] Tynecastle School used to be a park you know. With water, a pond, and it was green. Really nice. There was a path and walkway. It was lovely. Away from the busy road and traffic and dirty street out there. It's a real shame. It would be good to have more parks here, a place for people to meet and be outside.	It's really congested and the pavements are falling apart. It makes it really hard to walk and get around if you're a bit older. It's really discouraging to get out and walk, even to the shops. The noise and the traffic are the main things that make it horrible to walk through here. Plus the pavements. They're so uneven.	Tynecastle School used to be a park you know. With water, a pond, and it was green. Really nice. There was a path and walkway. It was lovely. Away from the busy road and traffic and dirty street out there. It's a real shame. It would be good to have more parks here, a place for people to meet and be outside.	The farm is good for the kids. Gets them out of the city life. [...] This area really needs a chill-out area. Somewhere people can stop and spend time. Somewhere for the community. A park or library or coffee shop or a community centre or something. Away from the traffic and congestion.
Laura	Local resident with pram		The traffic is okay. It's uneven pavements that are the main problem for me with the buggy.	I don't worry about crime here - it's more the pavements that are the issue	I wouldn't go out if it was icy. It's not easy with the pram when the weather's bad.	I wish the pavement was smoother. It's all uneven, and it wakes the baby up when I try and navigate bumpy bits of pavement. [...] There are some good pedestrian crossings along this stretch [next to Co-op in Dalry]. There are often roadworks though. They're really hard to get by with the pram. [...] The biggest issue for me is the uneven pavements. There are enough pedestrian crossings, but the only thing is that the lights change too quickly - it can be hard to get across in time with a pram.		
Anon, Maplin employee, Dalry	Maplin employee - local business with existing wider pavement and seating area with trees outside, Dalry		The traffic is busy. It would be nice to have more protection from the traffic noise outside here.	The only thing I worry about is in terms of anti-social behaviour. You have a lot of people sat drinking outside on the benches here in summer. I'd say its 8 out of 10 safe.	The traffic is busy. It would be nice to have more protection from the traffic noise outside here.	It's pretty easy to walk through here - there's enough crossings on this stretch of the street just here. There are 2 nearby, and a 3rd would be good, but might be overkill? I'm not sure. [...] It's a wide pavement space outside just here [outside Maplins] - it's good for the school nearby as it makes it easier for groups of children to get past. It would be good if the pavement was wider along the other side of the road too though.	In summer all the staff sit outside here [the wider pavement space with benches outside Maplins, Dalry] on their lunch breaks. It's a sunny spot outside here - people sit on the benches in the sun, next to the trees in summer.	In summer all the staff sit outside here [the wider pavement space with benches outside Maplins, Dalry] on their lunch breaks. It's a sunny spot outside here - people sit on the benches in the sun, next to the trees in summer.
Anon, British Heart Foundation manager and employee, Dalry	British Heart Foundation manager and employee - local business with loading bay and narrow pavement outside entrance [interview cut short]		People often park in the loading bay outside the front of the shop. It's a big issue for all the shops along this stretch of street. The loading bay is meant to be for their use, but 90% of the time people are using the loading bay as just a car park. It means us and our customers have to stop in the bus lane to load/unload, and then that annoys other drivers, but we don't have a choice.	No, I don't worry about crime here. It's pretty safe and usually busy with people.	You see more people standing under the covered area outside the Co-op entrance in bad weather.	Yeah, I think it's pretty easy to walk through here.	Sometimes you see phone providers using the corner next to Co-op to sell from. I think it puts people off standing and staying there. Plus there's no seating. It means people selling things is the main thing that corner is used for. It's a shame - it could be a good place to sit. [...] Sometimes I go out on my lunch break, but there's nowhere to sit just outside here so you don't	Sometimes you see phone providers using the corner next to Co-op to sell from. I think it puts people off standing and staying there. Plus there's no seating. It means people selling things is the main thing that corner is used for. It's a shame - it could be a good place to sit.
Jo, Co-op employee, Dalry	Employee at Co-op, Dalry, an area with wider pavement outside and key local destination							

Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is designed to facilitate basic human activities under good sit where it feels good and natural.		ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.					
7 - Opportunities to see	8 - Opportunities to talk and listen	9 - Opportunities for play, exercise and unfolding activities	10 - Dimensioned at the human scale	11 - Opportunities to enjoy the positive aspects of climate	12 - Aesthetic qualities and positive sensory experience	What are you doing here today? Necessary / optional / recreational activity?	What is this place lacking?
Gorgie has really changed over the years. It's really busy with traffic now. All the smaller local shops have closed. The local greengrocers, other shops. Now there's more supermarkets, ALDI and so on. People go there now and don't go further into the town centre to the local independent shops. They're suffering as a result. It's having a really negative impact, these big shops. Especially if you live outwith Gorgie, there's nothing to come in here for (to the North-East end of the town centre), so the shops close. The greengrocers, butchers, they've all closed down as a result.	I used to meet friends at the shops for a chat. You don't do it anymore. The big supermarkets are to blame. Everyone used to be in the local shops. Now they aren't. They just go to the big supermarket - Aldi, Lidl. It's a real shame. You don't see people anymore. I miss having a chat at the shop. [...] It's congested and noisy here. You don't see people for a chat anymore.	The farm is good for the kids. Gets them out of the city life.	I hate those old shops that have been turned into flats [between Gorgie and Dalry]. They look horrible. Really dirty and ugly.	The farm is good for the kids. Gets them out of the city life. [...] Tynecastle School used to be a park you know. With water, a pond, and it was green. Really nice. There was a path and walkway. It was lovely. Away from the busy road and traffic and dirty street out there. It's a real shame. It would be good to have more parks here, a place for people to meet and be outside.	The farm is good for the kids. Gets them out of the city life. [...] Tynecastle School used to be a park you know. With water, a pond, and it was green. Really nice. There was a path and walkway. It was lovely. Away from the busy road and traffic and dirty street out there. It's a real shame. It would be good to have more parks here, a place for people to meet and be outside.	Recreational (but only meeting in Gorgie i.e. necessary, then taking bus to Corstorphine for recreational walk)	I'd love it if there were more garden areas, flowers.
There's a good variety of shops here [Dalry].					I wish the pavement was smoother. It's all uneven, and it wakes the baby up when I try and navigate bumpy bits of pavement. [...] The biggest issue for me is the uneven pavements. There are enough pedestrian crossings, but the only thing is that the lights change too quickly - it can be hard to get across in time with a pram.	I live nearby. I'm here with the baby - taking him out in the pram and doing this survey. I'm usually just going to the local shops.	I wish the pavement was smoother. It's all uneven, and it wakes the baby up when I try and navigate bumpy bits of pavement. [...] The biggest issue for me is the uneven pavements. There are enough pedestrian crossings, but the only thing is that the lights change too quickly - it can be hard to get across in time with a pram.
The trees outside are nice here. It would be good to have more.		We used to have some of our stock [from Maplins] outside the shop on the pavement but Council made us take it all inside again. It would be useful to us to be able to have some products and things for people to browse outside.		In summer all the staff sit outside here [the wider pavement space with benches outside Maplins, Dalry] on their lunch breaks. It's a sunny spot outside here - people sit on the benches in the sun, next to the trees in summer.		Working at Maplins, Dalry	The trees outside are nice here. It would be good to have more.
						Working at British Heart Foundation, Dalry	
	Sometimes you see phone providers using the corner next to Co-op to sell from. I think it puts people off standing and staying there. Plus there's no seating. It means people selling things is the main thing that corner is used for. It's a shame - it could be a good place to sit.			Sometimes you see phone providers using the corner next to Co-op to sell from. I think it puts people off standing and staying there. Plus there's no seating. It means people selling things is the main thing that corner is used for. It's a shame - it could be a good place to sit.		Working at Co-op, Dalry.	Somewhere to sit.

USER INTERVIEWS:

ADDITIONAL INTERVIEWS WITH SPECIFIC USER GROUPS [CONTINUED]

TOWN CENTRE: GORGIE/DALRY		PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.	COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking. Playing and unwinding are also included conditions. Pedestrians need to move freely, as well as stand					
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/sit	6 - Opportunities to sit spend time outside
Bill and Jon, Aldi employees, Gorgie		Employees at Aldi, Gorgie, a key retail destination with wider area with seating outside	The biggest threat here is crime, definitely. As well as traffic, it's really congested here. The potholes are also really bad in the pavement and the road.	Crime is really bad on the street. There's always dodgy characters around. You wouldn't want to spend time outside here. [...] Yes, I definitely worry about crime here. Especially in the morning and in the evening when it's pretty hairy to be around this area! This street [Gorgie] has a bad reputation. [...] The biggest threat here is crime, definitely. As well as traffic, it's really congested here. The potholes are also really bad in the pavement and the road.		Fix the potholes - it makes it really hazardous to walk or cycle here. Especially for older people or if you're on a bike. Some of the holes are huge! It feels like no-one cares about the area.	Crime is really bad on this street. There's always dodgy characters around. You wouldn't want to spend time outside here. [...] I would never spend time here. I just come straight to work. I'd never sit outside here. No-one does, not even in summer! It's not a nice place to sit, even though there are benches. People sit over at McDonalds instead - no-one would ever want to sit in the space out the front of Aldi. [...] I'd give it a 0 out of 10 as a place to spend time outside. It's not great. Just a busy street and lots of dodgy characters.	I would never spend time here. I just come straight to work. I'd never sit outside here. No-one does, not even in summer! It's not a nice place to sit, even though there are benches. People sit over at McDonalds instead - no-one would ever want to sit in the space out the front of Aldi.
Barbie Lyon and the Dalry Colonies Residents Association		Group user interview/questionnaire response from People First service users and staff - independent organisation run by and for people with learning difficulties	Traffic can be quite a nightmare because there are often tailbacks [in Dalry]. Car drivers should think more about pedestrians. [...] Opposite LIDL in Dalry the pedestrian crossing lights change from the green man to the red man really quickly. They don't allow enough time for people who have a mobility impairment to cross the road safely. That's true all along Dalry Road. [...] Cut down the traffic, fumes, pollution.	People are happy and say hello to you. They are helpful and I feel safe from crime. It's generally well lit on the main streets, but NOT on the smaller streets.	Cut down the traffic, fumes, pollution.	I'm in Gorgie/Dalry a lot, and I use a wheelchair. Mainly for food shopping and catching the bus. I like the area, but the pavements are not great. The pavements are not accessible enough for wheelchair users. They are not even and they need resurfacing. It's a risk. There are also some quite steep crossings. Sometimes there is a lowered curb on one side but not the other. [...] Opposite LIDL in Dalry the pedestrian crossing lights change from the green man to the red man really quickly. They don't allow enough time for people who have a mobility impairment to cross the road safely. That's true all along Dalry Road.	Benches are really lacking all through the town centre. There's nowhere you can sit and rest. There's only one outside the school, that's it. And not enough trees. [...] I am outside a fair bit - I like being outdoors - but it's mainly going to/from food shopping or to the bank.	Benches are really lacking all through the town centre. There's nowhere you can sit and rest. There's only one outside the school, that's it. And not enough trees. [...] I am outside a fair bit - I like being outdoors - but it's mainly going to/from food shopping or to the bank.
		Respondents personal opinions and collated information and views from the Dalry Colonies Residents Association	I think the traffic is fine. I think there are probably some issues about the sequencing of the lights at Haymarket as the trains come through that can create queues.	I like the sense of familiarity in Dalry - it's my neighbourhood - I just wish it looked tidier and provided a sense of pride to the area. (I like the fact that the owner of the Troy restaurant has hanging baskets) It's nice to see familiar faces in the street and shops. [...] The communal bins at each street corner are ugly - and instead of looking welcoming the streets just look a mess. There are issues with local restaurants putting their trade bins out at the wrong time and not bringing them in. Also, the paving stones are cracked and uneven - it would be great to have things re-placed rather than just repaired. (I'm also conscious that when the new development is finally completed the rest of Dalry will look very shoddy in comparison - especially regarding quality of paving etc)	My comments relate to Dalry - I sometimes go up to Gorgie City Farm or the big Sainsbury's at Murrayfield - but generally stay local to Dalry or head into town. I don't really know Gorgie that well - or what it has to offer. So there maybe something in doing some piece of print/communication about what's available in the wider area - I do get a sense that people stick to what they know. [...] The paving stones are cracked and uneven - it would be great to have things re-placed rather than just repaired.	My comments relate to Dalry - I sometimes go up to Gorgie City Farm or the big Sainsbury's at Murrayfield - but generally stay local to Dalry or head into town. I don't really know Gorgie that well - or what it has to offer. So there maybe something in doing some piece of print/communication about what's available in the wider area - I do get a sense that people stick to what they know.	I spend time outside on Dalry Place. The planters and benches are maintained by the residents. But would benefit from some support from the council (the footpath has been adopted by the council) There is also an ongoing issue with people parking on Dalry Place. It's designated as a footpath - but access is required by emergency services. It would be good to find an initiative that makes this a place that is predominantly for people not cars. [...] There is a fantastic and underused resource in the Gorgie/Dalry Community Park at the back of Lidl. I have heard from numerous people about what a shame this is. It could do with a proper playground (I was in Spear Bridge last week and they had a fabulous collection of play park equipment). A number of people have suggested a community orchard for up there. There's a sense it's not safe and again it's not a nice environment to spend time in. It's really run down. There are plans to improve it as the new cycle path plans come into effect. [...] Also the Co-op as a great focal point in the community - and perhaps making more of the area around the statue of the man and the barrel (getting rid of the grim phone boxes there - and putting in some seating would be good. [...] Places to sit would be good too - there are a lot of old people/people with kids - who walk up to the Coop/Lidl who would benefit from a place to sit/rest/reorganize their bags.	But there is a strong sense of community, a lot of familiar faces and increasingly new places and people - new businesses on the high street. It has great restaurants, a weirdly large number of barbers, good charity shops, a Thai supermarket, Chinese supermarket, the Dalry Swim Centre and St Bride's Centre. There is a WASPS Artist studio. However, it's a tatty area and there's lots of eyesores - unused street furniture, A-boards, lots of bins out in the street - both commercial and personal. The bins for the tenements are placed at the start of the street where it joins Dalry Road and as an introduction to each street (Orwell terrace, Caledonian terrace etc) it's pretty grim. It would be lovely to have the bin boxes like they do on Princes Street. There are big issues with dog mess - there's a lot of it. There needs to be a crackdown on this as it's getting worse. Also - graffiti - there's a lot of it and it's very costly for individuals to stamp it out - even if you paint over it - it comes back. It's a shame to see it on shop shutters at night - makes the place look rundown. There are a couple of blank walls that are specifically targeted. Walls at the end of both ends of Richmond Terrace and the wall at the end of Dalry Place. [...] shop locally there's a great Chinese supermarket, Thai supermarket, Co-op and Lidl. We use the local newsagent and the local barber and the local hardware store is a treasure trove of bits and pieces that you need. The post office is very friendly too and I get parcels redelivered there. We sometimes eat put at Pizza 1926 or one of the other great restaurants on the street and also the Salt Yard Café is very good. It's well served for day to day living. [...] More trees would be lovely - this part of Edinburgh doesn't have much greenspace (the new development at Haymarket won't have much either sadly.) If we could replace the bins on each corner with some greenery that would be amazing. (One of the neighbours works for the Forestry Commission and is a useful source on what and how you can plant trees in built up areas - and it's something we'd like to do in Dalry Place too.

Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is designed to facilitate basic human activities under good conditions. Pedestrians need to move freely, as well as stand		ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.					
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I'd give it a 0 out of 10 as a place to spend time outside. It's not great. Just a busy street and lots of dodgy characters.						Working at Aldi, Gorgie	Fix the potholes - it makes it really hazardous to walk or cycle here. Especially for older people or if you're on a bike. Some of the holes are huge! It feels like no-one cares about the area.
	People are happy and say hello to you. They are helpful and I feel safe from crime.	I think there should be more parks - somewhere the children can go and play safely. More trees and plants.			Benches are really lacking all through the town centre. There's nowhere you can sit and rest. There's only one outside the school, that's it. And not enough trees.	I'm a wheelchair user. I've lived in Gorgie/Dalry for a year now.	There should be more trees and plants. The area needs a park - somewhere the children can go and play safely. More bins and instead of looking welcoming the streets just look a mess. There are issues with local restaurants putting their trade bins out at the wrong time and not bringing them in. Also, the paving stones are cracked and uneven - it would be great to have things re-placed rather than just repaired. (I'm also conscious that when the new development is finally completed the rest of Dalry will look very shoddy in comparison - especially regarding quality of paving etc)
It's not very cohesive. It doesn't have a sense of place or a sense of self physically in the same way that other areas of Edinburgh do. But there is a strong sense of community, a lot of familiar faces and increasingly new places and people - new businesses on the high street. It has great restaurants, a weirdly large number of barbers, good charity shops, a Thai supermarket, Chinese supermarket, the Dalry Swim Centre and St Bride's Centre. There is a WASPS Artist studio. However, it's a tatty area and there's lots of eyesores - unused street furniture, A-boards, lots of bins out in the street - both commercial and personal. The bins for the tenements are placed at the start of the street where it joins Dalry Road and as an introduction to each street (Orwell terrace, Caledonian terrace etc) it's pretty grim. It would be lovely to have the bin boxes like they do on Princes Street. There are big issues with dog mess - there's a lot of it. There needs to be a crackdown on this as it's getting worse. Also - graffiti - there's a lot of it and it's very costly for individuals to stamp it out - even if you paint over it - it comes back. It's a shame to see it on shop shutters at night - makes the place look rundown. There are a couple of blank walls that are specifically targeted. Walls at the end of both ends of Richmond Terrace and the wall at the end of Dalry Place. [...] shop locally there's a great Chinese supermarket, Thai supermarket, Co-op and Lidl. We use the local newsagent and the local barber and the local hardware store is a treasure trove of bits and pieces that you need. The post office is very friendly too and I get parcels redelivered there. We sometimes eat put at Pizza 1926 or one of the other great restaurants on the street and also the Salt Yard Café is very good. It's well served for day to day living. [...] More trees would be lovely - this part of Edinburgh doesn't have much greenspace (the new development at Haymarket won't have much either sadly.) If we could replace the bins on each corner with some greenery that would be amazing. (One of the neighbours works for the Forestry Commission and is a useful source on what and how you can plant trees in built up areas - and it's something we'd like to do in Dalry Place too.	But there is a strong sense of community, a lot of familiar faces and increasingly new places and people - new businesses on the high street. It has great restaurants, a weirdly large number of barbers, good charity shops, a Thai supermarket, Chinese supermarket, the Dalry Swim Centre and St Bride's Centre. There is a WASPS Artist studio. However, it's a tatty area and there's lots of eyesores - unused street furniture, A-boards, lots of bins out in the street - both commercial and personal. 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The post office is very friendly too and I get parcels redelivered there. We sometimes eat put at Pizza 1926 or one of the other great restaurants on the street and also the Salt Yard Café is very good. It's well served for day to day living. [...] More trees would be lovely - this part of Edinburgh doesn't have much greenspace (the new development at Haymarket won't have much either sadly.) If we could replace the bins on each corner with some greenery that would be amazing. (One of the neighbours works for the Forestry Commission and is a useful source on what and how you can plant trees in built up areas - and it's something we'd like to do in Dalry Place too.	There is a fantastic and underused resource in the Gorgie/Dalry Community Park at the back of Lidl. I have heard from numerous people about what a shame this is. It could do with a proper playground (I was in Spear Bridge last week and they had a fabulous collection of play park equipment). A number of people have suggested a community orchard for up there. There's a sense it's not safe and again it's not a nice environment to spend time in. It's really run down. There are plans to improve it as the new cycle path plans come into effect.	I like the sense of familiarity in Dalry - it's my neighbourhood - I just wish it looked tidier and provided more of a sense of pride to the area. (I like the fact that the owner of the Troy restaurant has hanging baskets) It's nice to see familiar faces in the street and shops. [...] If the area had some kind of identity that would be a good and unifying thing. Dalry/Gorgie is actually a big area - and I'm not sure how this would work - as the sense of community feels routed in either Dalry or Gorgie. I see them as two distinct areas. If there were some initiatives that increased a sense of pride in the area, I'd hope that it would increase the likelihood of business owners investing more in the visual quality of their properties - painting over graffiti - purchasing shutters that are graffiti-proof - contributing to the well-being of the area.	I'm in the Dalry town centre everyday. I shop locally there's a great Chinese supermarket, Thai supermarket, Co-op and Lidl. We use the local newsagent and the local barber and the local hardware store is a treasure trove of bits and pieces that you need. The post office is very friendly too and I get parcels redelivered there. We sometimes eat put at Pizza 1926 or one of the other great restaurants on the street and also the Salt Yard Café is very good. It's well served for day to day living.	Get rid of the graffiti and the dog mess. The communal bins at each street corner are ugly - and instead of looking welcoming the streets just look a mess. There are issues with local restaurants putting their trade bins out at the wrong time and not bringing them in. Also, the paving stones are cracked and uneven - it would be great to have things re-placed rather than just repaired. (I'm also conscious that when the new development is finally completed the rest of Dalry will look very shoddy in comparison - especially regarding quality of paving etc)		

DEMOGRAPHIC DATA

GORGIE/DALRY | DATA

Gorgie/Dalry			DEMOGRAPHIC COUNTS												
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	
A	25.02.17	08.00	0	0	1	2	1	2	3	2	6	5			
A	25.02.17	12.00	9	7	16	13	11	10	7	13	44	38		1	
A	25.02.17	17.00	8	7	20	16	20	17	19	4	72	29		1	
A	25.02.17	19.00	2	21	14	13	18	11	7	3	61	30		High number of teenagers going to McDonalds	
A	22.02.17	08.00	2	0	4	9	7	3	0	1	14	12			
A	22.02.17	12.00	1	0	6	7	7	11	6	5	17	26		4 walking stick users	
A	22.02.17	17.00	2	4	18	14	13	9	1	0	42	18			
A	22.02.17	19.00	0	0	6	9	3	3	3	0	12	12			

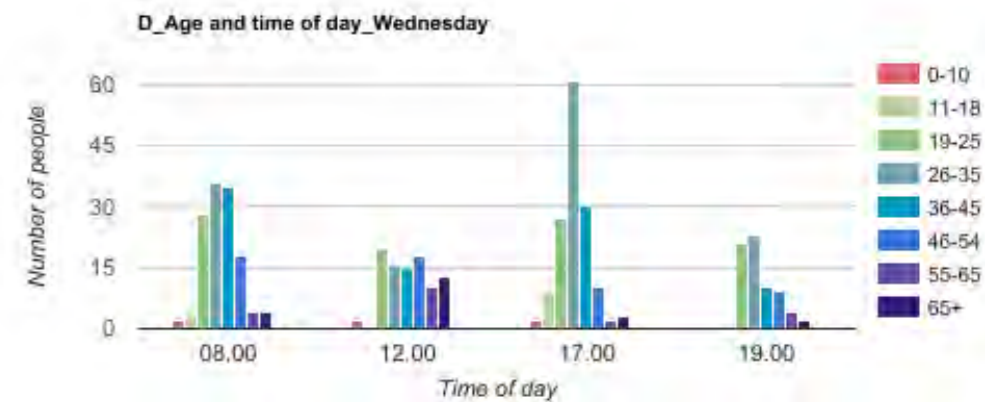
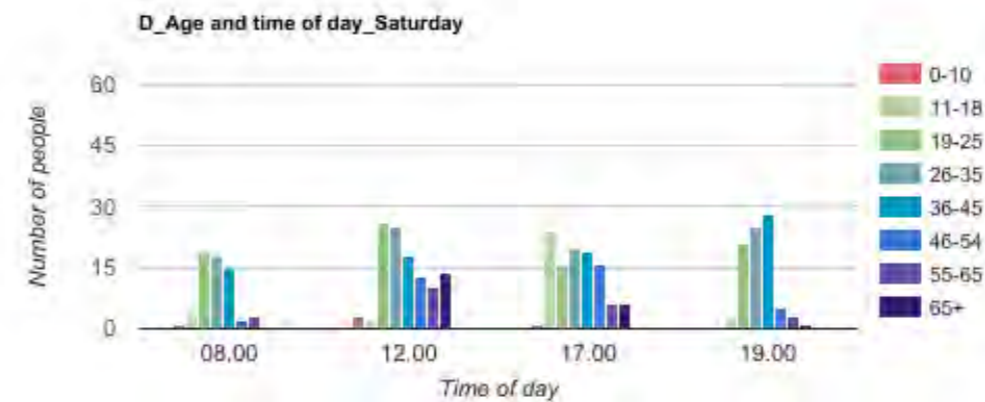
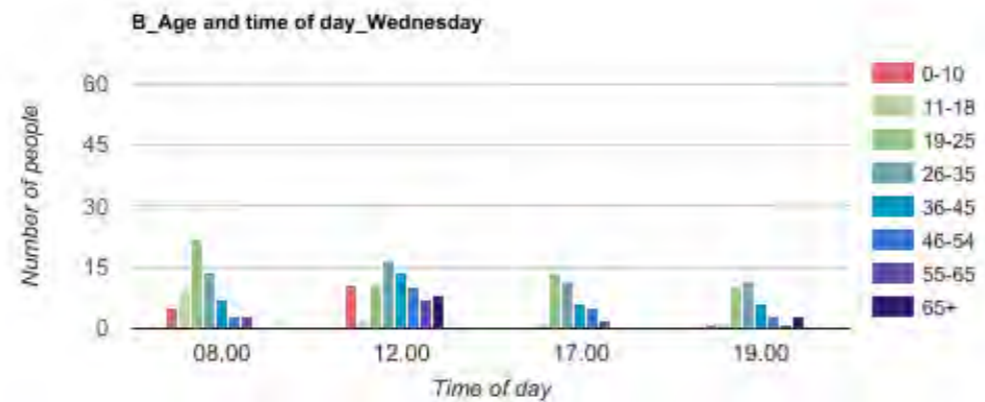
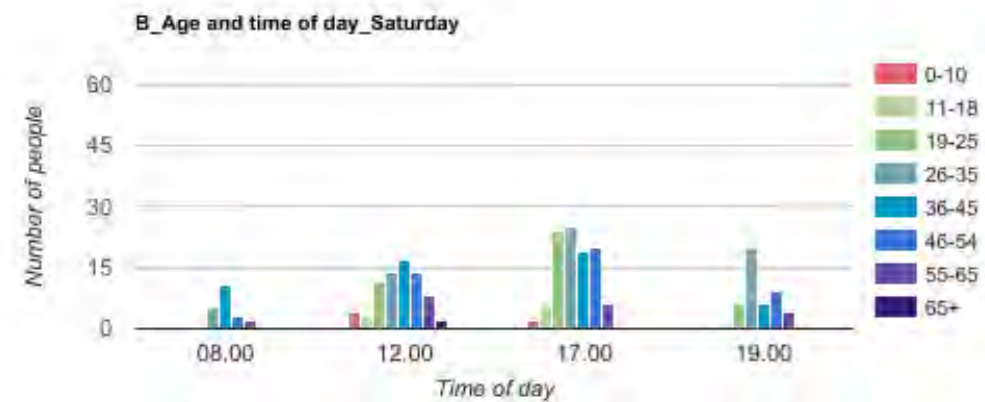
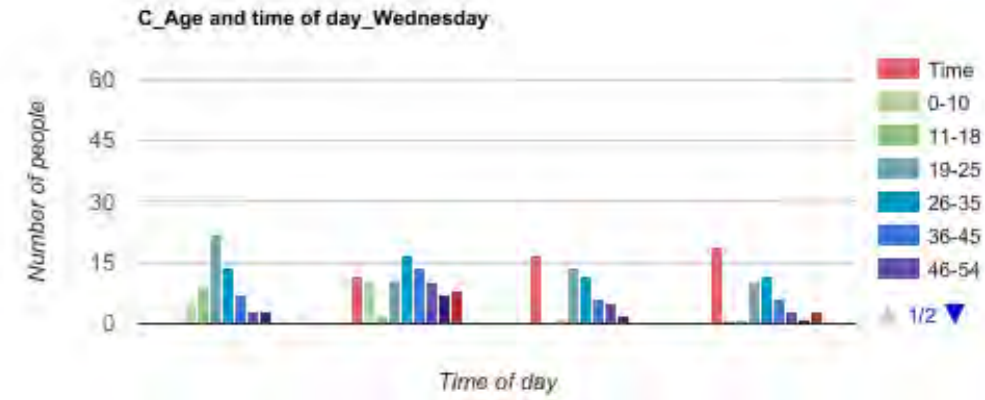
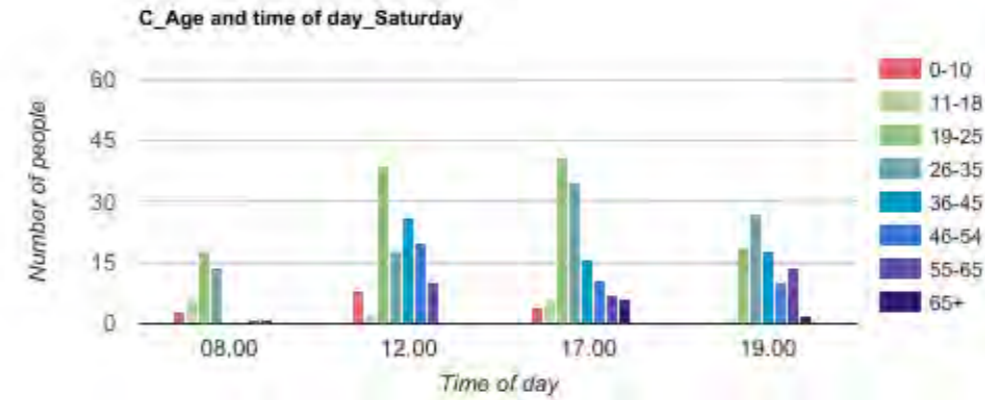
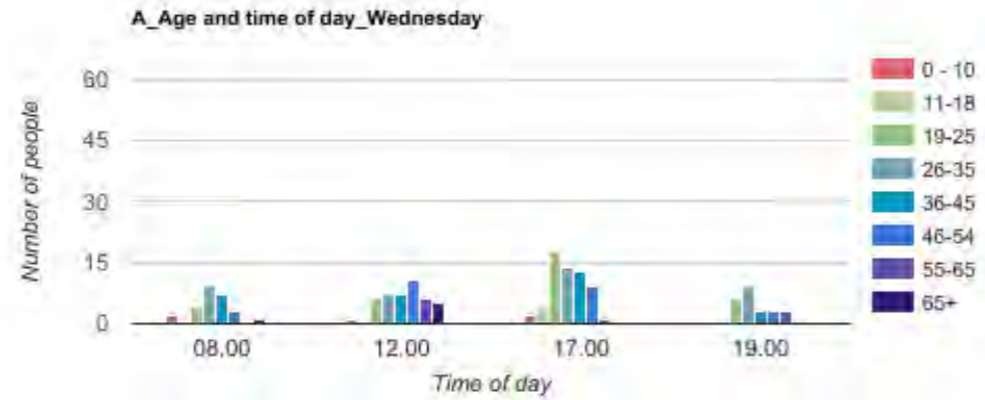
Gorgie/Dalry			DEMOGRAPHIC COUNTS												
Key Location	Date	Time	0 - 10	11-18	19-25	26-35	36-45	46-54	55-65	65+	Male	Female	Additional Mobility Needs	Other notes	
D	25.02.17	08.00	1	4	19	18	15	2	3	0	37	25			
D	25.02.17	12.00	3	2	26	25	18	13	10	14	76	33		1 Rugby match day	
D	25.02.17	17.00	1	24	16	20	19	16	6	6	64	44			
D	25.02.17	19.00	0	3	21	25	28	5	3	1	55	29			
D	22.02.17	08.00	2	4	28	36	35	18	4	4	70	62			
D	22.02.17	12.00	2	0	20	16	15	18	10	13	41	43		2	
D	22.02.17	17.00	2	9	27	61	30	10	2	3	85	71			
D	22.02.17	19.00	0	0	21	23	10	9	4	2	43	25			

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
B	25.02.17	08.00	0	0	0	5	11	3	2	0	13	8		
B	25.02.17	12.00	4	3	12	14	17	14	8	2	47	34		
B	25.02.17	17.00	2	6	24	25	19	20	6	0	63	39		
B	25.02.17	19.00	0	1	6	20	6	9	4	0	35	13		
B	22.02.17	08.00	5	9	22	14	7	3	3	0	39	28		2
B	22.02.17	12.00	11	2	11	17	14	10	7	8	39	35		5
B	22.02.17	17.00	0	1	14	12	6	5	2	0	22	18		
B	22.02.17	19.00	1	1	10	12	6	3	1	3	22	15		

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
C	25.02.17	08.00	3	6	18	14	0	0	1	1	33	14		
C	25.02.17	12.00	8	2	39	18	26	20	10	0	79	46		
C	25.02.17	17.00	4	6	41	35	16	11	7	6	81	45		2
C	25.02.17	19.00	0	1	19	27	18	10	14	2	68	26		
B	22.02.17	08.00	5	9	22	14	7	3	3	0	39	28		2
B	22.02.17	12	11	2	11	17	14	10	7	8	39	35		5
B	22.02.17	17	0	1	14	12	6	5	2	0	22	18		
B	22.02.17	19	1	1	10	12	6	3	1	3	22	15		

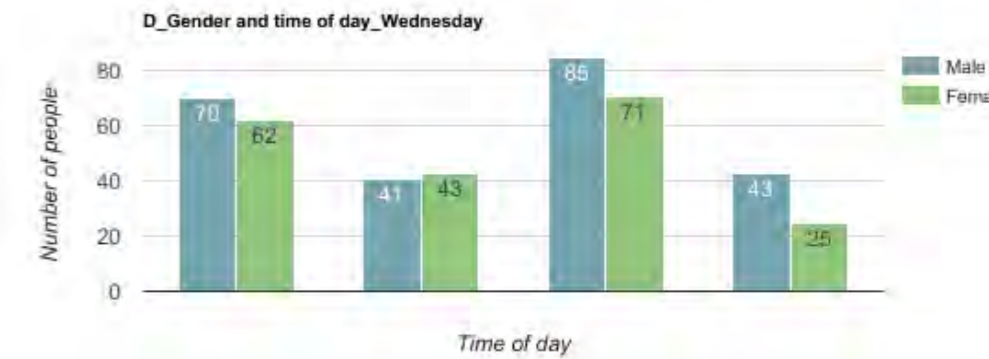
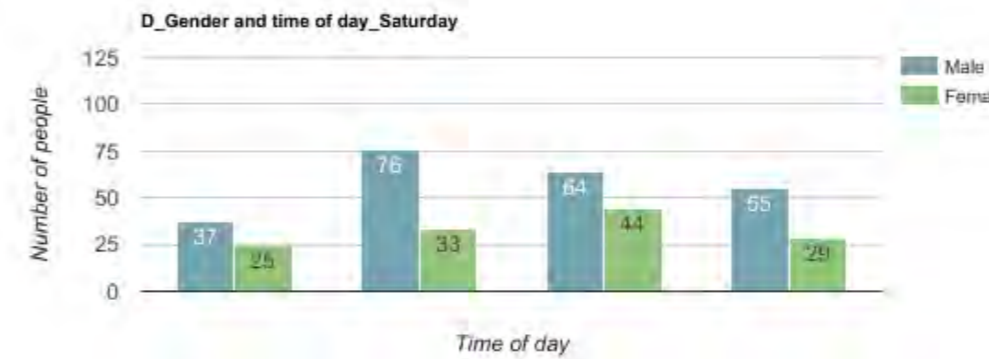
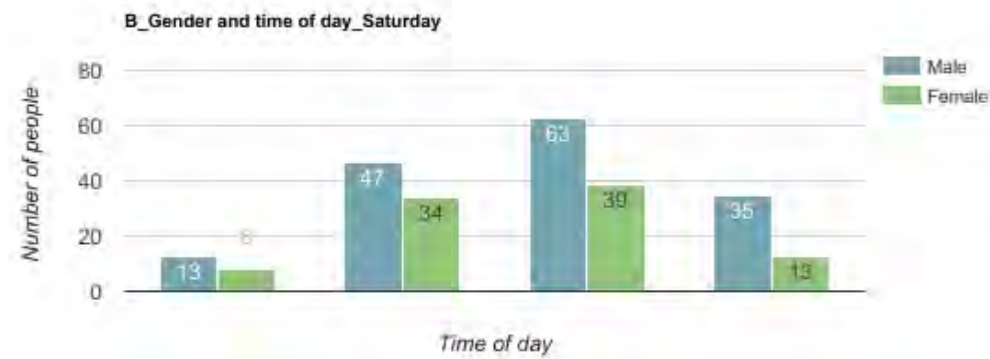
DEMOGRAPHIC DATA

GORGIE/DALRY | GRAPHS BY LOCATION | AGE AND TIME



DEMOGRAPHIC DATA

GORGIE/DALRY | GRAPHS BY LOCATION LETTER | GENDER AND TIME



PEDESTRIAN DATA

GORGIE/DALRY | DATA

Gorgie/Dalry			PEDESTRIAN COUNT				
Key Location	Date	Time	Walking	Standing	Sitting	Playing	Notes
A	25.02.17	08.00	6				
A	25.02.17	12.00	44	3			Outside McDonalds cafe
A	25.02.17	17.00	62	8			
A	25.02.17	19.00	38	8			
A	22.02.17	08.00	23	11			
A	22.02.17	12.00	10	3	3		2 mobility scooters.
A	22.02.17	17.00	38	5		1	1 runner.
A	22.02.17	19.00	23	1			
RESEARCH DIARY OBSERVATIONS							

Key Location	Date	Time	Walking	Standing	Sitting	Playing	Notes
B	25.02.17	08.00	15	4			
B	25.02.17	12.00	85	6	4		Sitting at bus stop.
B	25.02.17	17.00	94	6		1	
B	25.02.17	19.00	49	5			
B	22.02.17	08.00	72	3			School run.
B	22.02.17	12.00	25	3		1	
B	22.02.17	17.00	70	6			
B	22.02.17	19.00	30	1			
RESEARCH DIARY OBSERVATIONS							

Key Location	Date	Time	Walking	Standing	Sitting	Playing	Notes
C	25.02.17	08.00	19				
C	25.02.17	12.00	105	5	2		2 sitting and eating.
C	25.02.17	17.00	133	10			2 1 running, 1 playing.
C	25.02.17	19.00	96	7			
C	22.02.17	08.00	108	2			Would have been higher if included people coming up from Dalry Road toward town/Haymarket.
C	22.02.17	12.00	100	3			
C	22.02.17	17.00	173				
C	22.02.17	19.00	105	4			
RESEARCH DIARY OBSERVATIONS							

Gorgie/Dalry			PEDESTRIAN COUNT				
Key Location	Date	Time	Walking	Standing	Sitting	Playing	Notes
D	25.02.17	08.00	16				
D	25.02.17	12.00	105				
D	25.02.17	17.00	70	16		2	
D	25.02.17	19.00	91	18			
D	22.02.17	08.00	199				1 mobility scooter.
D	22.02.17	12.00	101				
D	22.02.17	17.00	234	7			
D	22.02.17	19.00	83				
RESEARCH DIARY OBSERVATIONS							

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

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THE CITY OF EDINBURGH COUNCIL

Client: The City of Edinburgh Council

Project: Public Life Street Assessments
(Tollcross, Gorgie/Dalry, Corstorphine)