



PUBLIC LIFE STREET ASSESSMENT

LEITH WALK AND GREAT JUNCTION ST SUB-REPORT

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H E R E
+ N O W

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

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Leith Walk and Great Junction Street, Bruntsfield and
Morningside.

CONTENTS

INTRODUCTION	4
METHODOLOGY	6
ANALYSIS	24
DESIGN RESPONSES	102
HERE+NOW'S 12 DESIGN PRINCIPLES FOR HEALTHY PUBLIC SPACES	104
PRECEDENTS	106
LEITH WALK + GREAT JUNCTION STREET	108
CONCLUSION	122
APPENDIX	128





INTRODUCTION

INTRODUCTION

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

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

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

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

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

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

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

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



METHODOLOGY

METHODOLOGY

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

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

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

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

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

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

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

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

WHEN DID ASSESSMENTS OCCUR?

The Public Life Street Assessment for each town centre took place at five different specified times during the given days - 8am, 12noon, 3pm, 5pm, and 7pm. These were conducted on Tuesday 3rd, Friday 6th and Saturday 7th November for the Leith Walk and Great Junction Street town centre.

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

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

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

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





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

PROGRAMME OF RESEARCH

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

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

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

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

Themes focussed on during test walks included:

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

- Pinch points

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

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

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

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

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



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

ASSESSING MOVEMENT FUNCTION

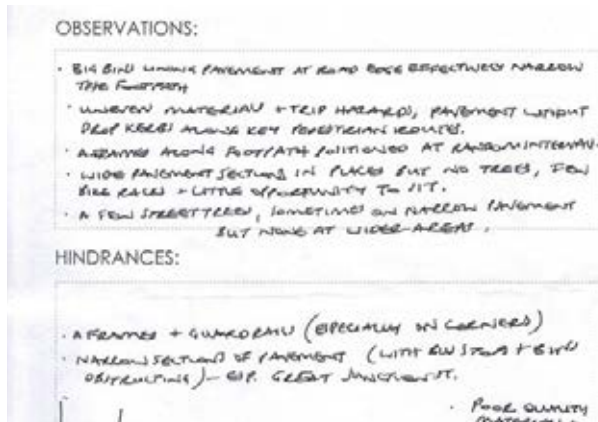
To explore how these public spaces and town centres are currently functioning as a movement route, the HERE+NOW team proposed a carefully considered mix of direct observation based tools. Direct observation is a fundamental research technique in street assessment and particularly pertinent to assessing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

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

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

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





TEST WALKS

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

MAPPING OBSTACLES

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

MAPPING WAITING POINTS

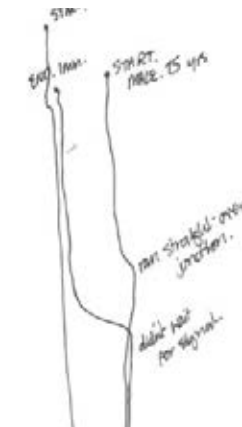
Where waiting was necessary along the test walks (for example to cross the road, at a pedestrian crossing etc) these waiting points are spatially mapped and annotated as an additional map layer by each researcher. Details are added regarding the waiting experience, environment and infrastructure (time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

E
LEIGH WALK+
GREAT
JUNCTION
STREET

DEMOGRAPHIC MAPPING - 10 Mins

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

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



DEMOGRAPHIC COUNTING

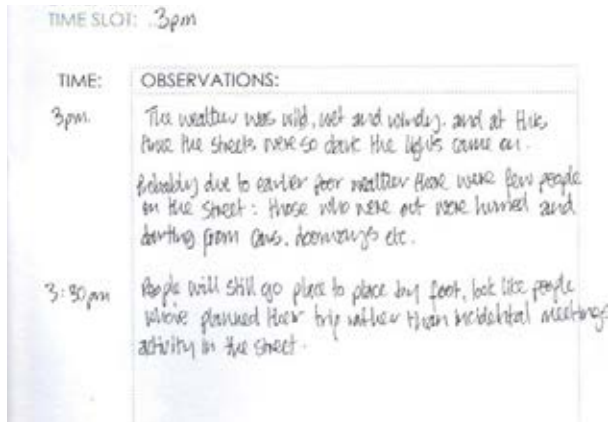
Following the pedestrian movement count, each researcher at each key location within the town centre conducts a further 10minute demographic study. They note down using a simple table the age bracket and gender balance of those people visible from that location, and the number of people utilising the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

BEHAVIOUR MAPPING

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

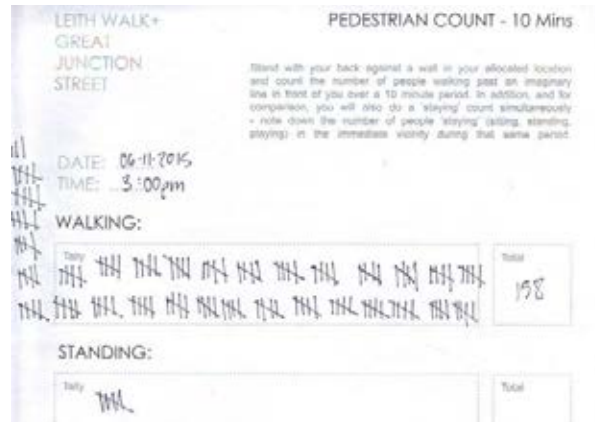
TRACKING

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



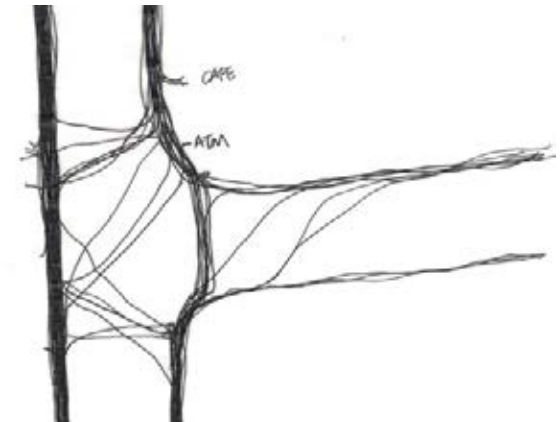
PHOTOGRAPHY AND DIARY

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



PEDESTRIAN MOVEMENT COUNTS

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



TRACING

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

ASSESSING PLACE FUNCTION

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

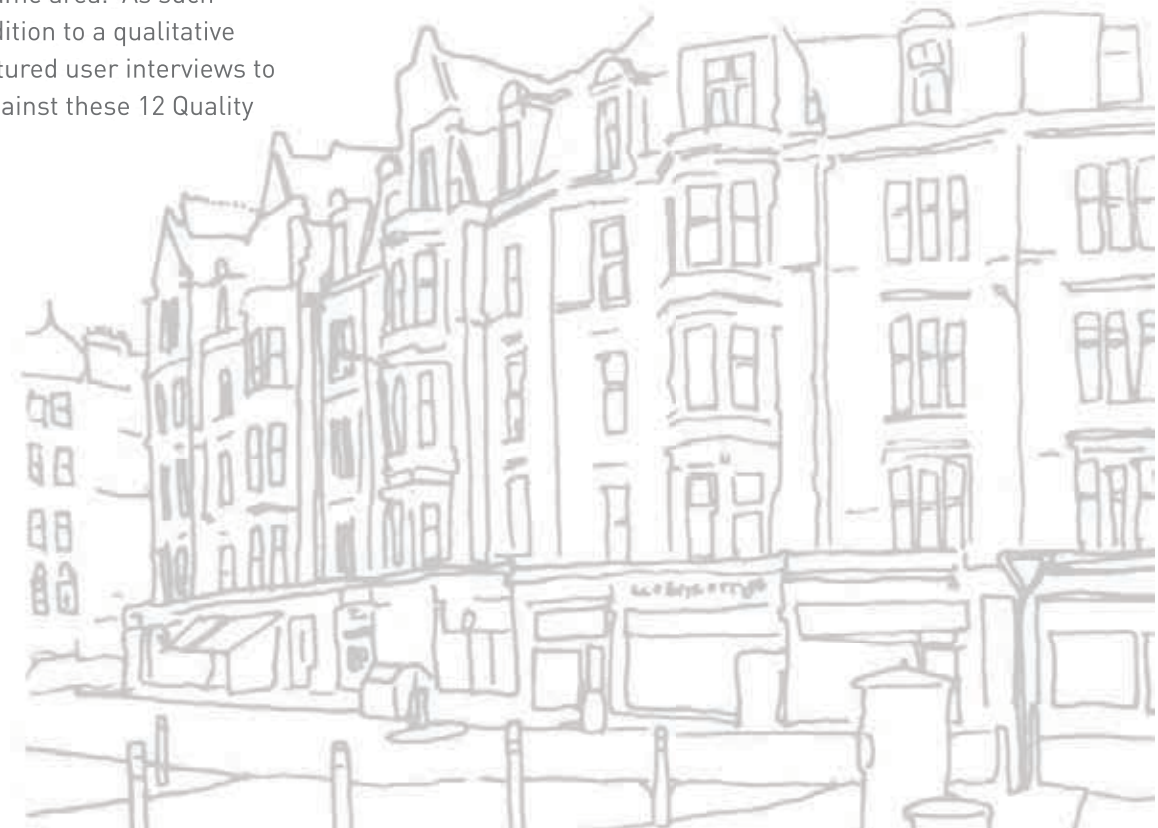
Each town centre location is compared to these ideal criteria and conditions for quality public spaces to assess its current condition. From these criteria it is then clear what needs to be improved at each town centre to improve the quality of the urban public realm. These opportunities for targeted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

The 12 key criteria are:

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

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

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





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

SEMI-STRUCTURED USER INTERVIEWS

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

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

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

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

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

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

Standard questions asked by all researchers were:

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

you come here? If no: Why not?

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



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

KEY LOCATIONS IN EACH TOWN CENTRE

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

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

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

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

prohibiting or stifling the potential for public life.

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





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

LEITH WALK + GREAT JUNCTION STREET



CORNER OF ELM ROW + MONTGOMERY ST

Potential for more optional activities, diverse uses and longer stays in this area by opening up greenspace, providing opportunities to stay and creating a more pedestrian friendly environment.



LEITH WALK AT JUNCTION WITH ALBERT ST

Location of City Centre cordon count. Also represents typical pavement environment for pedestrians along this stretch of Leith Walk.



LEITH WALK AT BALFOUR ST

Recently improved wide pavement, South-facing favourable microclimate, with potential for increased public life. Similar street typology applies on Leith Walk adjacent to Jane St and Steads Place (minus trees), so findings could relate to other spaces.



JUNCTION OF BONNINGTON ROAD + GREAT JUNCTION ST + CABLES WYND

A key junction along Great Junction St with narrow pedestrian paths, obstacles such as bins and street furniture, relatively passive inactive facades to the East corner but wider pavement and an active supermarket frontage at the North corner with potential for improved public life.



FOOT OF LEITH WALK

Having recently undergone works and given its position at a key intersection for both pedestrian and vehicular traffic, this small hard landscaped public space and gathering area where the pavement widens, adjacent to retail uses will be interesting to assess. A place with existing public life, but which there may be ways to maximise.



To Let

TO LET

Sun

BARBERS

BARBERS

BARBERS



ANALYSIS

ANALYSIS

This section details the results and analysis of all the data collected at each of the five locations within the Leith Walk and Great Junction St town centre.

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

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

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

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



LEITH WALK

OVERVIEW

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

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

SWOT ANALYSIS

STRENGTHS

- Width of the pavement in the mid-lower section of Leith Walk.
- Less fear of crime at Locations C-E (mid-top of Leith Walk) which are seen as safer than Locations A and B.
- High footfall.
- Strong cafe and bar culture.

WEAKNESSES

- Street clutter - A frames, poles, signage, bins.
- Narrow pavements along Great Junction St - hard for pedestrians to walk unimpeded.
- Feeling of disconnect between Great Junction Street and Leith Walk.
- Interviewees reported perceived fear of crime to some extent across the whole town centre, particularly at Locations B and A, and at night in relation to anti-social behaviour. At locations C and E fear of crime was attributed more due to drunk people and traffic.
- Nowhere to sit - this impedes public life and does not provide necessary rest stops for those who find walking long distances a challenge.
- Large busy traffic junctions and main street make pedestrian crossing difficult and imply a car-dominated environment and priority.
- Little protection or shelter from bleak, exposed conditions or weather.
- Poor cycle facilities - cycle lanes frequently parked in, poor quality road materials at top of Leith Walk, few cycle racks.

OPPORTUNITIES

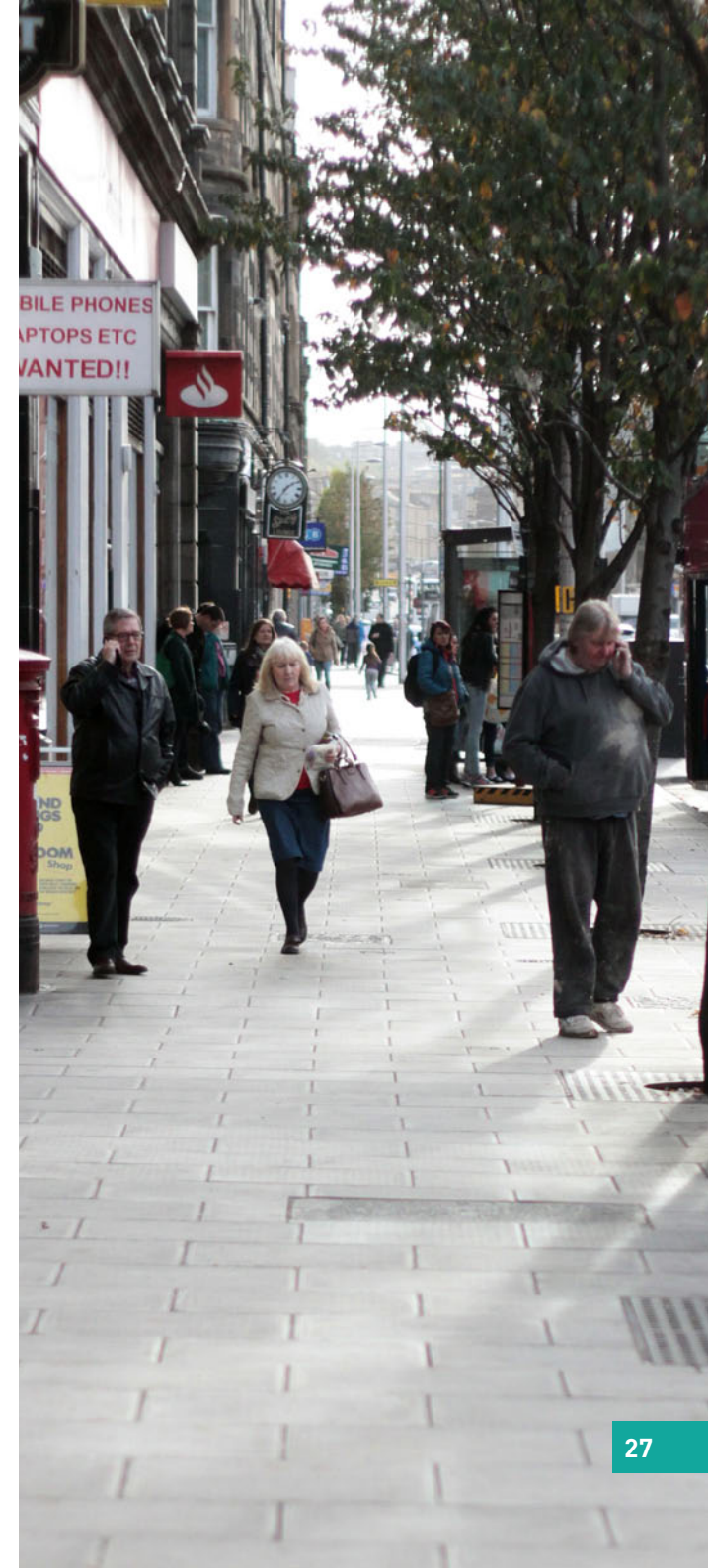
- Strong cafe and bar culture. Users see Elm Row and the area at the top of Leith Walk as a desirable area for particularly bars and restaurants and the middle of the Walk for cafes. This could be built upon.
- Opportunities to rationalise signage and other street clutter through removal of unnecessary items, consolidation of signage where possible and investigation of potential to wall mount street lighting. Policy to regularise where A-frames are placed could be trialled.
- Encourage use of wider sections of pavement for outdoor cafe seating. Where pavements are very wide consider outdoor seating zones with a raised planter defensible edge between cycle lane and pavement, leaving a clear route for fast pedestrian movement closer to shop frontages. This could be encouraged through an incentive scheme within a trial 'cafe culture' pilot area with between Iona St and Steads Place where permits are relaxed or reduced in cost (e.g. first year free) so businesses can test if this increases revenue and for Council to observe if this has a positive impact on the street.
- Build-outs at junction offer potential for mini-spaces or nodes of activity and/or rest. Smaller scale inviting spaces with seating, vegetation partially screening the road.
- High footfall could be harnessed to maximise

public life through more opportunities to sit or spend time outside (markets at the Foot of the Walk and Elm Row, other temporary activities or outdoor shop produce encouraging window shopping where paving width allows).

- Encourage use of awnings by shops and retail to provide sheltered spaces along the Leith Walk movement route to improve the pedestrian experience during rainy weather and also offer short stopping and staying opportunities. For new buildings, encourage overhangs where this protects the pedestrian environment along key movement routes.
- Simplify crossings and consider single phase where possible to reduce pedestrians being stranded vulnerable on islands in the road.
- Enhance the character of different areas of the town centre to improve legibility and navigation down this predominantly linear street.
- Use of local mural artists to create painted artwork junction surface at the Foot of the Walk to create a visible cohesive pedestrian crossing point during single phase crossing and slow traffic whilst keeping key traffic directional cues visible.
- Leith Walk and Great Junction Street to become a test location for the latest innovative street design technologies - solar painted cycle lanes, outdoor wifi provision, mural artwork junction, 3 stepped segregated paving-cycle lane-road street layout (similar to the Danish model).

THREATS

- Foot of the Walk: Interviewees experienced fear of anti-social behaviour in terms of 'outdoor drinkers' and drug users, which reduce willingness of other users to spend time outside.
- Top of the Walk: Interviewees reported some fear of crime connected with drunk people leaving bars discouraging users from spending time here at all times of day.
- Noise and volume of traffic. Dominance of the road and traffic.
- Underground services restricting ability to integrate tree pits and vegetation.
- Poor cycling facilities at present prevent more cyclists from using this route due to fear of traffic accidents and lack of cycle priority.



LEITH WALK + GREAT JUNCTION ST

OVERVIEW | PLACE FUNCTION ASSESSED AGAINST GEHL 12 QUALITY CRITERIA

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

It is worth noting that this graphic shows the strengths of Leith Walk and Great Junction St overall as a place. Given the disparity in place quality and character of different sections of this town centre (for example Great Junction St has a very different place quality to the newly improved sections of Leith Walk), the overall score is a balance of those parts of the town centre which are of higher place quality and those which are significantly poorer.

This balance should be addressed to create a consistently high place quality throughout the town centre, whilst retaining and building upon positive elements of existing character, such as the cafe precinct toward the North of Leith Walk.

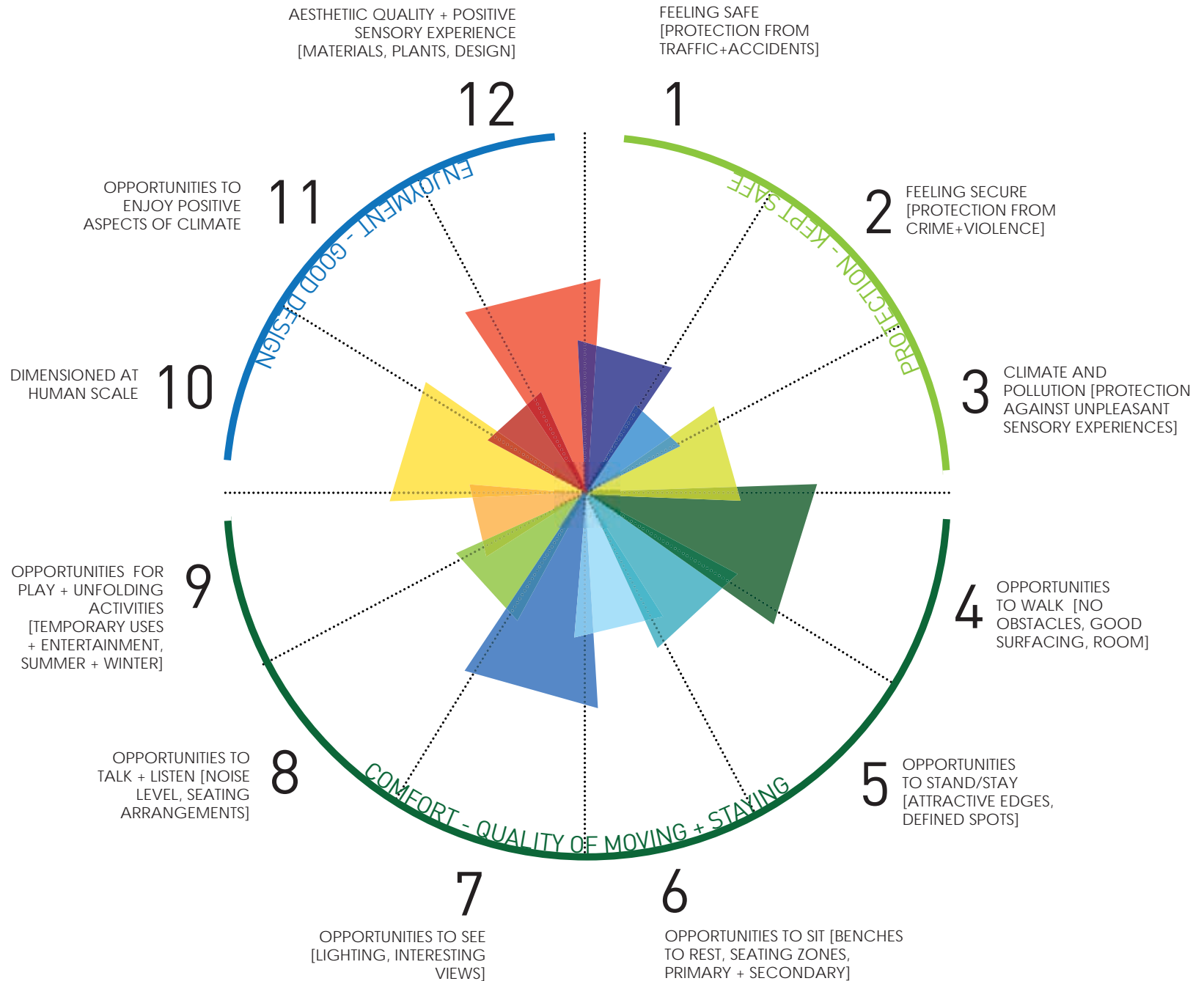
PLACE FUNCTION:

MODERATE:

- **Aesthetic quality and detail design** - a compromise between the recently improved sections of Leith Walk which scored highly and Great Junction St / southern sections of Leith Walk which scored poorly. There is need to address lack of vegetation and planting throughout this town centre, and poor quality paving materials at Great Junction St and upper sections of Leith Walk (some of which are already planned).
- **Opportunities to walk** - function as a movement route scored highly, particularly those recently improved sections of Leith Walk however this is offset by poor junction layout and narrow pavements in other spots.
- **Opportunities to see** - good lighting throughout most of the town centre and glimpse views up Leith Walk from Location B, but with darker spots and perception of crime increasing the need for lighting elsewhere/further.
- **Dimensioned at the human scale** - particularly newer sections of Leith Walk with wider pavements enabling appreciation of shop fronts and creating a less car dominated space.

POOR:

- **Opportunities to enjoy positive climate** - there is currently little shelter from rain and wind. This could be improved with additional shop awnings and trees in combination with seating nodes to provide a more protected movement route during rain and opportunities to stop in comfort.
- **Opportunities for play and unfolding activities** - currently few exist, but spots like Elm Row and the plaza at Newkirkgate could be used as more flexible spaces with high footfall to support these.
- **Opportunities to talk and listen** - users report finding most locations throughout the town centre as noisy. Reduction of traffic noise and increased sheltered seating spots would better enable conversations.
- **Opportunities to sit** - currently very few benches. Increasing primary or secondary seating opportunities would enable rest spots along this movement route and improve public life.
- **Opportunities to stand/stay** - few comfortable settings exist to spend time due to lack of infrastructure supporting this, e.g. shelter, seating or defined staying spots.
- **Climate and pollution** - little protection from climate or pollution was observed with users citing lack of shelter as a key element lacking.
- **Feeling secure** - large numbers of users noted high perception of crime and anti-social behaviour toward Great Junction St and the Foot of the Walk. Less but still significant fear of crime toward Elm Row, where interviewees connected this more with bars and drunken people at night.
- **Feeling safe** - this also scored particularly poorly, with fear of traffic accidents and busy junctions throughout, however particularly significant toward the top of Leith Walk in reference to the busy roundabout and poor pedestrian crossings.



LEITH WALK + GREAT JUNCTION ST

OVERVIEW | MOVEMENT FUNCTION

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

PEDESTRIAN MOVEMENT

HIGH SCORE:

- **Minimal pavement waiting points and pedestrian congestion** - along much of the length of Leith Walk there were few waiting points for pedestrians when crossing minor roads due to side raised entry treatments (SRET) on newer sections of Leith Walk, though waiting was experienced at the Foot of the Walk and at the top of Leith Walk due to the large junction / roundabout and busy traffic. With the exception of Great Junction St minimal pedestrian congestion was experienced or mentioned by users. To improve this score further Great Junction St in particular would benefit from wider pavement and reduced street clutter.

MODERATE:

- **Minimal obstacles and hindrances** - this score was a balance of wider pavement conditions and clearer pedestrian movement routes in the North newly improved section of Leith Walk, together with narrow pavements and

large numbers of obstacles on Great Junction St, and bins, poles, signage and A-frames particularly to the South (top) of Leith Walk.

- **Enough pedestrian crossing points** - some users highlighted problems crossing Leith Walk along its length (also supported by tracing studies), however users also commented the addition of new crossings was beneficial, just they felt there should be more and throughout the whole town centre.

POOR:

- **Continuous level paving surface and pedestrian priority** - whilst newer sections of Leith Walk scored much more highly, this was balanced with extremely poor paving conditions along both Great Junction St and Southern sections of Leith Walk, with frequent trip hazards, poor quality materials and uneven surfaces presenting problems particularly to users with additional mobility needs. These areas also lowered the score due to a lack of pedestrian priority and dominance of cars in terms of both carriageway space and junction layouts. It is anticipated this score would rise following planned improvement works to the top section of Leith Walk.
- **Perception of safety from traffic** - most users interviewed expressed concern regarding traffic in terms of accidents, volume and noise. Toward the top of Leith Walk these opinions were particularly strong, though still present toward Great Junction too (though crime was seen as a bigger threat here).
- **Pinch points** - narrow pavements and street

clutter create many pinch points on Great Junction St and along the top section of Leith Walk due to narrow pavements, use of railings to restrict pedestrian movement and street clutter. The lower section of Leith Walk balances this to bring this score up slightly, and it is anticipated following improvements works to the upper section of Leith Walk this score would become higher.

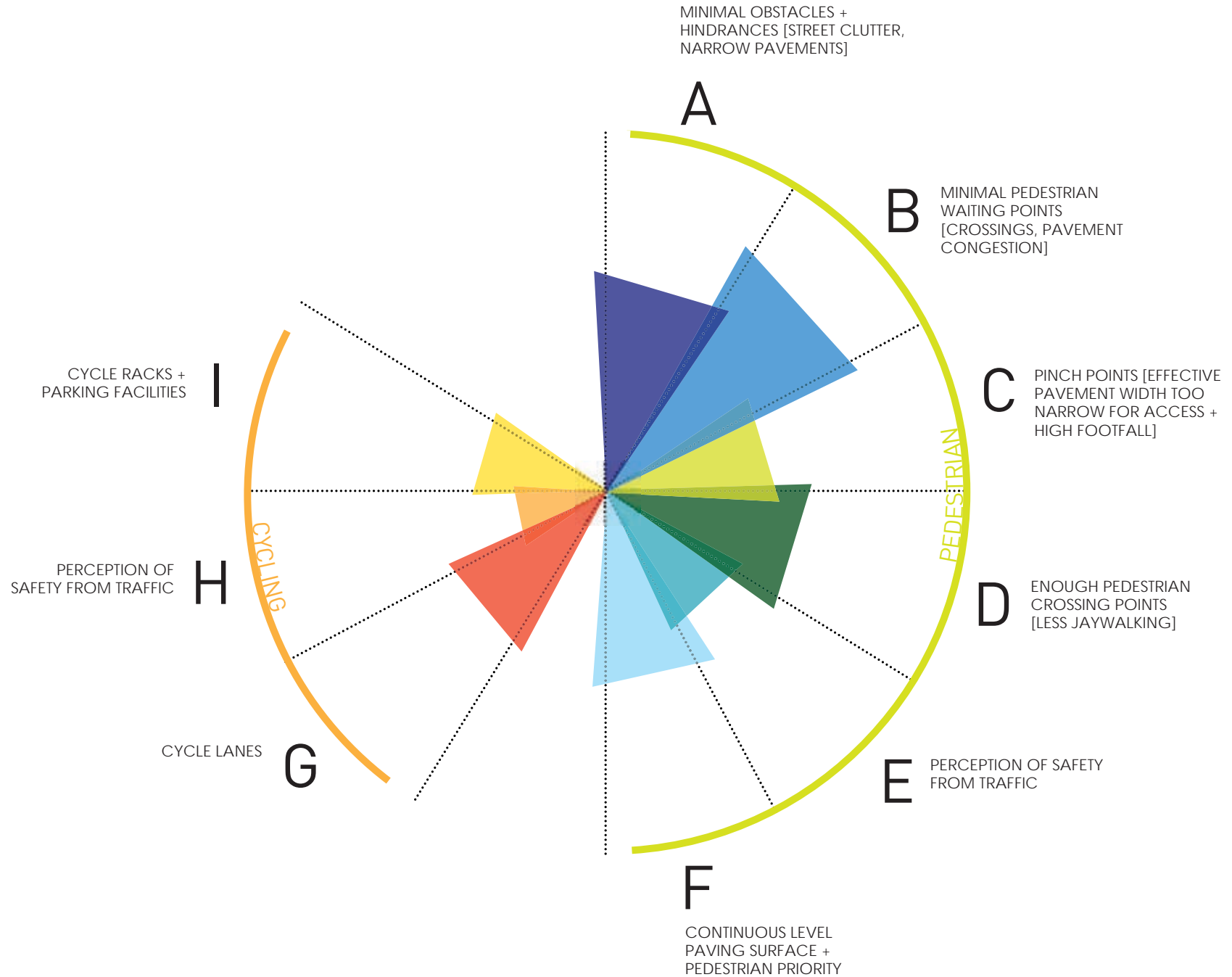
CYCLING MOVEMENT

MODERATE:

- **Cycle lanes** - whilst the new cycle lanes along the lower section of Leith Walk are a significant improvement to the previous condition, elsewhere these are either extremely poor quality or do not exist. Despite these improvements many users commented they would never cycle through this town centre and saw it as dangerous for cyclists. Even in areas of new street layout cars and vans park in cycle lanes creating hazardous conditions.

POOR:

- **Perception of safety from traffic** - many users citing they would never cycle here due to hazardous conditions and fear of traffic.
- **Cycle racks and parking** - researchers observed very few bike racks or other facilities throughout the whole town centre.



OVERVIEW: LAND USE STUDY

LEITH WALK + GREAT JUNCTION ST

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

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

The Leith Walk and Great Junction Street town centre shows a wide variety of land use. It consists of a mix of primarily smaller shops and eating places, bars and different types of takeaway. This variety of land use helps enable the city centre to be active both in the daytime and in the evenings and for different groups of users.

There are, however, many vacant shops throughout the town centre, some of which are in very bad condition. These are particularly focussed around the section of Great Junction St closest to the Foot of the Walk and also mid-way up Leith Walk.

There is an apparent change in land use between the South end of Leith Walk and the Northern end and Great Junctions Street. The South end of Leith Walk has a variety of bars and restaurants

which may appeal to a broader range of users - especially given their proximity to the city centre - and which might attract people from outside the area. The Northern end of Leith Walk and Great Junction St however have a more local charm with a greater diversity of shops particularly focussed around the Foot of the Walk, as well as takeaways including those inspired by Eastern Europe and the Middle East. These shops feel more like a hub for local retail.

Along Leith Walk and Great Junction Street, there are a few private homes and block of flats which interrupt the flow along the road as they are more inactive and secluded from the street. There are also some areas dominated by construction and abandoned buildings which divide the street into smaller parts.



SHOPS



OVERALL LAND USE STUDY RESULTS

- Shops**
 - General
 - Grocery
 - Home + Arts & Crafts
 - Charity
 - Clothing
 - Health & Beauty
- Professional Service**
 - General
 - Real Estate Agent
 - Bank
 - Doctors & Dentist
- Eating**
 - Café & Bakery
 - Restaurant
 - Pub & Bar
 - Takeaway
- Assembly & Leisure**
(like Church, Surgeries, Library and Schools)
- Vacant**
- Home**
- Sui Generis**



ASSEMBLY + LEISURE



EATING



HOMES



PROFESSIONAL SERVICES



SUI GENERIS



VACANT

OVERVIEW: FACADE STUDY

LEITH WALK + GREAT JUNCTION ST

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

In general, the facades along Leith Walk/Great Junction Street were considered 'friendly' and some 'active' (examples 1 and 2) but some were in bad condition. There were also some critical areas of poor frontages where abandoned buildings, vacant shops and building construction result in less active frontages (examples 3, 4 and 5).

Shop frontages were observed to be usually very narrow, which has a positive impact in creating a variation in the townscape and visual interest. At the same time, shop frontages sometimes changed so often, that it may become difficult for those passing by to tell the shops apart.

Overall, the facades of the Leith Walk and Great Junction Street town centre are friendly though with some significant boring and inactive sections of frontages in particular locations.

For example on the North-West side of Leith Walk toward the top of the hill there are lengthy sections of inactive and boring frontages that may result in less people using this side of the road due to a lack of visual interest. The South-East side of Leith Walk is consistently more active down the length of Leith Walk and as such may draw larger numbers of pedestrians. Great Junction St has sections of inactive or boring frontages particularly in the centre on both sides of the road, but otherwise is active and friendly.





OVERVIEW: ACTIVITY STUDY

LEITH WALK + GREAT JUNCTION ST

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

As already identified by the land use study, the Leith Walk and Great Junction St town centre has a varied mix of uses including large numbers of shops, professional services and cafes, restaurants and takeaways which are open predominantly during the day but with some evening use too.

As such the town centre is mostly active between the hours of 9am and 6pm, though there are also a lesser but still significant number of active uses between 6pm and 10pm.

There are a number of bars and takeaways also open after 10pm though these are considerably fewer in number. This supports observations that public life diminishes into the evening, due a lack of active frontages or activity later into the evening, particularly after 10pm.

However, given the diverse mix of land use and therefore hours of activity, the Leith Walk and Great Junction St town centre experiences some

activity at almost all times of day and evening.

However, the type of user is expected to be varied throughout these times, with peak times for those both visiting shops, cafes, restaurants, professional services and leisure uses during the day-time, and reduced numbers of users into the evening who are visiting bars, takeaways and restaurants.



Opening hours

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



PLACES OPEN 7AM - 9AM



PLACES OPEN 9AM - 12PM



PLACES OPEN 12PM - 6PM



PLACES OPEN 6PM - 10PM



PLACES OPEN 10PM - LATE

HOW ARE PEOPLE USING THE STREET?

LEITH WALK + GREAT JUNCTION ST

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

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

Users in the Leith Walk and Great Junction St 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. A smaller number of users told us they were outside for reasons considered 'optional' activities. These are activities that involve choosing to spend more time in the public realm than needed, for example going for a leisurely walk, window shopping, or stopping to take a seat to rest. Locations B and C had the largest amount of optional activities. Only very limited recreational or 'social' activities were found, and only at Location E (the corner of Elm Row and Montgomery St). Recreational or 'social' activities involve the presence of others, for example a user making an active choice to spend additional time in the public realm to stop and have a conversation with others, children playing or those sat people-watching. Presence of these activities indicates a

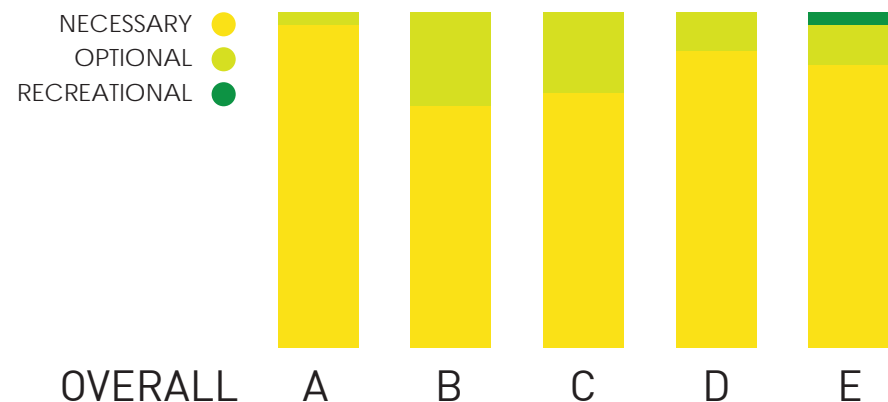
public space that acts as a meeting point.

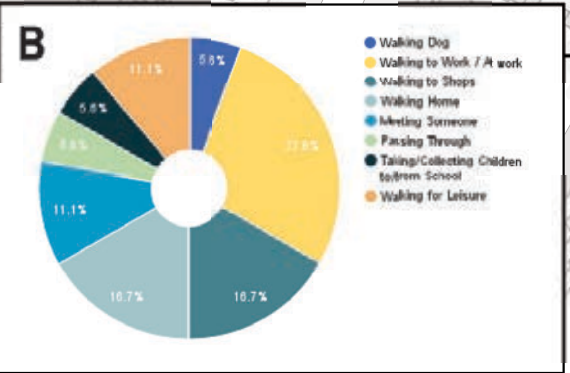
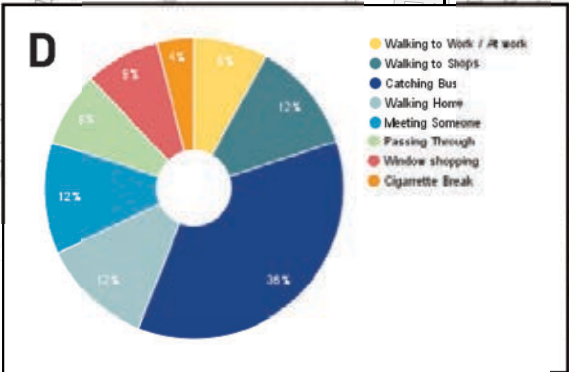
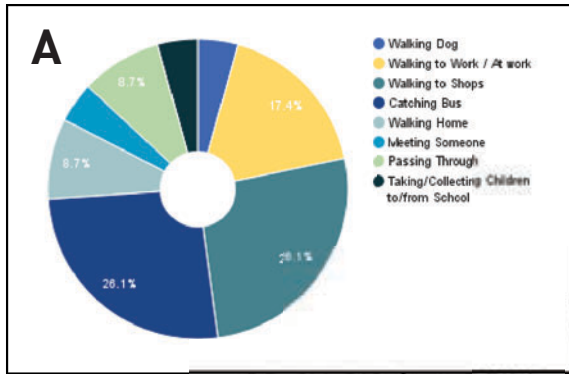
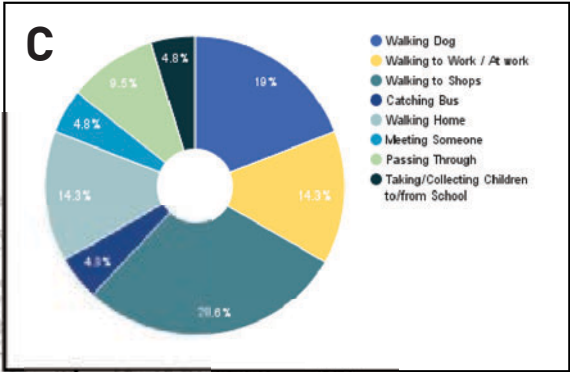
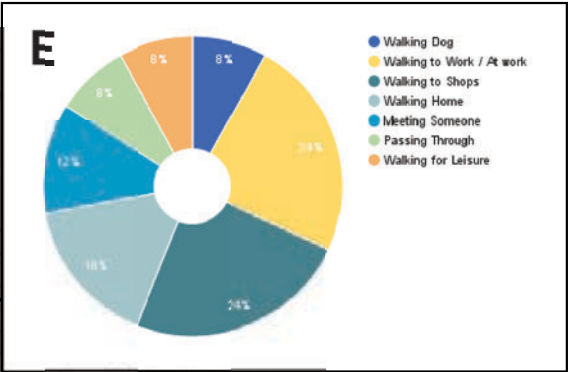
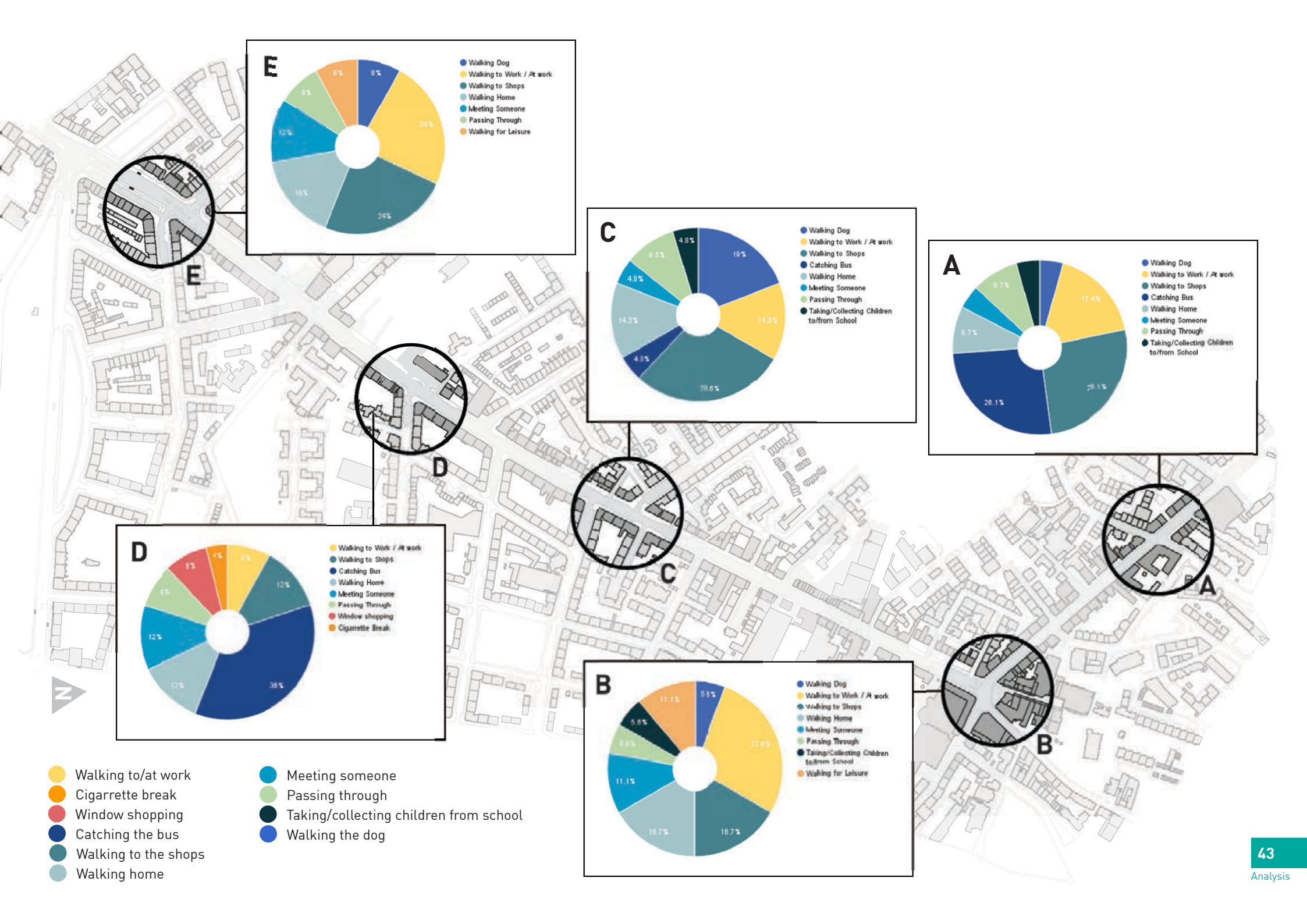
The lack of recreational or 'social' activities and the prevalence of necessary activities in the Leith Walk and Great Junction St town centre indicates its function as primarily a movement route for pedestrians and for those fulfilling necessary tasks such as going to work or the shops. Improvement to the public realm to improve its viability as an environment conducive to public life would help establish these more recreational or optional activities. This would also help with perceptions of crime by increasing the natural surveillance on the street.

The split of user activities varies between locations A-E in the Leith Walk town centre. At Location A the most common activities include going to the shops (primarily Tesco), going to work (those at the bus stop) and walking the dog. Walking home and 'just passing through' were other common activities. Location B was a place users were primarily either going to work, going home or

going to the shops (all necessary uses) and treated this location as primarily a movement route.

However a smaller number of users did express that they were either meeting someone or walking for leisure at this location (optional activities). Location C showed a greater number of people going to the shops, but with other large numbers of users either going to work or catching the bus (all necessary activities). A smaller number of users at Location C were either walking home or meeting someone (often in a bar or cafe). Location D showed a significant number of people catching the bus (the dominant use), with others walking home, meeting someone (often in a cafe/bar), walking to the shops, passing through or going to work (necessary activities). However a small number of users were window shopping at this location (optional). At Location E most users were either walking to work, going home, or going to the shops. However a significant number were also meeting someone, passing through or walking for leisure.





- Walking to/at work
- Cigarette break
- Window shopping
- Catching the bus
- Walking to the shops
- Walking home
- Meeting someone
- Passing through
- Taking/collecting children from school
- Walking the dog

WHAT DO USERS FEEL IS LACKING?

LEITH WALK + GREAT JUNCTION ST

User interviews were also coded for people's responses when asked what they felt was lacking at each location along Leith Walk and Great Junction St. The results for each location are shown opposite.

At Location A users felt that a lack of cycling facilities was the most pertinent element lacking in the public realm. This was closely followed by improved materials and surfaces, better lighting and a reduction in anti-social behaviour. Others mentioned a need for shelter, seating and more activities to do at this location.

Users at Location B were almost unanimous in only mentioning four key elements they felt were lacking at this location. The primary concern was anti-social behaviour, with many people citing those on drugs or drinking as reasons they would not spend time here. Also important to users were more activities and things to do here, better lighting and more seating.

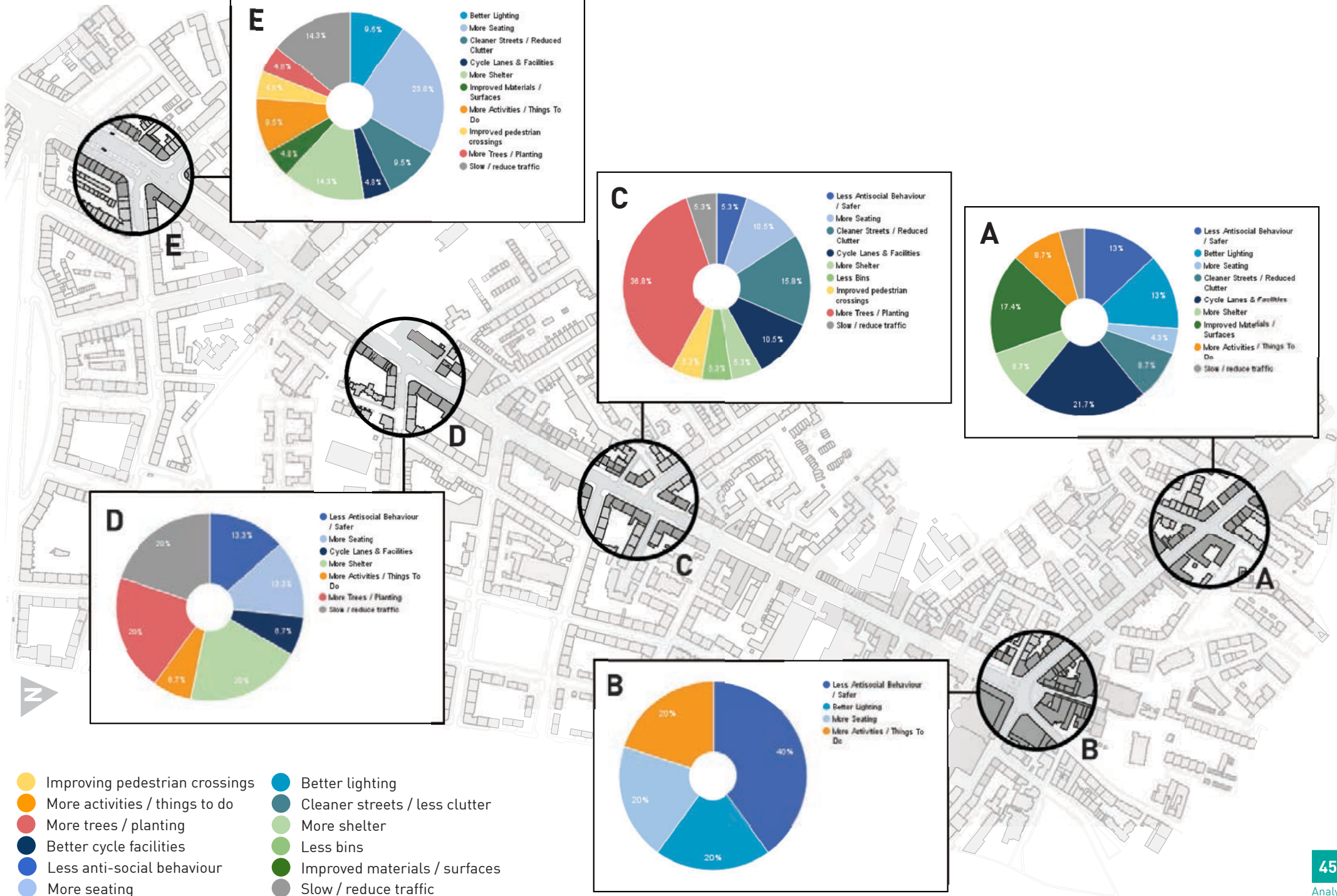
At Location C users felt strongly about needing more trees and vegetation, with 36.8% of users responding that this is what they felt was lacking. Other concerns included cleaner streets and reduced street clutter such as bins, more seating and better cycle lanes and facilities.

At Location D users felt most strongly about a reduction in traffic, more trees and vegetation, more shelter and seating and a reduction in anti-social behaviour. Other points mentioned

concerned better facilities for cyclists and more things and activities to do.

Users at Location E highlighted the need for more seating as their primary concern, followed by more shelter and a reduction in the prevalence of traffic. Other issues raised include a need for improvement in terms of pedestrian materials and surfaces, better lighting and more activities and things to do. A smaller number of people also raised concerns regarding needing improved pedestrian crossings, more trees and vegetation, a reduction in street clutter, and more cycle lanes and facilities.

These results show that different aspects are of particular concern to users in different locations, however a need for more seating, shelter, green space, lighting and cycle facilities is found throughout. These are elements that should be paid particular attention to when making design responses for these spaces.



HOW SAFE DO USERS FEEL?

LEITH WALK + GREAT JUNCTION ST

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

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

OVERALL:

This overall graph shows that Location B is considered the most unsafe by users, with an average safety score of 5.6 out of 10. Location A was also considered unsafe by users with an average of 6.5 out of 10. At both these locations along Great Junction St users commonly cited reasons for feeling unsafe that referenced anti-social behaviour from people on drugs or using alcohol and those coming out of bars looking for a fight at night.

Interviewees also commonly gave locations a lower score at night compared with the day-time due to fewer people being around, which was seen as increasing perceptions of crime. Many commented that they would not go outside at these locations at night and restricted their use of public space to the day-time due to fear of crime.

Locations C, D, and E at the top end of Leith Walk closer to the city centre were felt by users to be much safer than those toward the Foot of the Walk. Whilst fear of crime was still a factor here, traffic accidents were found to be a more significant threat to users here. Location C was thought to be the safest, with an average score of 8.2 out of 10, followed by Location D (7.9) and Location E (7.7).

LOCATION A:

At Location A the safest time of day was considered to be 5pm, and day of the week was Friday. These were also busy periods and days which may be the reason for less fear of crime at these times due to increased natural surveillance. The 7pm time slot on a Tuesday was considered to be the least safe, possibly for the opposite reason given this is a quieter time of day and week.

LOCATION B:

The safest time at Location B was considered to be 3pm on either a Friday or Saturday. These are also the times that the plaza at Newkirkgate is busy with shoppers and as such provides greatest feelings of safety due to natural surveillance and activity. The least safe times were perceived to be Tuesdays and either 12pm when the plaza is quietest, or 5pm and 7pm after shops have closed.

LOCATION C:

The safest time at Location C was considered to be on Tuesdays and at 8am or 12pm (data for 7pm was limited so this is less reliable). Many people are going to work at these times or on lunch breaks which may explain this. 3pm and Friday

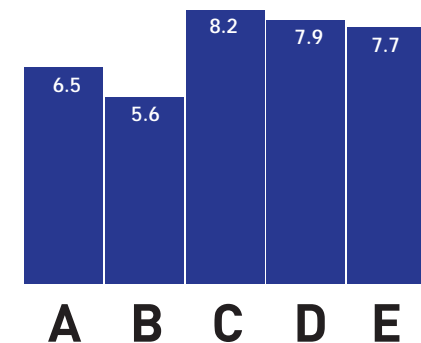
were thought to be the least safe times, possibly as this is when this location is quieter.

LOCATION D:

Users at Location D felt safest at 8am and on Saturdays. Many people use this location for the bus stop to work during rush hour which may explain this trend. The least safe times were felt to be 5pm and Fridays.

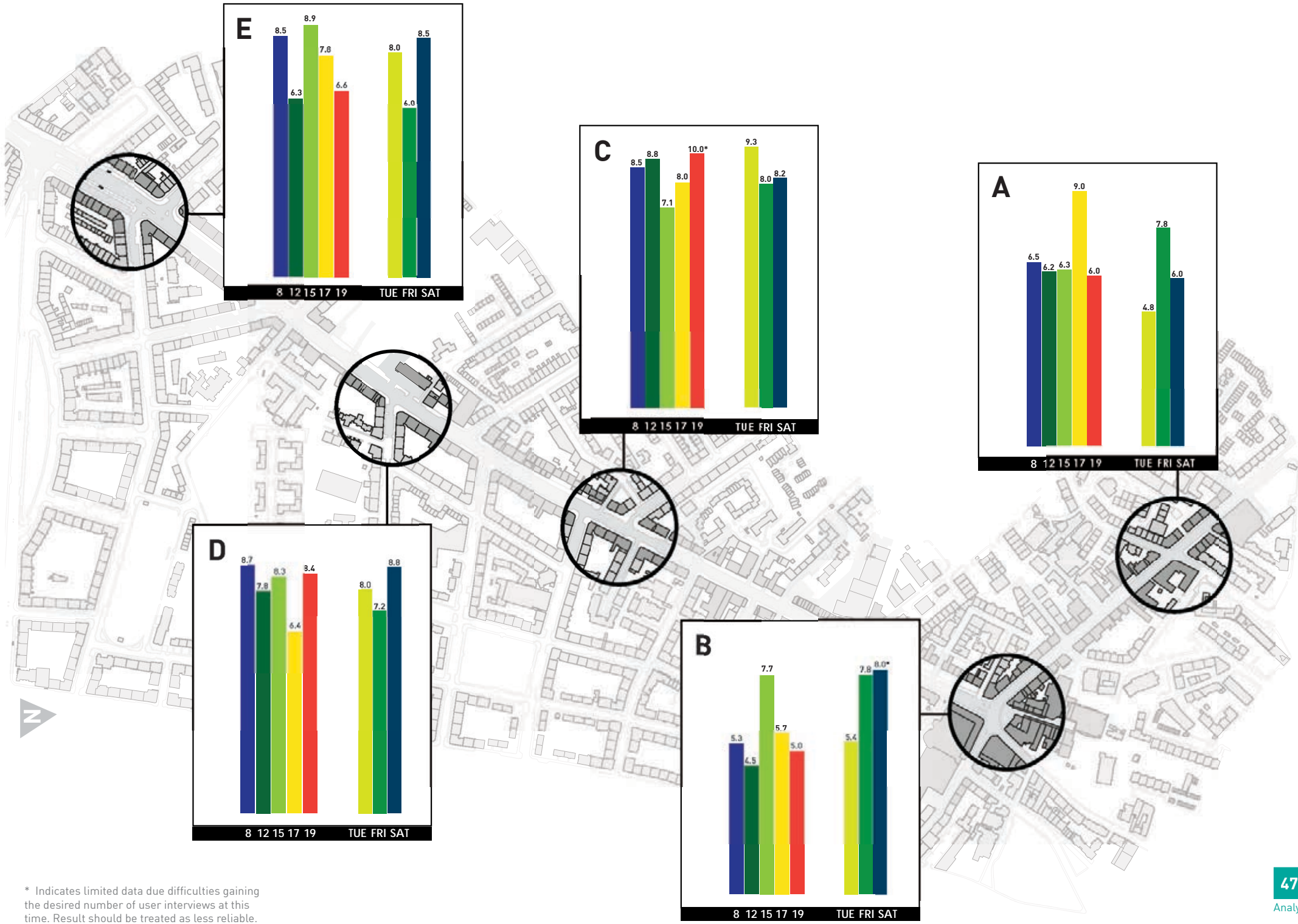
LOCATION E:

At Location E the safest times were considered to be at either 8am or 3pm and on Tuesdays or Saturdays. At 8am many people are likely to be heading to work which may explain this trend. The least safe time was perceived to be 12pm on Fridays.



AVERAGE USER PERCEPTION OF SAFETY BY LOCATION

LEITH WALK



* Indicates limited data due difficulties gaining the desired number of user interviews at this time. Result should be treated as less reliable.

DEMOGRAPHIC ANALYSIS

LEITH WALK + GREAT JUNCTION ST

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

Overall, mostly males were represented in the Leith Walk and Great Junction St town centre, with 56% males to 44% females. This may indicate that this environment is perceived as less safe resulting in fewer women occupying the public realm. This was particularly true at the 7pm slots across all locations. In terms of age, people between 26-35 years old were found to be the most frequent group visually represented, making up 26% of all users across the town centre.

LOCATION A:

More males were observed than females during the week. During the week, all age groups are represented but especially people between 26-35 years old are active in this location (especially on Saturday at 3pm), followed by the groups 19-25 and 36-45 years old. On weekdays, children are visibly present at 8am and 3pm on the way to or home from school, and in the middle of the day during weekends. There are a few people active in the age group 55-54 and 65+, but it this is not their most active location.

LOCATION B:

There are slightly more females represented at this location, though on average this is an almost even 50/50 split of males to females. Females are

especially visibly represented at 12pm and 3pm on both weekdays and weekends. There is a variety of ages represented at this location on all days a week and at all time slots. In terms of numbers of people observed, Location B is less active at the beginning of the week compared to Fridays/Saturdays and is busiest during the middle of the day. On Fridays those aged 25-35 are particularly visually represented in the space.

LOCATION C:

More males are visually represented than females at all times of day during the week. During the week, all age groups are represented but there are only a few people active in the group of 55-54 and 65+, and children are only active at 12pm and 3pm. The 19-25 and 26-35 age groups stand out on Monday at 5pm and on Saturday at 5pm and 7pm, possibly due to those returning from uni/work. The area is slightly more active on Saturday and has the most even split of ages and gender at 12pm.

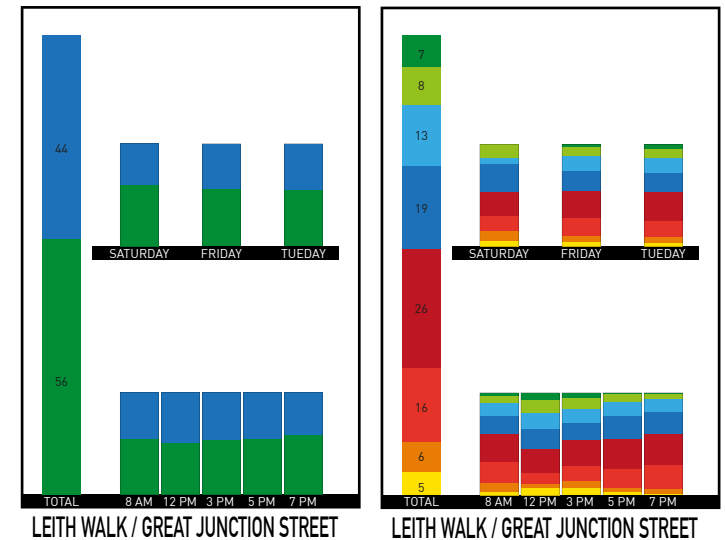
LOCATION D:

More males are visually represented than females at all times of day during the week. Females are least present in the evening. There are considerably more males at 7pm slots during the week and at 12pm during the weekend. On Tuesdays and Fridays, the 19-25 and 26-35 age groups are most visually represented in the area. During the weekend this shifts to 26-35 and 36-45 age groups being most visually represented. On Tuesday morning there were especially large numbers of 19-25 year olds. On Saturdays at 12pm

the 26-35 age group stands out. In general, there were few children or those aged 55-54 and 65+ represented in this area at any time of the week.

LOCATION E:

In general there were more males than females, especially on Fridays, however on Saturday the split became much more even. Tuesday evenings at 7pm stand out as having more females visually represented in the area. On weekdays, the 19-25 and 26-35 age groups were most visually represented in the area. On Fridays and Saturdays there were larger numbers of users aged 26-35 years. Especially on Tuesday morning there were larger numbers of 19-25 year olds.

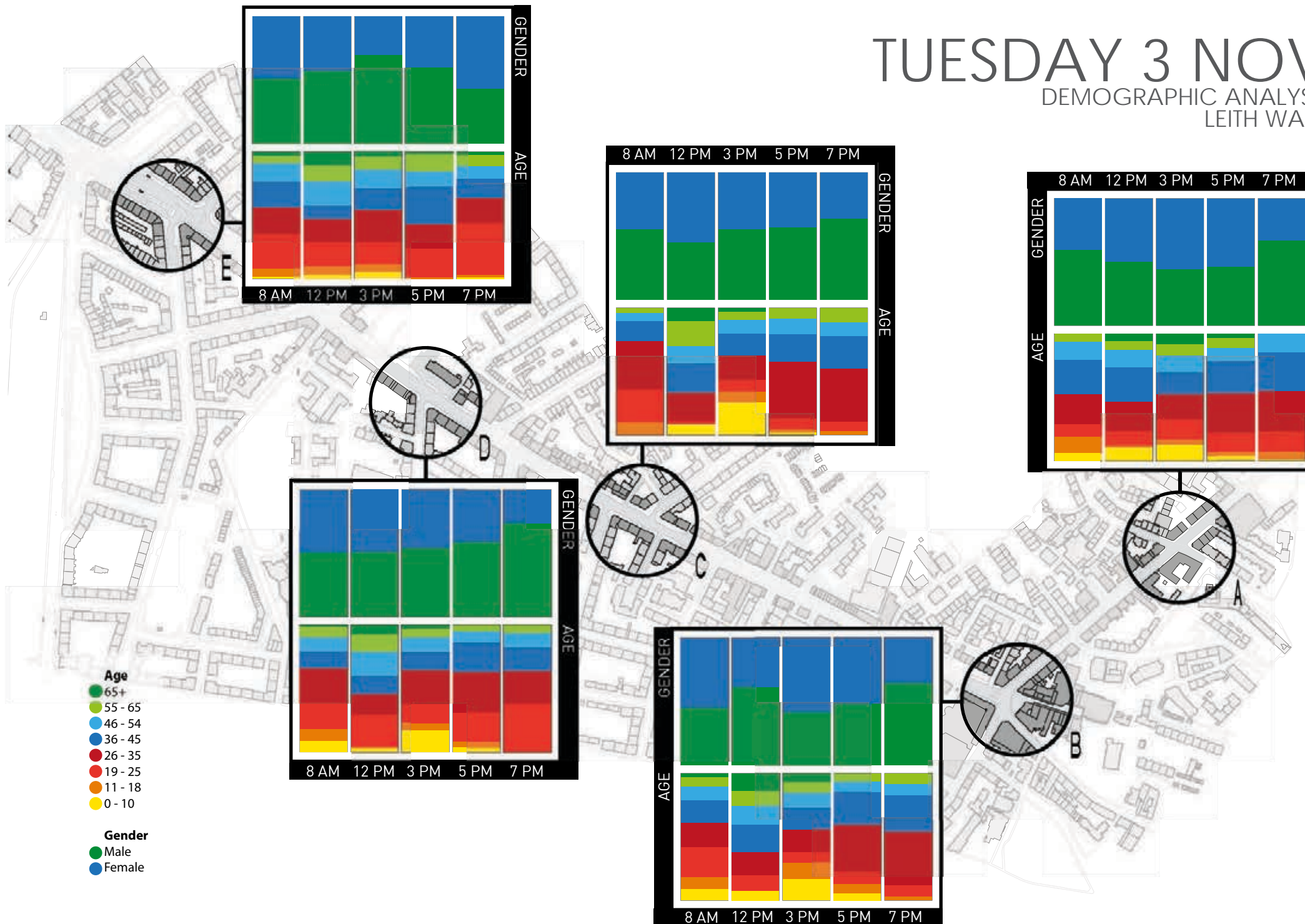


OVERALL GENDER

OVERALL AGE

TUESDAY 3 NOV

DEMOGRAPHIC ANALYSIS LEITH WALK



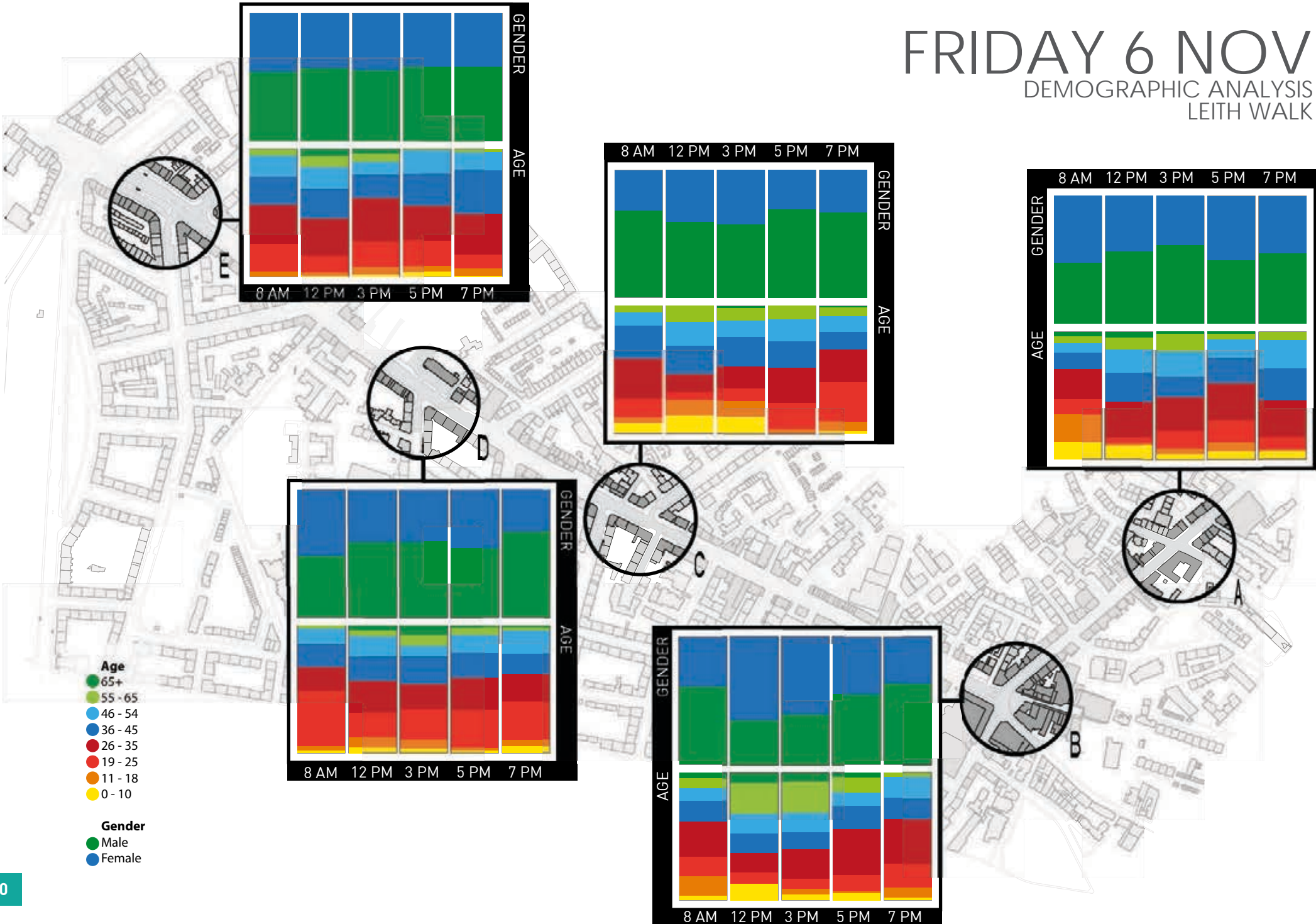
- Age**
- 65+
 - 55-65
 - 46-54
 - 36-45
 - 26-35
 - 19-25
 - 11-18
 - 0-10

- Gender**
- Male
 - Female

FRIDAY 6 NOV

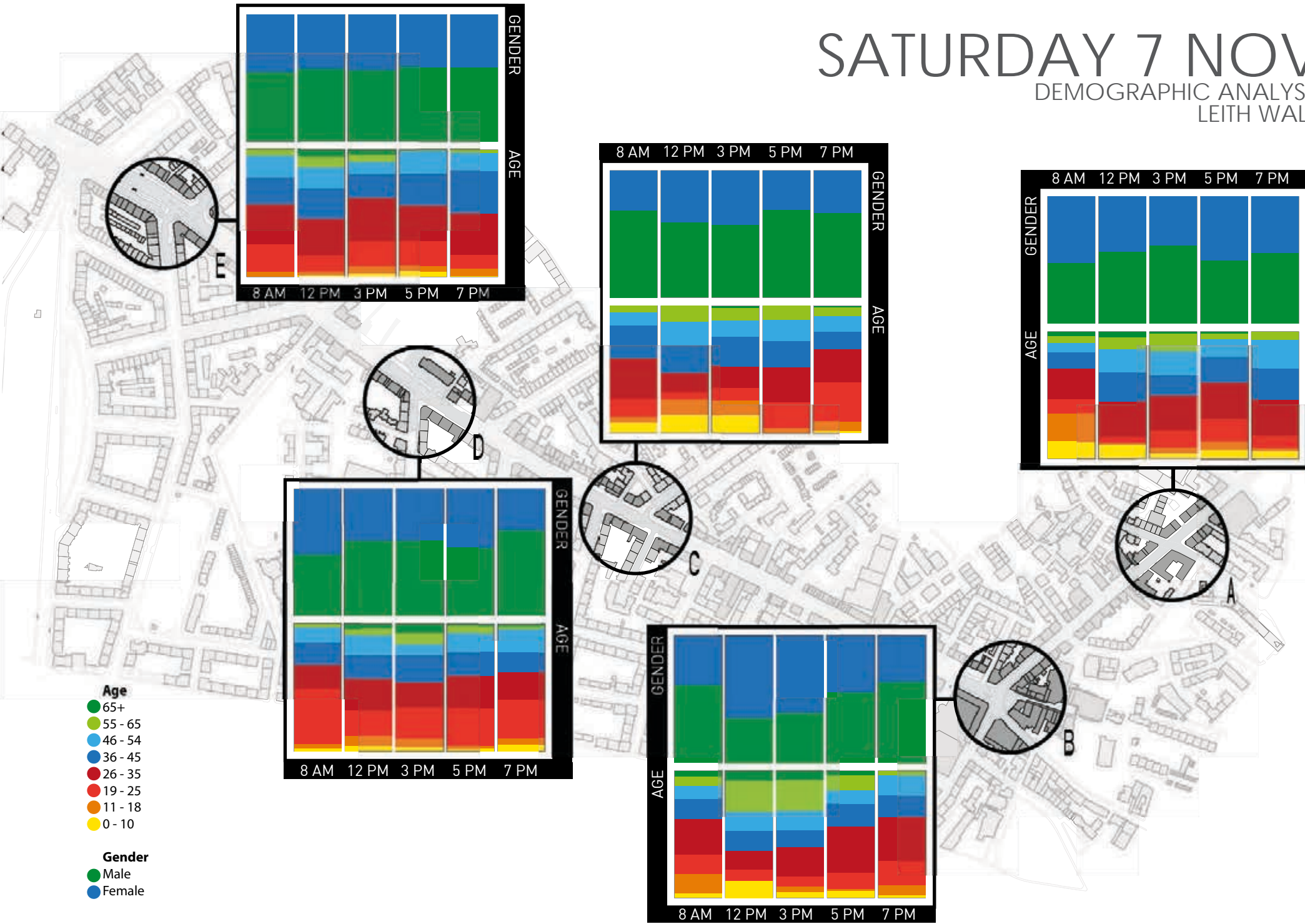
DEMOGRAPHIC ANALYSIS

LEITH WALK



SATURDAY 7 NOV

DEMOGRAPHIC ANALYSIS
LEITH WALK



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

PEDESTRIAN ANALYSIS

LEITH WALK + GREAT JUNCTION ST

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

Some of the research days included spells of rain which may have affected results for certain time slots on Friday and Saturday. However by comparing directly between different locations a sense of how these different locations within the town centre vary and compare can still be achieved.

In general, Leith Walk and Great Junction Street was found to be an active area with a large number of pedestrians during the week, demonstrating its use as a key movement corridor for those walking between the city centre and Leith.

Overall, Location D located in the middle of Leith Walk and Location B at the bottom of Leith Walk were found to have most pedestrians passing by during the week, closely followed by key Location A on Great Junction Street. At all locations the total number of pedestrians throughout the day were found to be nearly identical on all days of the week, showing the area is active throughout the week.

LOCATION A LEITH

At Location A a nearly a constant flow of pedestrians passing by was found. Pedestrian numbers were slightly higher during the week than on a Saturday, possibly due to workers shopping

at Tesco on their lunch break. This location has an active bus stop and is close to schools and other institutions, which may also explain the change between weekdays and weekends.

LOCATION B LEITH

Location B is less active in the morning, but changes remarkably during the day. On weekdays, pedestrian numbers peak at 5pm rush hour whilst shops are still open on the plaza and others are walking through this location on their way home from work. Pedestrian numbers are more constant during the weekend, with most pedestrians observed at 12pm, 3pm and 5pm.

LOCATION C LEITH

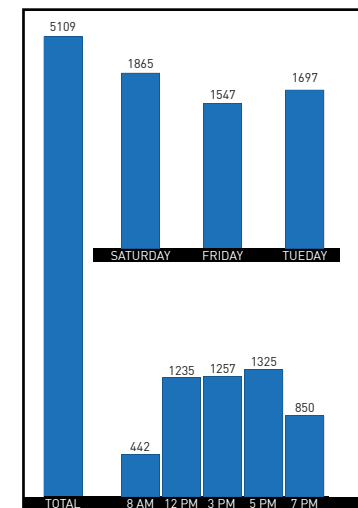
Location C is the most inactive location in terms of pedestrian numbers. There is a constant flow, with only at notable change on Saturday at 3pm when numbers increase. Location C does not have a specific focus or point of activity and so a more constant flow of people walking up and down Leith Walk is observed.

LOCATION D LEITH

Location D has very few pedestrians at 8am. This changes remarkably during and after lunch time, with a peak at 12pm. Only on Friday does this peak period of pedestrian flow change to later in the afternoon at 3pm. There is a large change between pedestrian numbers in the middle of the day when compared with evenings at 7pm and mornings at 8am. This might be explained by the very active bus stop in the center of this location.

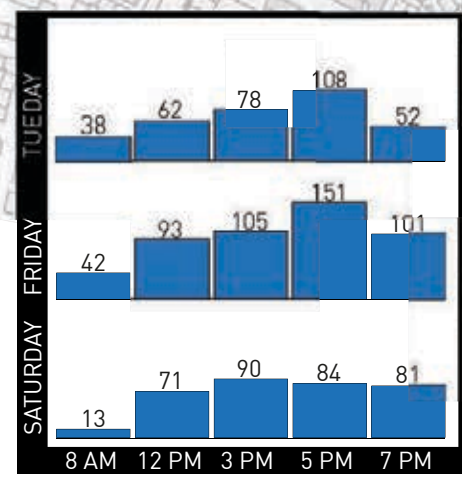
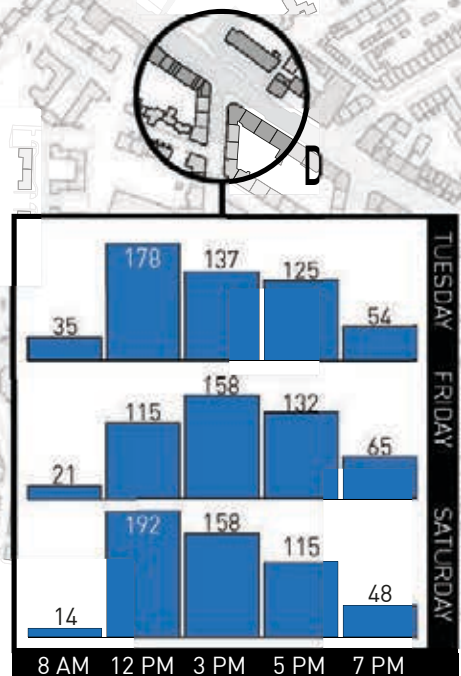
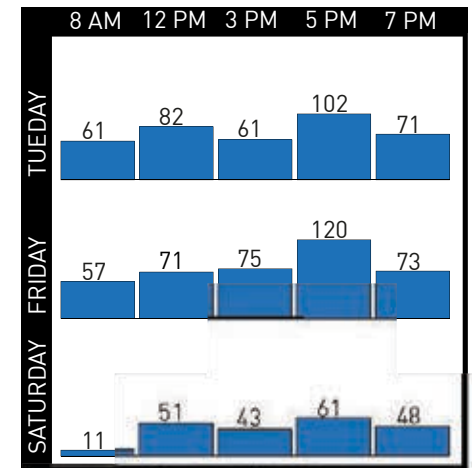
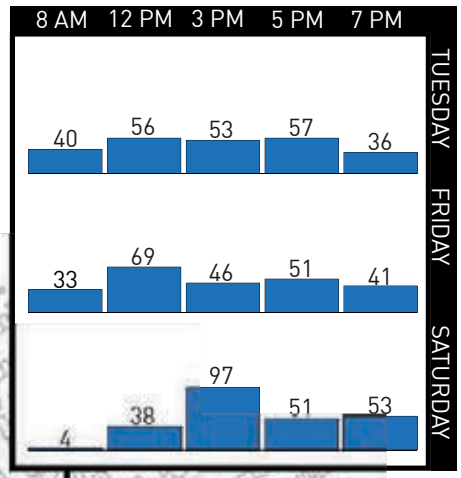
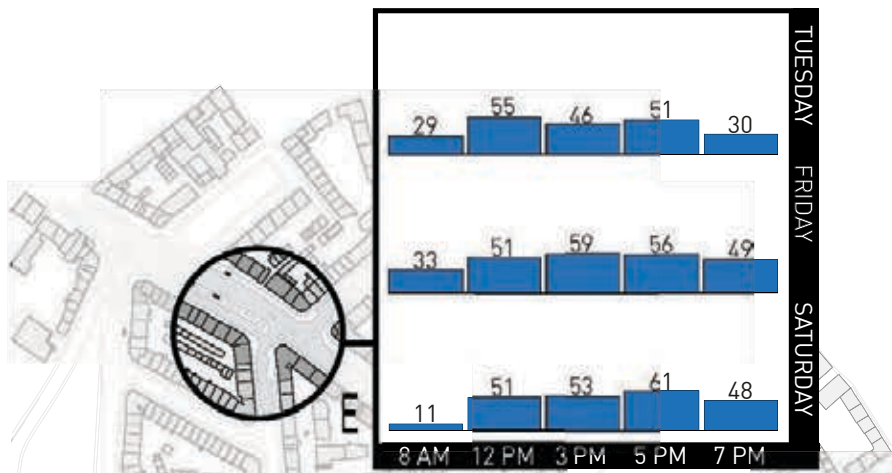
LOCATION E LEITH

The flow of pedestrians is nearly constant at Location E with the exception of 8am when fewer pedestrians are observed. Pedestrian numbers here are significantly less than Location D which is slightly further down Leith Walk. Pedestrian numbers usually peak in the afternoon at either 12pm, 3pm or 5pm, but the difference in numbers is not remarkable during the afternoon. The area has a few pubs along Elm Street, which will explain the higher activity during the evening on Friday and Saturday.



LEITH WALK / GREAT JUNCTION STREET

OVERALL PEDESTRIAN COUNT



TEST WALKS

LEITH WALK + GREAT JUNCTION ST

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

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

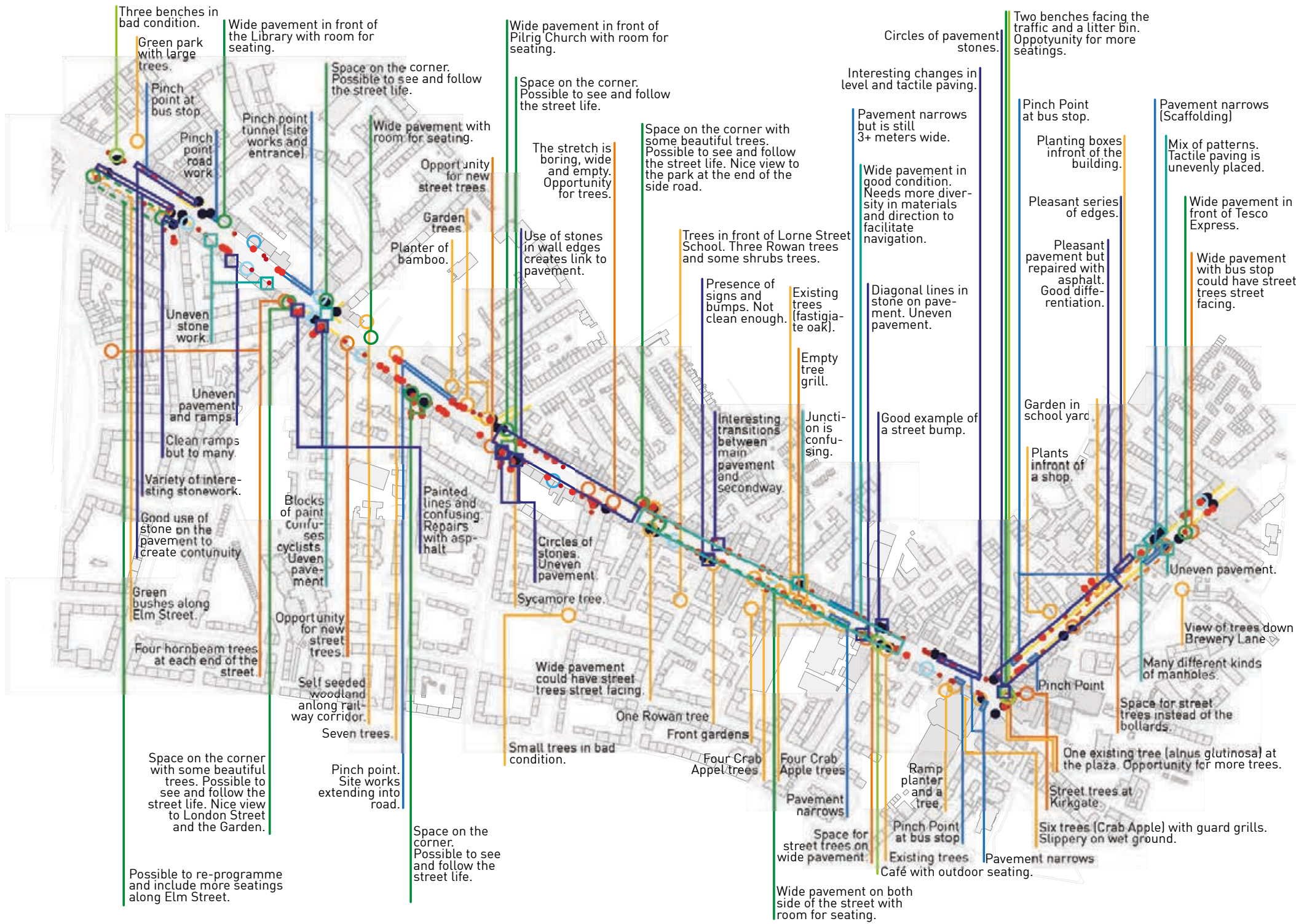
The map opposite shows a collection of observations and thoughts relating to each researchers' experience of walking up and down the Leith Walk town centre. These are the key points noticed by researchers on their 'general' walk. The following pages show more specific information relating to the five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

One of the dominant observations that emerged from the test walk at this town centre was how different the feel, quality of materials and

experience of Leith Walk was compared with Great Junction Street. The lower section of Leith Walk has recently been improved and now has much wider sections of pavement, improved materials and a new street layout without as many unnecessary bollards and railings as were experienced further up Leith Walk toward Location E. This results in a much higher quality place in the newer section of Leith Walk compared to the upper section.

Great Junctions Street has a very different feel to the lower section of Leith Walk to which it connects and is very narrow in comparison, with poor walking conditions, frequent pinch points and large amounts of street clutter. A more integrated solution for improving Great Junction is needed to enhance both its place and movement function. Currently Great Junction Street has a similar feel to the upper section of Leith Walk in terms of poor quality materials and street clutter, though with a narrower carriageway and less active frontages.

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



AWNINGS

Few awnings were observed along Leith Walk and Great Junction Street. However where these were found it was noted they were particularly common outside cafés and shops such as florists on the East side of the street. There is an opportunity to add more awnings along Leith Walk on both sides of the street where the pavement is widened to create more shelter for pedestrians. This would also open up the facades and extend the shops further out in the street. Furthermore, additional awnings would create opportunities for additional outdoor seating for cafés, enhancing public life. From researcher observations the types of land use most suited to successful awnings were vegetable shops, cafés with seats, furniture/second-hand shops (who put wares outside), florists, restaurants (e.g. Vittoria).



BINS

Bins take up a lot of space along the street and often do not appear to have been placed within an order or by any system. The bins are smelly, and comprise of different sizes, colors, and models, which disturbs the eye while walking along the pavement. At the same time, the bins are often in the way of pedestrian desire lines and so interrupt the flow of walking. Integrating the bins better within the setting, creating an open structure to tidy and screen these down minor roads or by creating a specific space for the bins in the street or on the pavement it would create a calmer (and cleaner) experience of the street setting.



BOLLARDS

Bollards without function were noted down the length of Great Junction Street. These effectively narrow the pavement further, making it difficult for pedestrians to move with ease, especially those walking side by side or with prams or mobility support devices. There are also bollards at the top of Leith Walk at pedestrian crossings though these are anticipated to be removed during renewal of this section of Leith Walk in the near future. Bollards were observed to disturb and interrupt the flow of pedestrians and create a dangerous situation where narrow pavements and this street clutter cause pedestrians to have to walk on the road to pass one another. By removing the bollards, there will be more space for the pedestrians on the pavement and it will create a constant and more natural flow.



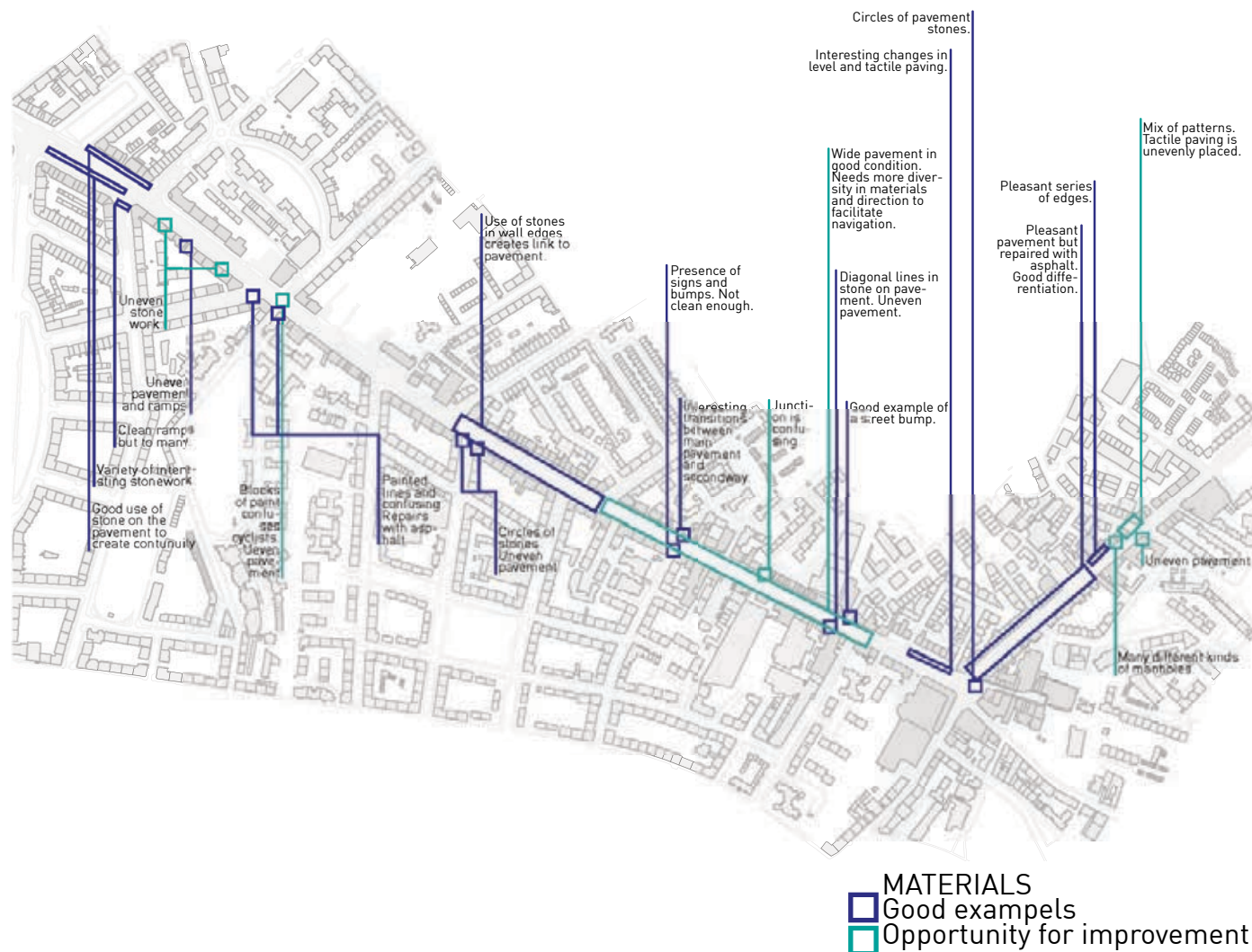
WAITING POINTS

Waiting points were noted throughout Leith Walk and Great Junction St. Whilst these were prevalent throughout the whole town centre, shorter waits and easier crossings were noted in the mid to lower section of Leith Walk due to the new street layout. In the upper section of Leith Walk, at the junction at the foot of the walk, and along Great Junction St longer waiting times were noted, particularly on the South-East side of Leith Walk and all along Great Junction St.



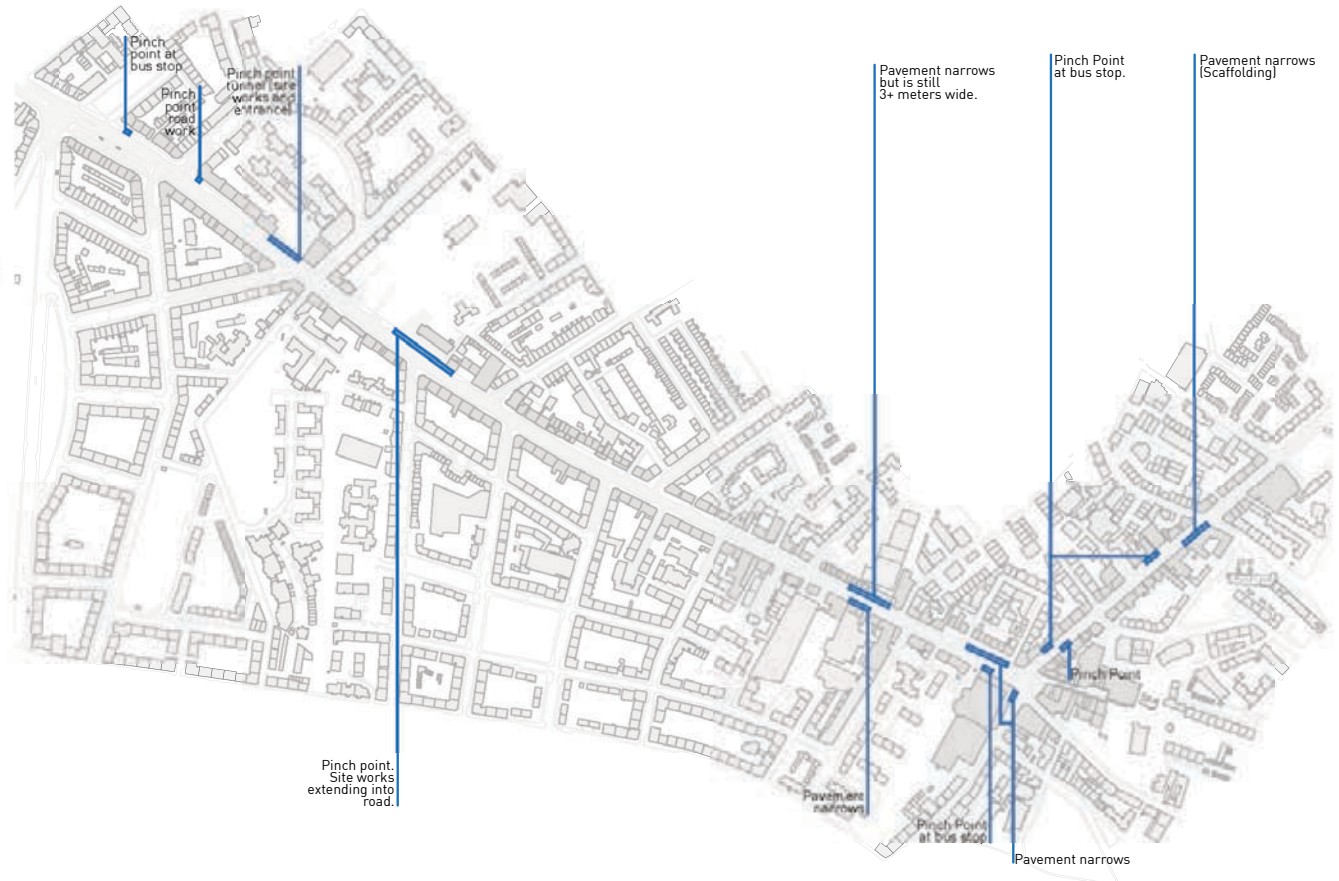
MATERIALS

The materials used in the lower renewed section of Leith Walk are generally in good condition, with a significant deterioration in quality and often uneven surfaces toward the top of Leith Walk. Generally the pavement is wide along Leith Walk and more narrow along Great Junction Street. There is no clear design strategy in the pavement detailing along Great Junction Street, together with a lack of good repairs meaning patched pavement materials and potholes in the road. Usually tarmac is used to repair sections the surfaces instead of repairs using the same material as that which was being replaced. The pedestrian experience of both Leith Walk and Great Junction Street could be improved through use of a continuation (with additional detailing) of pavement materials across minor side roads to make crossing more safe and intuitive for pedestrians, and slow traffic.



PINCH POINTS

Pinch points along Leith Walk and Great Junction Street are primarily created by street bins, trade waste, bus stops, A-frames and other street clutter combined with sections of narrow pavement. Where pavements have been widened lower down Leith Walk there are fewer pinch points, however these are particularly present in upper sections of Leith Walk and along Great Junction Street, where this often causes significant pedestrian congestion. By reducing these pinch points, the pedestrian flow would be eased.

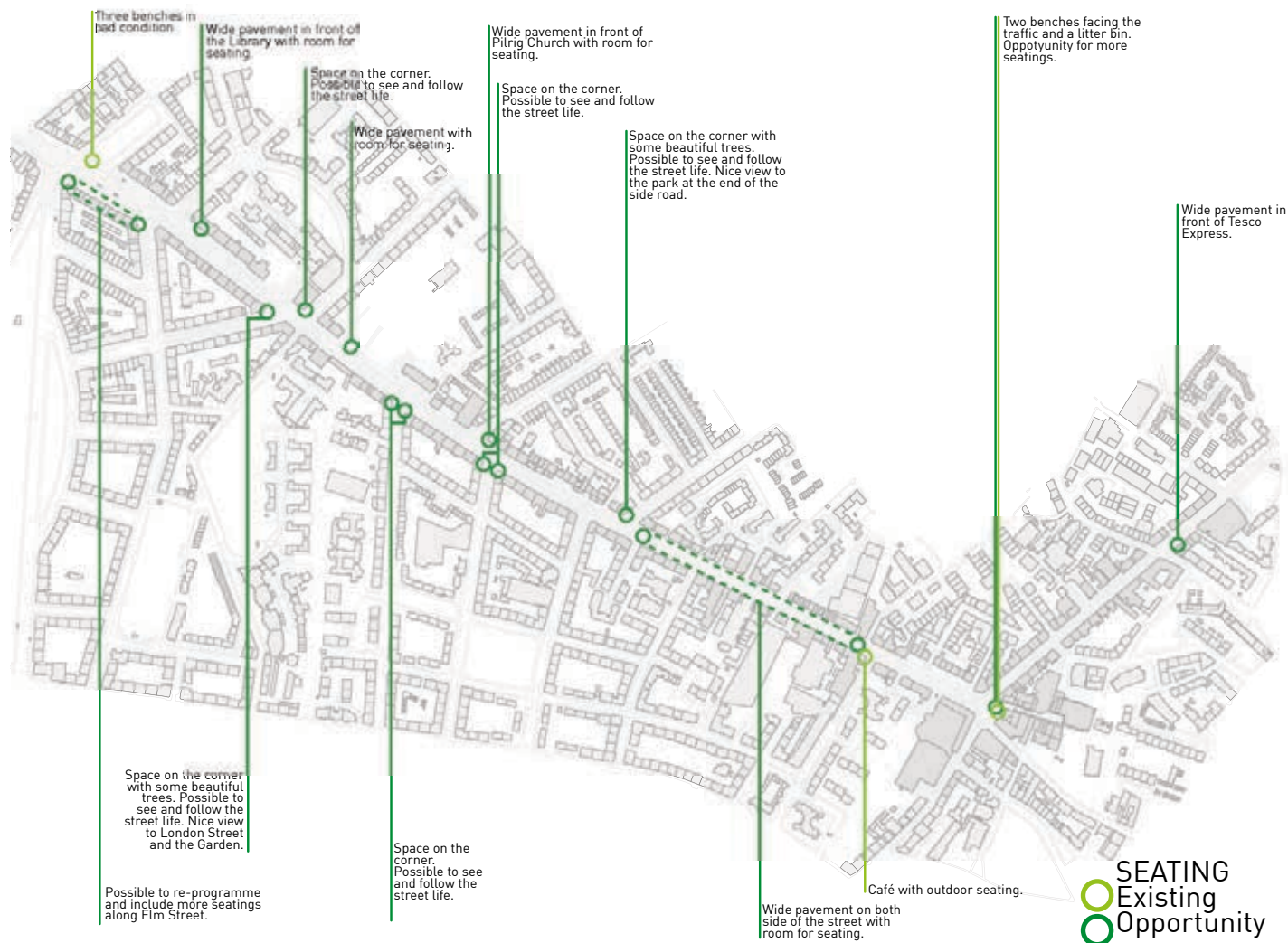


 PINCH POINTS

SEATING

There are remarkably few benches and places to sit along Leith Walk and Great Junction Street. There is an opportunity to add more setting, especially where there are trees already, where the pavement has been widened or at the more generous corners of side streets. These areas could provide nodal rest points combining small containerised trees and vegetation with seating to divide the larger areas of pavement into smaller clusters of rooms and heighten the materiality and human scale of the area. By having these nodes of seating, trees and a comfortable place to pause at the corner of the side streets, opportunities to rest and sit with a good overview of the activities up and down Leith Walk would be possible.

The pavement at Great Junction Street is narrow, making it difficult to add seating along this street without an integrated street redesign. There is already a wide pavement and space outside Tesco Express however, where there is an opportunity to add seating with a view of the busy junction for those in need of a rest or waiting for the bus.

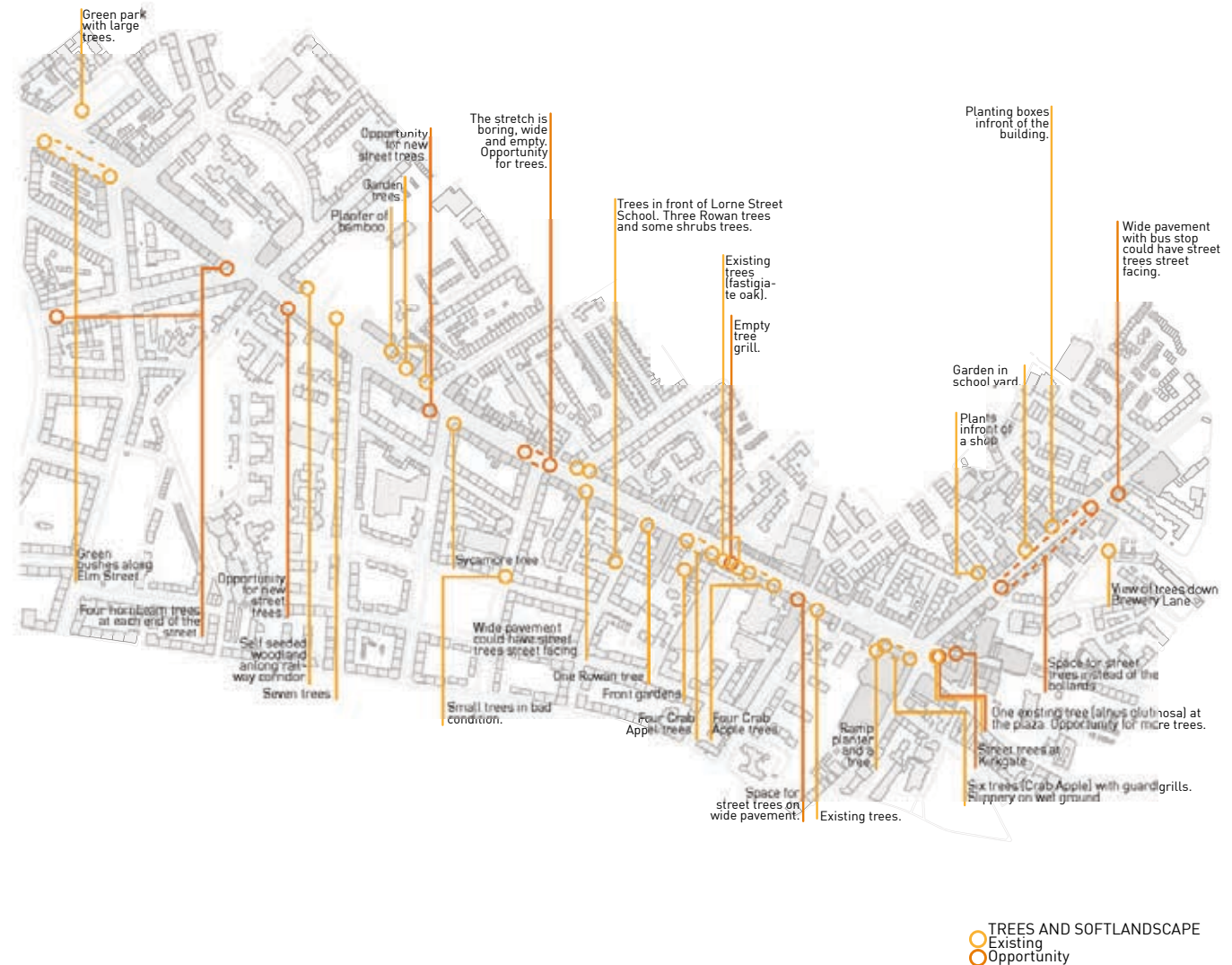


TREES AND SOFT LANDSCAPE

Overall there is relatively little vegetation or soft landscaping along the town centre. There are, however, clusters of existing vegetation at relatively defined points on the street, and sometimes associated with notable buildings such as Pilrig Church. Other examples include 'incidental' views of vegetation where front gardens front onto Leith Walk.

Researchers noted that during Autumn when leaves fall many pavements become slippery, especially those near the foot of the Walk. Tree canopies were also observed to be primarily fastigiata and as such do not offer much shelter from the rain. Increased amounts of trees and vegetation and of suitable species to provide some shelter from rain (where pavement width and services allow) would benefit this town centre, particularly where this can be combined with seating opportunities.

Along Leith Walk and on side streets, there are some species of fastigiata oak and fastigiata crab apple. Due to the scale of the cross section the fastigiata varieties work well where pavements have not been widened; with the new alterations in pavement widths there is now an opportunity to plant larger canopy species that would have a greater visual impact in the street. Some of the pubs/cafées have hanging baskets, showing a will and intention to introduce more green space into the street. In a few locations, there are narrow planting beds that have been incorporated into building - for example the bamboo at the students flats near Location D and at Tesco at Kirkgate.



LOCATION A

JUNCTION OF
BONNINGTON ROAD
+ GREAT JUNCTION ST

KEY ANALYSIS POINTS



Lighting poles could be removed and wall-mounted instead.

Main activity centres around the bus stop and people shopping at Tesco

More shelter + seating needed near bus stop

Cycle lanes are needed and improved road layout

Bollards and other street clutter should be removed.



Narrow and obstructed pavements with poor quality materials cause trip hazards and poor accessibility.

Rethink junction layout to reduce road width, increase pavement space and better prioritise pedestrians.

Users reported fear of traffic and a desire for a more pedestrian and cyclist priority environment with cycle lanes and wider pavements.

Poor quality paving materials, large corner radii and narrow pavements create an unpleasant pedestrian experience.

LOCATION A

JUNCTION OF
BONNINGTON ROAD
+ GREAT JUNCTION ST

PUBLIC LIFE ASSESSMENT AGAINST GEHL 12 QUALITY CRITERIA



1. FEELING SAFE

Traffic is seen as a significant problem by users at Location A - both in terms of pedestrian safety and discouraging cycling. Better prioritising pedestrians is seen as important through improvements such as widening pavements or creating an environment in which people feel safer.

2. FEELING SECURE

Many people worry about crime at Location A, in particular from younger people who are seen as causing trouble because of a lack of things for them to do. It is felt the built environment is of poor quality with a need to improve material quality and with frequent incidents of vandalism to the bus stop and elsewhere indicating perceptions of crime may be founded. Many people referenced how they would score Location A differently in terms of safety in day and at night, with night-time scores considerably lower than day-time. This perception of safety being lower after dark caused many people to comment they would not come to or pass through Location A after dark or allow their children to come here in the evening.

3. CLIMATE + POLLUTION

There is a very limited amount of shelter available in the vicinity of Location A. The bus stop is used as the sole source of shelter during rain and often does not have enough space to shelter everyone. Location A is seen as windy and exposed and would benefit from mitigation of these elements.

7. OPPORTUNITY TO SEE

No users commented on views or vistas at this point. However, a lack of lights was commented on, with a desire to increase lighting levels in the vicinity.

8. OPPORTUNITY TO TALK + LISTEN

Noise from traffic was cited by many users. High noise levels hinder the ability to comfortably talk and listen in a public space and were often mentioned in reference to reasons to not sit and stay at Location A.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Location A is seen as a 'forgotten but interesting place' with little to do. Temporary activities such as markets or creative events are seen as happening in the nearby area of Leith but not in the immediate vicinity of Location A which is seen as a transient space you would not want to spend time.

4. OPPORTUNITIES TO WALK

The pavements are seen as cramped and too narrow by users interviewed, with frequent obstacles and street clutter making it hard to walk through the area, particularly for those with prams or who need additional room to manoeuvre. Researchers also observed very restricted pavements with poor quality materials and large corner radii and filled with frequent obstacles that hinder pedestrian movement and accessibility. Poor pedestrian priority at the junction and a car-dominated environment do not create a conducive walking route.

5. OPPORTUNITIES TO STAND/STAY

Users do not tend to spend time at Location A except to wait for the bus. Users commented they would spend more time at Location A if there were opportunities to sit or microclimatic conditions were better mitigated through street design and vegetation/green space.

6. OPPORTUNITIES TO SIT

With the exception of the bus stop outside Tesco, there are no opportunities to sit (either on benches or more informal secondary seating). This is given as key reason why users would not spend time here. Providing more seating would help accommodate those waiting at the bus stop in busy periods and would also provide a valuable resting spot in a street environment with few other seating opportunities.

10. DIMENSIONED AT HUMAN SCALE

Few users commented directly on aspects of Location A related to its dimensioning at the human scale. However, one user commented on wanting more 'open' i.e. active facades and frontages, and several referred to the location needing more activities or things to do i.e. greater interest in what is otherwise a car-focussed environment. Location A is seen as a busy traffic junction with Tescos on one corner rather than a high quality public space. The large scale of the junction and road surface area in comparison to the human scale interest in the more pedestrian realm was noted by researchers, in addition to a need for higher quality paving surfaces and materials.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

Users feel there are few opportunities to enjoy the positive aspects of climate at Location A. The main feature and sheltered spot is the bus stop which provides a seat and protection from the wind and rain. There are no seats or more informal seating opportunities to enjoy more positive climatic conditions or trees or other vegetation to help mitigate climatic elements and improve the quality of pedestrian environment.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Users saw Location A as a 'depressing' and 'run down' place. One user even mentioned that they did not consider Location A a 'place' as the only significant feature or point of interest was the Tesco food shop on the North West junction corner. Pavements and other materials were seen as being of poor quality and further gave impression that the area was run down and neglected, not a desirable place to spend time. Location A is seen as 'grey', 'monotone' and in needs of better aesthetic quality and positive sensory experience.

BEHAVIOURAL MAPPING: LOCATION A

LEITH WALK + GREAT JUNCTION ST



TUESDAY 3 NOVEMBER



FRIDAY 6 NOVEMBER



SATURDAY 7 NOVEMBER

The bus stop at Location A is busy at all times on weekdays except for 7pm. A few people sit inside the bus stop, but primarily they stand around the outside. People are frequently standing waiting to cross at the junction. On weekdays, there is a Lollypop man at the junction in the morning and again at 12pm. Peak time during weekdays is at 8am and 5pm. On Saturday, the location is quieter, but people are still standing to wait for the bus or to cross the junction. The ATM is more in use during the weekend. The primary use of this public space is for standing activities relating to crossing the road or waiting for the bus. There is little other public life.

TESCO exp

Junction Place
Lothian 7 10 14 21 34
17
To City

JCDecaux

Colgate

1/2

Colgate

CHRISTMAS

Smiles, brighter smiles.

Supersmiling

Street View Road Signs
No access
northbound except
for buses & cycles
Please use all roads

EDINBURGH
Transport
for Edinburgh

EDINBURGH
Transport
for Edinburgh

SW53 UOC

STUB IT OUT

Red traffic light

Red traffic light

Red traffic light

TO LET

BARCLAYS

TO LET

TO LET

BUS

TRACING STUDIES: LOCATION A

LEITH WALK + GREAT JUNCTION ST

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

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

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



TUESDAY 3 NOVEMBER

Foot traffic throughout the whole day is intense along both sides of Great Junction Street with a slight predominance on the pavement adjacent to Tesco, which functions as a focal point. The main secondary flows through the area are located on the left hand side of both Cables Wynd and Bonnington Road. Diagonal crossing is present across the junction at all time slots, with a higher frequency at 8am. On the same time slot there are cases of desire lines cutting through the area converging at the bus stop on Great Junction Street. Major pinch points in the area are located on the East corner and South corner of the junction where a considerable amount of foot traffic at the lights walk along corners with relatively small radii, which could be increased. Considering the optimal width of the pavement adjacent to Tesco's on Great Junction Street, opportunities exist in diversifying and promoting street activity, engaging the existing flow of pedestrians walking through and at the bus stop.



FRIDAY 6 NOVEMBER

Foot traffic throughout the whole day is intense along both sides of Great Junction Street with considerably intense activity along Cables Wynd and Bonnington Road. Diagonal crossing is present across the junction at all time slots, with a higher frequency at the 8am and 5pm. Desire lines are mainly focused around the formal crossing points at the traffic lights with only a small amount of jaywalking registered at other points in the area, particularly Cables Wynd. The movement along all thoroughfares appears fluid with no major hindrances disrupting the flow. Tesco's is the major converging point of foot traffic in the area where the already wide pavement accommodates a constant wave of pedestrians. There are opportunities to slow down the movement across the junction, using the wide pavements and area near the bus stop to create a wider variety of urban environments, including seating, shelter, planting and cycle facilities.



SATURDAY 7 NOVEMBER

Total foot traffic on Saturday is less intense than during the week with an increase from 5pm onwards. Diagonal crossing at the junction is barely present. Nonetheless a variety of desire lines is noticeable on the North West crossing at Great Junction Street and on Cables Wynd. Despite the visible decrease of overall pedestrian traffic in the area in later time slots, Tesco's and the adjacent pavement and bus stop remain a popular point of attraction with the majority of foot traffic concentrated around this area. This point would benefit from an improvement of street furniture and variety of activities offered to enhance its potential. The West corner between Bonnington Road and Great Junction St has a consistent flow in the early hours of the day and from 7pm onwards and would be improved by an increase of the radius of the pavement to reduce the pinch point.

LOCATION B

NEWKIRKGATE
AT THE FOOT OF
LEITH WALK

KEY ANALYSIS POINTS



Active frontage during the day until 5.30pm after which the plaza is quiet and feels threatening due to lack of natural surveillance

The plaza's key use is for transit. A high footfall movement route between Kirkgate shops, Duke Street, Leith Walk and Great Junction St.

Lack of cycle facilities including bike racks.

Users commented they don't use the benches for fear of anti-social behaviour and due to their vulnerable central position.



Need for more trees, planting, seating and perceptions of safety through active uses such as markets and/or outdoor seating for natural surveillance.

View South up Leith Walk could be better framed with planting whilst also partially screening traffic and providing a defensible edge.

Pidgeons provide interest to a mix of users.

Change to a Class 3 use would enable potential for outdoor cafe seating and increased public life and surveillance.

Large expanses of paving - the plaza space could be used to accommodate much more public life, including temporary markets better seating options and more active frontages at all times of day/evening.

LOCATION B

NEWKIRKGATE
AT THE FOOT OF
LEITH WALK

PUBLIC LIFE ASSESSMENT AGAINST GEHL 12 QUALITY CRITERIA



1. FEELING SAFE

Traffic is seen as a threat to the pedestrian environment at Location B, particularly in terms of noise and volume of traffic. Several users mentioned feeling confused by directions for crossing the road and traffic and found this experience challenging. Other users felt negatively about the traffic but saw this as something that could not be done anything about and as such was 'fine'.

2. FEELING SECURE

Many users at Location B worry about crime - particularly anti-social behaviour, violence or threatening behaviour connected with drugs or drinking. Users stated they felt threatened at time slots excepting early morning (8am) due to people using drugs or drink who spend time here during both day and evening. Researchers observed a fight and several other incidences of threatening behaviour whilst at this location. Anti-social behaviour is one of the biggest hindrances to public life at all times of day at this location. People feel safer whilst the shops are open during the day when there is greater natural surveillance and people around, but the atmosphere changes considerably after dark and when shops have closed.

3. CLIMATE + POLLUTION

Users commented on noise and the busy nature of Location B as particularly negative. Some users who also live nearby commented on how this extended past the public realm and also affected them at home, causing anxiety. It would be beneficial to mitigate these negative environmental and sensory elements at Location B. Some users in particular felt incredibly negative about Location B and felt it had strong unpleasant sensory qualities including smell, noise, and pollution in addition to fear of crime. Researchers also noted these elements.

7. OPPORTUNITY TO SEE

Some users reported a lack of good views from Location B, with instead solely views of cars. There is an interesting view to the South up Leith Walk which could be further maximised through careful choice of seating location to enhance this. It may be beneficial to partially screen the traffic at this location through use of raised planters or trees to create a more enclosed plaza space that is permeable and open to free walking of pedestrians whilst mitigating negative micro-climatic conditions and reducing the visible presence of heavy traffic.

8. OPPORTUNITY TO TALK + LISTEN

Noise at Location B was mentioned by users in reference to the heavy traffic. This does not create optimal conditions for talking and listening. Researchers observed that the configuration of the benches is not conducive to groups of more than two talking and that the plaza would benefit from clustering of multiple bench clusters so different groups can gather without feeling they are intruding upon others social gathering.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Researchers observed a lack of cycle facilities at Location B, with people using the statue railings as a make-shift bike rack that became full during the day whilst nearby shops were open. The area is seen as a place to either pass through, to go to Kirkgate shops or for pubs and bars. No temporary markets or activities were known about at Location B by users, although a desire was expressed from multiple users for additional activities at this location, including community events or food markets.

4. OPPORTUNITIES TO WALK

Location B is seen as a place to cut through en route to other locations, primarily the Kirkgate shops or as a pedestrian movement path between the roads North-South and East-West. Pedestrians reported confusion in directions for crossing the road. Some people expressed that they would not walk through Location B at night due to fear of crime or violence in particular relating to drug users or drunk people.

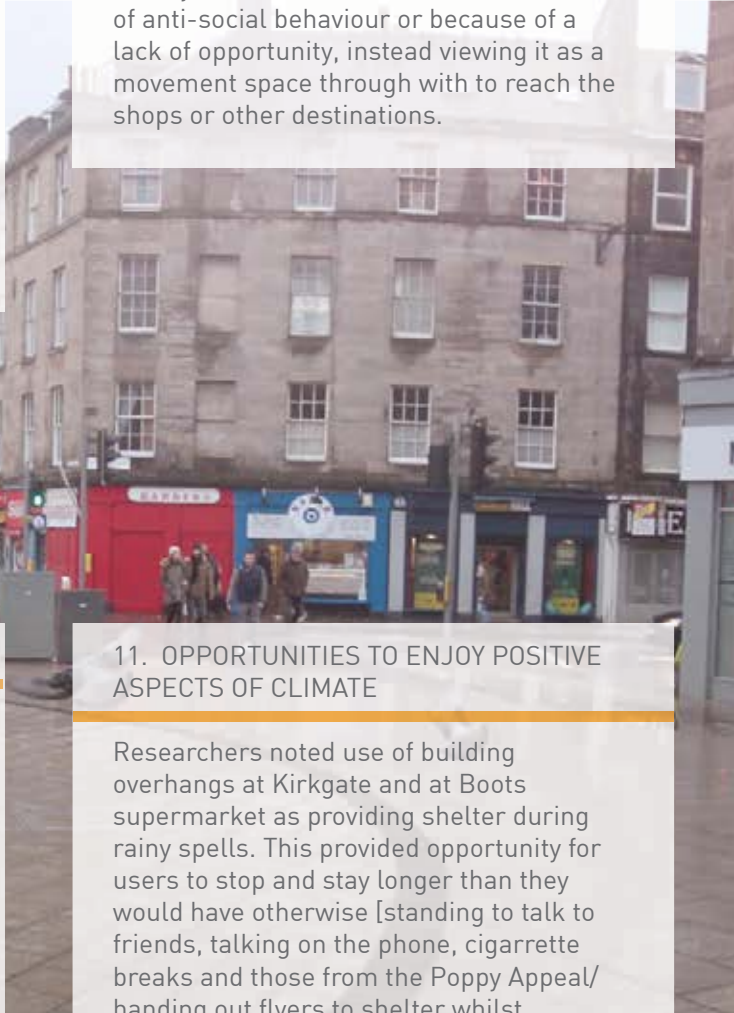


10. DIMENSIONED AT HUMAN SCALE

Few comments were made explicitly about the human scale of Location B, although one user spoke about their dislike of the large facades and architecture at Kirkgate. The desire for more activities and things to do mentioned by many users may, however, indicate a lack of perceived active frontages and interesting features or activities within this large plaza space.

5. OPPORTUNITIES TO STAND/STAY

Users reported that they would not stand or stay at Location B due to either fear of anti-social behaviour or because of a lack of opportunity, instead viewing it as a movement space through with to reach the shops or other destinations.



11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

Researchers noted use of building overhangs at Kirkgate and at Boots supermarket as providing shelter during rainy spells. This provided opportunity for users to stop and stay longer than they would have otherwise [standing to talk to friends, talking on the phone, cigarette breaks and those from the Poppy Appeal/handing out flyers to shelter whilst working].

6. OPPORTUNITIES TO SIT

The two benches in centre of the plaza at Location B are commonly used to sit and spend time. Some people were observed spending longer periods at the benches with friends to drink. Alternatively in periods when the benches were free during the day researchers noted shoppers would stop and use these to make phone calls or have a rest. Researchers noted the benches' position centrally in the plaza caused feelings of vulnerability as you cannot see those moving behind you. More benches would be beneficial at this location and in separate clusters, located closer to the plaza edge to allow different groups or individuals to use these without fear of having to sit next to a group feared to start anti-social behaviour and to allow better viewing of the plaza in front of the seats.



12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Many users commented on a lack of lighting and Location B not feeling a welcoming environment resulting in them not wanting to spend time there. Researchers noted there are a small number of trees in the plaza however Location B would benefit from additional vegetation and sensory interest whilst keeping a clear enough paved area for both movement and flexible use for markets or other activities.

BEHAVIOURAL MAPPING: LOCATION B

LEITH WALK + GREAT JUNCTION ST



TUESDAY 3 NOVEMBER



FRIDAY 6 NOVEMBER



SATURDAY 7 NOVEMBER

This is a busy junction all day on weekdays and weekends. People are waiting to cross at the crossing, but also at various other places to make their walk shorter. People are sitting on the benches from morning until evening. The benches are very popular. Friends meet and some just watch the traffic. The Plaza is in general very active with people standing, sitting and looking in shop windows. Some even have fun feeding the pigeons during the day. During lunch time, there is a Burger Stand at the edge of the Plaza. During the afternoon more children were noticed playing with the pigeons on their way home from school. The area has some cultural and temporary activities, for example the Poppy Scotland stand and groups handing out religious leaflets (especially Friday and Saturday). On Friday late afternoon there are fewer people 'hanging out' and more people 'going places' in part due to rain.



Newkirkgate Dental Care

NHS
Lothian

NEW
KIRKGATE



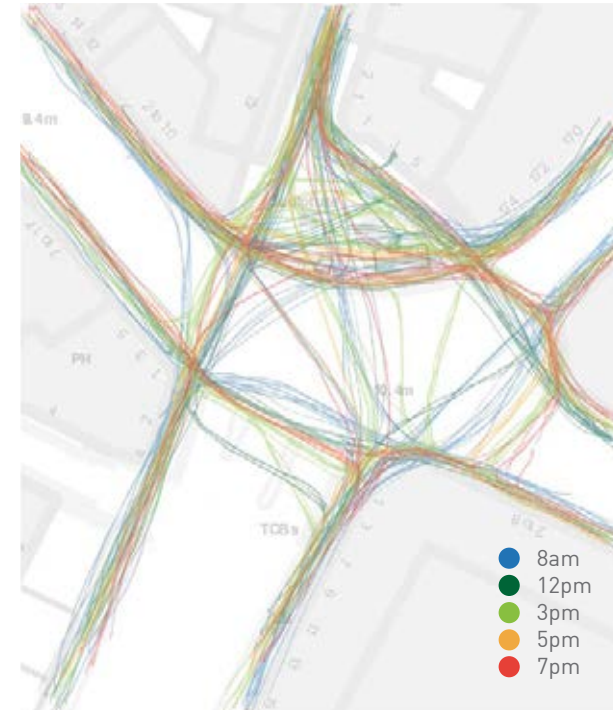
TRACING STUDIES: LOCATION B

LEITH WALK + GREAT JUNCTION ST

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TUESDAY 3 NOVEMBER

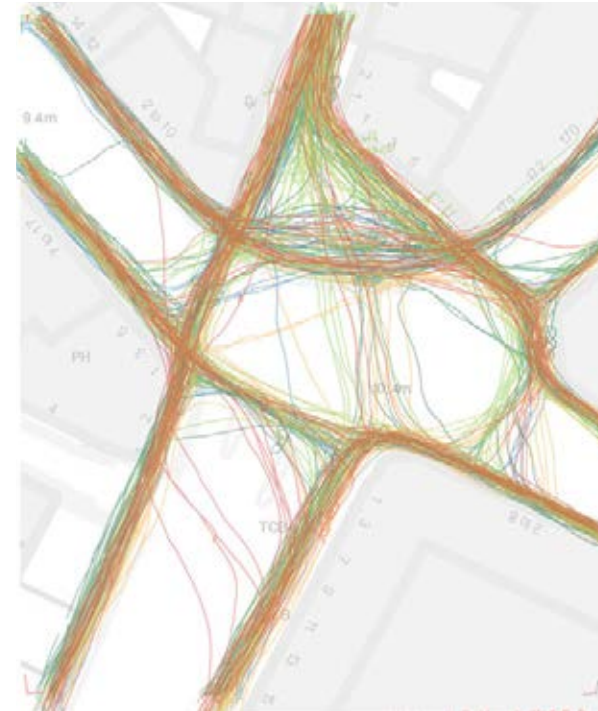
Pedestrian flows across the area are particularly heavy throughout the whole day. A peak of traffic is visibly noticeable across the Plaza from East to West and vice versa on the 8am and 12noon time slots. Foot traffic on later slots and especially at 7pm is predominantly using the edges of the plaza. The pavements along all the considered thoroughfares are intensely used, in particular Newkirkgate and the North side of Great Junction St and Constitution St.

Despite the presence of several types of street furniture, the Plaza is uniformly used for movement which, in several cases leads to diagonal crossing of the junction towards Leith Walk. As shown by the tracing, the Plaza is a heavily walked location, where opportunities can arise from creating prioritised pausing areas and from offering diversified zones of movement in the area. Diagonal crossing is an equally well-established feature which can be valued and optimised by making the junction a uniform crossing surface, clearly understandable from all nodes.



FRIDAY 6 NOVEMBER

Pedestrian flows are concentrated along the edges of the Plaza and Newkirkgate continuing on the North side of Great Junction Street, Constitution Street and the West side of Leith Walk. A lower intensity of flow is registered on the South corner of the junction and along Duke Street. Movement across the Plaza takes place mainly between the 3pm and 5pm time slot and becomes more conscious of the street furniture in the area. A visible hindrance are people lingering next to the shops to the North of the Plaza, forcing pedestrians to walk around them. A change in the position of the existing street furniture with opportunities for additional elements would facilitate the pedestrian flow across the Plaza and equally offer opportunities to pause without causing disruption. A more fluid movement across the whole area would also be facilitated by encouraging a widespread use of all available pavements with clear crossing opportunities at all nodes and across the junction in a formalised manner.



SATURDAY 7 NOVEMBER

The pedestrian activity across the whole area is visible intense, and it is uniformly spread along all thoroughfares and consistently making use of crossings at all nodes. Movement in the Plaza is more scattered during the 3pm timeslot. There is otherwise a slight preference for using the edges of the plaza with a secondary flow between Newkirkgate and the South-East corner of Leith Walk across the junction. Desire lines covering considerable lengths can be found on Leith Walk before the traffic islands, especially from 7pm and earlier in the day on all nodes. Considering the heavy amount of crossing in the junction and limited and scattered number of traffic islands, a more uniform approach to facilitate pedestrian movement across the whole area would improve the perception of it for both foot and vehicular traffic.

LOCATION C

CORNER OF
BALFOUR ST AND
LEITH WALK

KEY ANALYSIS POINTS



Many users felt the traffic was noisy and a threat to pedestrian and cyclist safety.

Use of bikes outside the shop cause pedestrians stop en route and window shop.

Wide pavements could be maximised to create regular rest spots for pedestrians along Leith Walk with retro-fit seating and raised planters

Sunny micro-climate to North of Leith Walk could be used to maximise public life



Users interviewed felt large bins stepped back into secondary roads are unsightly and messy.

Street clutter in the form of signage, poles, phone boxes could be reduced or rationalised.

Wide pavements able to accommodate seating and planting as rest spots along Leith Walk

LOCATION C

CORNER OF
BALFOUR ST AND
LEITH WALK



PUBLIC LIFE ASSESSMENT AGAINST GEHL 12 QUALITY CRITERIA

1. FEELING SAFE

Many users commented on the busy traffic and its associated noise and difficulty crossing the street as large annoyances at Location C. This was more of a concern than crime at this location, in contrast to Locations A and B.

2. FEELING SECURE

A considerable number of users at Location C reported feeling unsafe, particularly at night or due to people using drugs or alcohol in the street - who are seen as 'scary'. However, whilst fear of crime and 'scary people' and 'junkies and drunks' was considerable at Location C, many people expressed that they felt safer here than at Great Junction Street. Others expressed that further up towards Elm Row they felt safer. There is a perception that the further down Leith Walk to the North you go, the more unsafe users feel.

3. CLIMATE + POLLUTION

Users at Location C commented on unpleasant sensory experiences such as noise from the street, dog poo, and climatic conditions such as rain restricting how they could use the space due to a lack of shelter. Some users commented that the bus shelter is the only protection from the elements and so poor weather restricts the use of the space. Researchers noted positive sunny conditions on the North-West side of Leith Walk at this location which encouraged shop-keepers to stand in their doorways or come outside to smoke or talk on the phone stood in front of their shops, however due to lack of seating or welcoming places to stay few people took advantage of this sunny spot. Incorporation of trees and other vegetation to help mitigate poor climatic conditions in combination with increased seating and creation of 'node' gathering spaces to take advantage of positive climatic conditions on this North-Western side of Leith Walk would be beneficial.

7. OPPORTUNITY TO SEE

No users mention interesting views at Location C. However there is potential to partially screen less inviting visual stimuli (such as heavy traffic) from pedestrian views using raised planters or trees or in combination with seating. This strategy could also be used to enhance those views that are present along Leith Walk - primarily down or up Leith Walk or glimpse views down minor streets toward green space.

8. OPPORTUNITY TO TALK + LISTEN

Noise is considered a significant problem by users at Location C. There was some expression that noise was tolerated during the day, but at night this was more of a nuisance. Protection from noise would benefit Location C.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Users and researchers commented that there are few opportunities for play, exercise or unfolding activities at Location C, though some users pass through this place whilst walking their dog or en route to nearby parks.

4. OPPORTUNITIES TO WALK

Users at Location C mostly found it easy to walk through, however a number commented on obstacles such as bins in the way, navigating around cars at minor road junctions and difficulty crossing the street. However, users feel the recent street changes have primarily been positive, just could have gone further to enhance the pedestrian environment. Further prioritising pedestrians through paving materiality and cues to ensure the pedestrian desire line along Leith Walk is seen as the primary movement route, with minor roads secondary to this pedestrian flow would be beneficial.

10. DIMENSIONED AT HUMAN SCALE

No users commented specifically on the human scale dimensioning of this location. However researchers observed that the location is at relatively human scale, with visual interest offered by local small shops, however wide pavements and a dominant highly trafficked road between buildings frontages on either side of Leith Walk are at a less human scale.

5. OPPORTUNITIES TO STAND/STAY

Opportunities to stop and stay during the day centre around standing activities looking in shop windows or at bikes outside the bike shop. In the evening there is no seating nor other opportunities to stay except standing on the pavement with no protection from wind and rain. As a result all users report passing through this place as solely a movement route up and down Leith Walk. Location C should remain a key movement route but with greater pedestrian priority over minor roads and with opportunities to pause at nodes of seating and trees/shelter. This will enable a greater diversity of users as part of the wider movement route down Leith Walk by providing enough rest spots for those who are older or need to sit and rest often, whilst also providing a setting better enabling staying activities, especially during sunny spells to take advantage of the positive micro-climate.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

Good climatic conditions exist at Location C, with sun warming the area during the day, however this is not fully being maximised at present due to a lack of seating, vegetation and other street design elements that would promote more public life and staying behaviours at this location.

6. OPPORTUNITIES TO SIT

Few seating opportunities in the public realm except the bus stop. Pubs and cafes are often cited as places to sit in this area demonstrating the lack of seating in the public realm. Older users noted they find it hard to use this space as there are not enough opportunities to sit and rest en route to other places. Increased seating opportunities at regular intervals along Leith Walk and in particular at places with wider pavement and therefore increased potential to incorporate seating in combination with trees or vegetation to provide a screen and protective environment from traffic would enable greater public life and accessibility of the public realm to all users.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Location C is considered run-down and with poor sensory experience or aesthetic qualities. Users report a desire for more vegetation, trees and a greener space at Location C to create a more attractive pedestrian environment, and with less negative sensory elements such as smelly bins, street clutter and litter.

BEHAVIOURAL MAPPING: LOCATION C

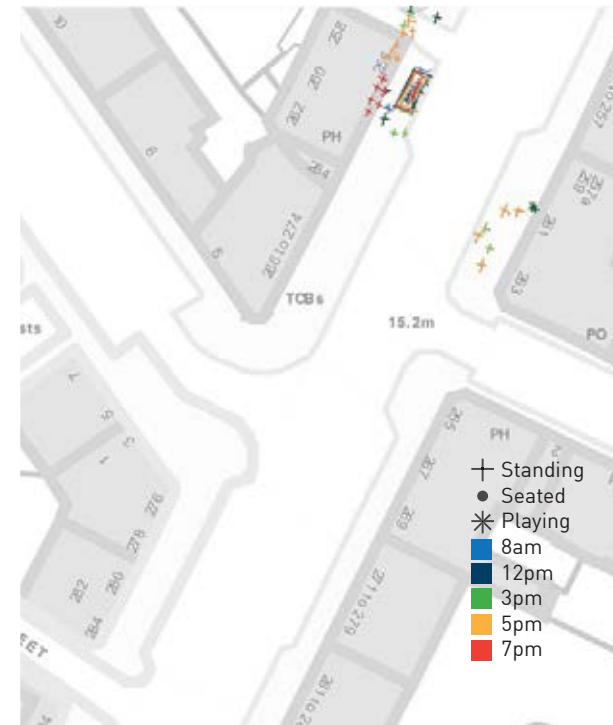
LEITH WALK + GREAT JUNCTION ST



TUESDAY 3 NOVEMBER



FRIDAY 6 NOVEMBER



SATURDAY 7 NOVEMBER

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

The dominant behaviour at Location C is standing and waiting to either wait for the bus or waiting to cross the road. They are trying to cross the street at various of places. Some give up, and it seems like they do not feel safe crossing here. Leith Cycle shop is active with people looking at bikes outside and through the windows. The activity level does not have a peak time for the behavioural mapping, and it seems more or less inactive most of the day during the week and even less on the weekends. A few people sit inside the bus stop, but primarily stand around the bus stop for around 5 minutes. People stand at the bus stop even though seats are available. Shop owners stand to smoke in doorways, and people stand looking at their phones. There is little public life here, with the exception of necessary activities at the bus stop and some optional activities window shopping due to the bike shop displaying its products outside.



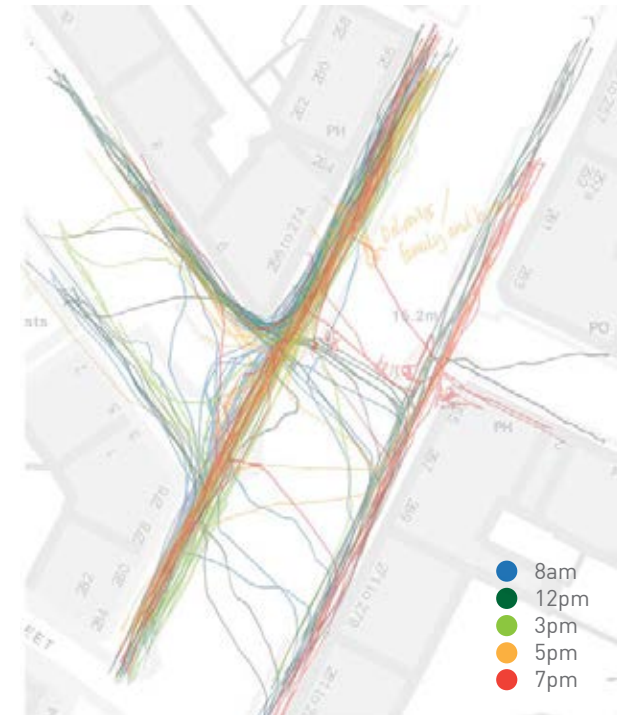
TRACING STUDIES: LOCATION C

LEITH WALK + GREAT JUNCTION ST

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

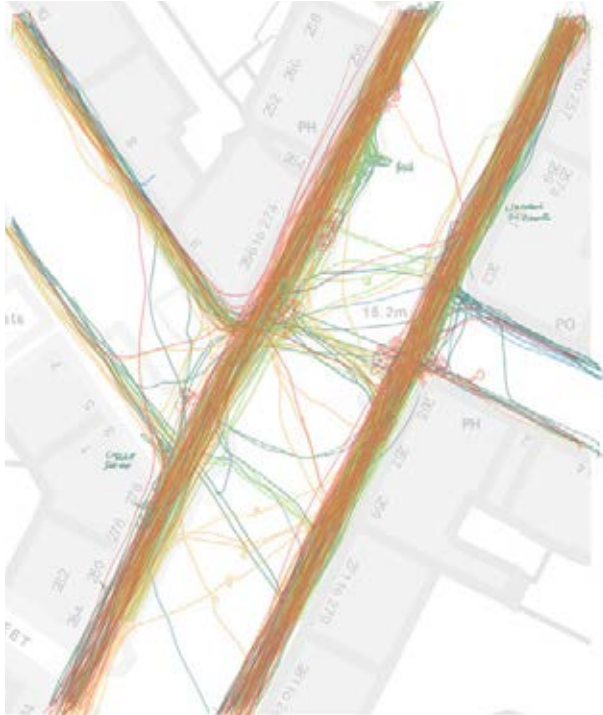
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TUESDAY 3 NOVEMBER

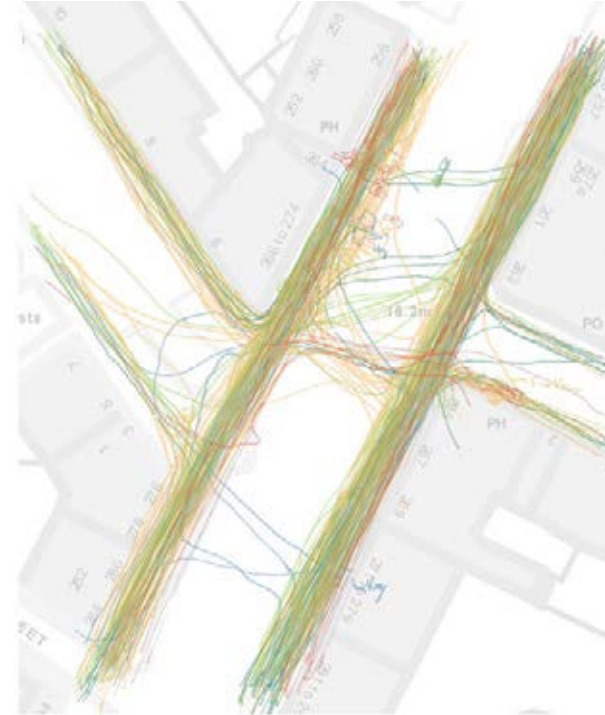
Both sides of Leith Walk are heavily used by foot traffic throughout the day with secondary flows along Balfour Road and, to a lesser degree, Jameson Place. Pedestrian traffic to and from Balfour Road is mostly during the 8am time slot, especially on its North side of the pavement. Jaywalking across Leith Walk is evident especially on the 8am and 12noon slots, decreasing progressively during the day. The junction with Balfour Road also presents a variety of desire lines in early slots, replaced by more clear-cut flow along Leith Walk later in the day. Both pavements on the side of the Walk are wide with no major hindrances, and present an opportunity for diversifying activities in the area and offering chances to pause and sit. Considering the amount of jaywalking observed, it would be advisable to establish more formalised ways of crossing the road at this point.



FRIDAY 6 NOVEMBER

Both sides of Leith Walk are heavily used by foot traffic throughout the day with secondary flows along Balfour Road and Jameson Place. Pedestrian traffic along Leith Walk is consistently intense at all time slots, with Balfour Road contributing uniformly and Jameson Road presenting a peak of traffic at 8am. Jaywalking across Leith Walk is noticeable at all times with patterns of crossing changing during the day. Longer diagonal distances are covered between 5pm and 7pm. A high level of activity is registered later in the day around the major pubs in the area on both sides of the road and at the bus stop on the side of Balfour Road.

Considering the amount of irregular jaywalking covering a variety of distances throughout the day, it is advisable to create regular crossing points for pedestrians.



SATURDAY 7 NOVEMBER

Both sides of Leith Walk are heavily used by foot traffic throughout the day with secondary flows splitting equally along Balfour Road and Jameson Place. Pedestrian traffic along Leith Walk is consistently intense but sees a decrease from 7pm onwards. Jaywalking across Leith Walk is noticeable, but it particularly focuses on the portion of the walk directly in front of the pub on the corner of Jameson Place. Limited cases of jaywalking take place earlier in the day to the South of this section of Leith Walk due to the proximity with the bakery. High activity around the bus stop is observed on both sides of Leith Walk with a high number of smokers standing outside nearby pubs.

The visible increase of activity around bar and pubs during the weekend contributes to a high level of jaywalking to reach them, and would call for the implementing of an additional pedestrian crossing.

LOCATION D

IONA ST - STEADS PLACE STRETCH OF LEITH WALK

KEY ANALYSIS POINTS

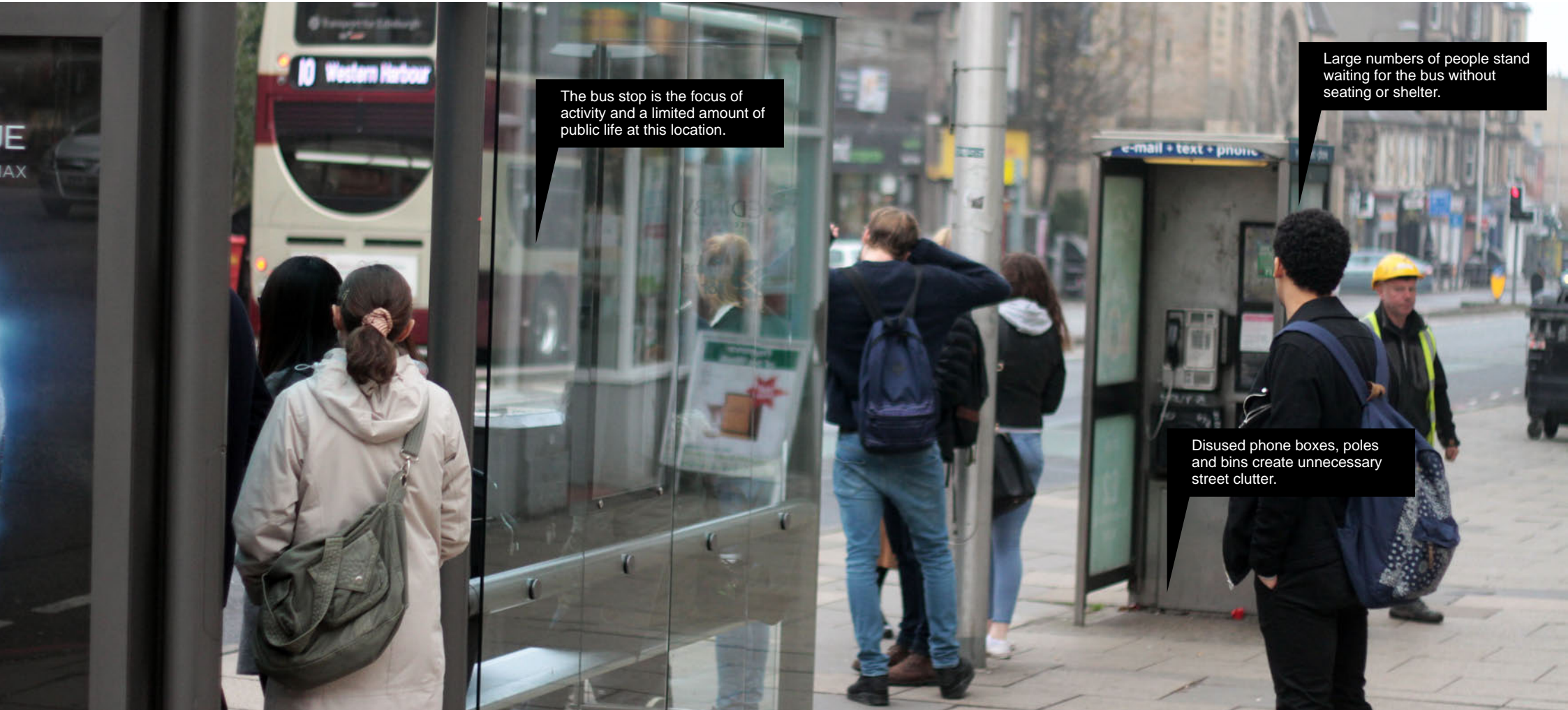


Pedestrians jaywalk across road pausing on median strip to reach bus stop due to lack of crossings matching desire lines.

Bins, lighting poles and street clutter in the street and restrict pedestrian movement routes.

Views to green trees down Albert Street to the East. It would increase sensory interest to bring trees and planting out into Leith Walk

Opportunity to reduce corner radii and add SRET to slow traffic and prioritise pedestrian movement



The bus stop is the focus of activity and a limited amount of public life at this location.

Large numbers of people stand waiting for the bus without seating or shelter.

Disused phone boxes, poles and bins create unnecessary street clutter.

LOCATION D

IONA ST - STEADS PLACE STRETCH OF LEITH WALK



PUBLIC LIFE ASSESSMENT AGAINST GEHL 12 QUALITY CRITERIA

1. FEELING SAFE

Many users at Location D commented on the noise and busy nature of the traffic as a significant negative factor of Location D as a place. Many users highlighted that the traffic caused them to worry for their safety as both pedestrians and cyclists and causing difficulty crossing the street. Traffic was also mentioned by users as the primary factor stopping them from cycling in this area, though they had a strong desire for this to be improved.

2. FEELING SECURE

Users at Location D cited fear of crime as a key issue. This perception of crime at Location D primarily related to risk of fights breaking out, anti-social behaviour and intimidation. This perception is in part driven by indicators such as police sirens, observed behaviour and a more threatening atmosphere at night when it is dark. Common perception is that the further toward the Foot of the Walk the greater the risk of crime. Fear of crime prevents some users from walking alone at this location at night when there is less natural surveillance and reduced footfall.

3. CLIMATE + POLLUTION

Unpleasant sensory experiences noted by users at Location D included a lack of shelter from the climate when raining, noise, pollution and a dirty street environment. Lack of shelter and noise as well as the other unpleasant sensory conditions reduce the desire to spend time at this location in the public realm, especially during rain or strong wind. Incorporation of trees and other vegetation to help mitigate poor climatic conditions in combination with increased seating and creation of 'node' gathering spaces to take advantage of positive climatic conditions on this North-Western side of Leith Walk would be beneficial.

7. OPPORTUNITY TO SEE

No positive or negative comments were made by users regarding views or vistas from Location D. However there are some positive views toward green trees down Albert St and longer views up and down Leith Walk.

8. OPPORTUNITY TO TALK + LISTEN

Noise is seen as an issue for people's health and well-being at Location D. It is cited as being the cause of anxiety by many people. The noise of police sirens also increases the perception of crime. High noise levels are also discouraging to the ability to talk and listen and therefore also public life.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

There are few existing opportunities for unfolding activities, play or other temporary activation at present. However some users mentioned the Tool Share at the nearby police box on a Saturday morning. Aside from this few activities occur in the public realm here to generate interest or act as a destination beyond the cafes/shops/bars.

4. OPPORTUNITIES TO WALK

Pedestrians were observed frequently jaywalking across to and from the bus stop on the corner with Albert St at Location D to the other side of the road. Busy traffic was cited by users as the key reason for finding it hard to cross the road here. Location D would benefit from clearer pedestrian priority across minor roads such as Albert Street to facilitate continuous safe movement down Leith Walk without fear of traffic. This could be implemented through continuous level paving surface across the junction with Albert Street.

10. DIMENSIONED AT HUMAN SCALE

No users commented directly regarding the human scale of the environment. However, despite widened pavements and improved material quality of the pedestrian environment building on a mix of human-scale shop-fronts, this location lacks other sensory interest or activities at a more human scale in the public realm.

5. OPPORTUNITIES TO STAND/STAY

No users at Location D expressed that they would spend time here. Location D is seen as a place to pass through. The only reason people would spend time at Location D is to visit the cafes, but no-one interviewed expressed that they would actively spend time in the public realm. Researchers also observed that the primary staying activity was standing waiting for the bus. Often so many people would wait for the bus that they stand behind and to the side of the bus stop, partially blocking the pedestrian route. Typical waits at the bus stop are 5-10 minutes. There is a need for more seating and or spots to rest at this point, both for bus users and those moving down Leith Walk in need of a rest spot to sit.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

Users commented on the lack of shelter at Location D and this restricted their use of the public realm at this location during poor weather conditions. A small amount of shelter is provided by the bus stop for those waiting for the bus, however this is the only shelter in the vicinity.

6. OPPORTUNITIES TO SIT

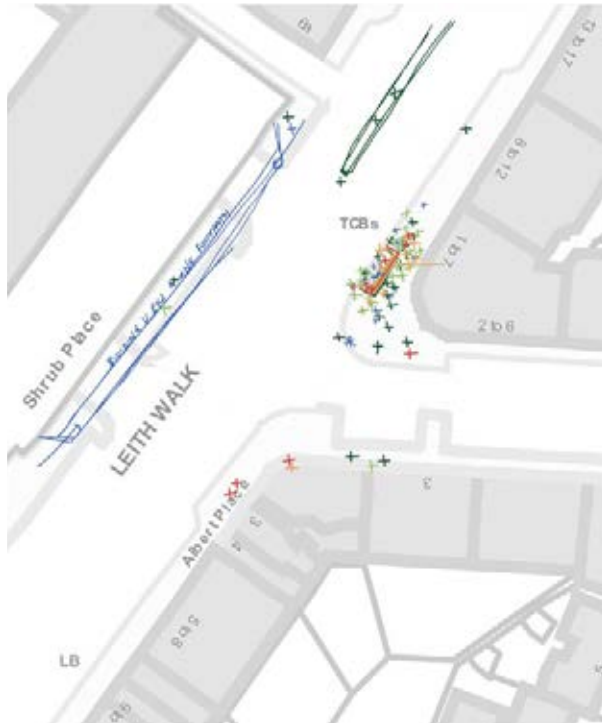
Users at Location D cited a lack of opportunities for seating due to a lack of benches or seats. Researchers observed there were also no opportunities for incidental seating with the exception of the bus stop. This does not provide a conducive environment for seating or places to take a rest or spend time. There is a need for primary and/or secondary seating opportunities combined with protection from the weather at this location.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Users at Location D expressed concerns about aesthetic qualities such as litter, poor lighting, lack of shelter, large volumes of traffic and noise at this location. Lack of shelter in particular restricts more varied use of Location D in all weather conditions. Factors such as limited seating providing a place to rest and climate mitigating elements such as vegetation and trees which might otherwise help screen negative sensory elements such as traffic mean that this place is currently not being used for the full range of public life activities it might otherwise support.

BEHAVIOURAL MAPPING: LOCATION D

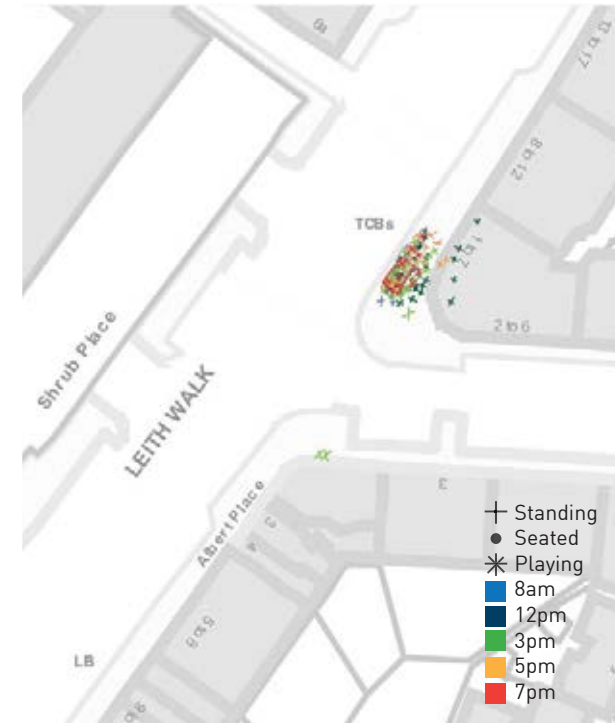
LEITH WALK + GREAT JUNCTION ST



TUESDAY 3 NOVEMBER



FRIDAY 6 NOVEMBER



SATURDAY 7 NOVEMBER

Construction work is observed along the footpath to the North side of Leith Walk. The bus stop is busy at all times during weekdays. At the weekend it less busy, but it is still the most active area at this location. The quantity of people standing/waiting at the bus stop changes constantly. A few people sit inside the bus stop, but primarily the stand around the bus stop as this quickly fills up. People are waiting for the bus for approximately 2-5 minutes. Very few other people are standing at this location who are not waiting for a bus, and were observed primarily using their phones.



TRACING STUDIES: LOCATION D

LEITH WALK + GREAT JUNCTION ST

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

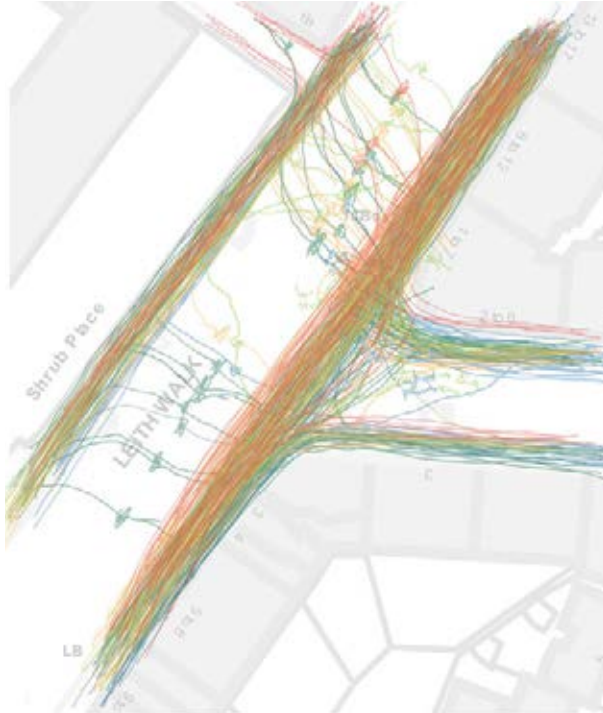
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TUESDAY 3 NOVEMBER

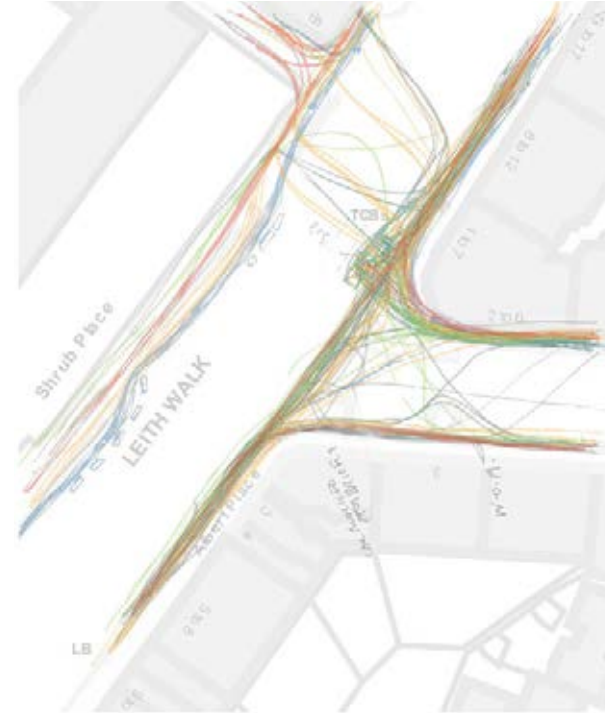
The junction between Leith Walk and Albert Street is heavily used on all sides throughout the day. It is noticeably a more intense flow of pedestrians on the East pavement of Leith Walk joined by secondary flows to and from Albert Street. Jaywalking across Leith Walk with the aid of the traffic median strip is frequent, with a preference for crossing further North on Leith Walk during most time slots, however later in the afternoon pedestrians prefer crossing further South. This phenomenon could be facilitated by providing formalised crossing points. Pedestrians crossing over Albert Street along Leith Walk create a considerable variety of desire lines with a peak of activity and movement at the bus stop at the North corner of the junction. Considering the erratic nature of the desire lines of those 'cutting the corner' when walking from Albert St to/from Leith Walk, opportunities exist to create visual continuity of the pavement through material choice over the junction to encourage a linear crossing over Albert St when walking down the Walk.



FRIDAY 6 NOVEMBER

The junction between Leith Walk and Albert Street is heavily used on all sides throughout the day with a visibly more intense flow on the East side of the Walk. Jaywalking across Leith Walk with the aid of traffic islands is frequent, with a preference for the North side of the Walk during most time slots, apart from a 12noon peak on the South end of the area. The bus stop is the main focal point of the area with users coming from secondary, but equally intense foot traffic from the North side Albert Street.

There is a noticeable variety of desire lines crossing Albert Street and continuing along Leith Walk making the junction an unclear cutting point which would benefit from a more visible path for crossing. Many pedestrians walk to the bus stop then stop to wait for their bus with no seating. This location would also benefit from additional seating to provide for these pedestrians.



SATURDAY 7 NOVEMBER

Foot traffic on Location D is more moderate throughout Saturday with a peak during the 12noon time slot. Jaywalking across Leith Walk with the aid of traffic islands occurs to the North of the Albert St junction and takes place mainly during the 8am and 5pm time period. It is heavily linked to the bus stop on the corner of Albert Street which attracts a high number of pedestrians from all directions. Secondary traffic from Middlefield becomes noticeable from 7pm onwards with very limited crossing to the other side of Leith Walk. Desire lines down Albert Street become varied and wider reaching a peak as they get closer to Leith Walk.

This node is considerably more active and presents several opportunities for increasing activities and links around the bus stop and to and from Middlefield and the part of Leith Walk immediately North of the Albert St junction.

LOCATION E

CORNER OF
MONTGOMERY ST
+ ELM ROW AT TOP
OF LEITH WALK

KEY ANALYSIS POINTS



Joseph Pearce is a key local landmark and provides opportunity to sit outside in good weather.

Cars currently use Elm Row for parking, however it has potential to become a pedestrianised flexible space for temporary activities and outdoor seating similar to Grassmarket.

Unnecessary street clutter such as lighting poles could be removed and building mounted instead.

Uneven surfaces and poor crossing points that prioritise cars at present should maintain level pedestrian surfaces and simplify crossings with single phase where possible.

Decrease corner radii and widen pavement space for pedestrians to reduce large car-dominated area.



Complex pedestrian crossings with multiple islands and waiting points amid a sea of tarmac.

Many users feel unsafe and worry about traffic accidents. Traffic noise is also an issue.

Railings are a hindrance to pedestrian movement and should be removed.

LOCATION E

CORNER OF
MONTGOMERY ST
+ ELM ROW AT TOP
OF LEITH WALK



PUBLIC LIFE ASSESSMENT AGAINST GEHL 12 QUALITY CRITERIA

1. FEELING SAFE

Traffic is seen as a prominent threat at Location E, more so than crime which is seen as more of an issue toward the Foot of Leith Walk. Traffic is seen as very busy, making it hard for pedestrians to cross the street, difficult to cycle, and threatening to safety. The major roundabout junction is seen as particularly problematic.

2. FEELING SECURE

Whilst people at Location A feel much safer than when comparing their perception of crime at the Foot of the Walk, drunken behaviour in particular is still seen as a major threat to feeling secure. This is especially true on Friday and Saturday nights.

3. CLIMATE + POLLUTION

Cold and rainy weather is seen as a hindering factor to use of the street space at Location E, with users citing that there is no shelter and during poor weather they do not use the public realm. Whilst some outdoor public life is regularly visible in more favourable weather at Joseph Pearce, a lack of shelter and protection from negative aspects of climate restrict the use of both this area and any other similar seating opportunities that could occur here. As such shelter is a key concern to encourage public life in all weather conditions and times of year at this location.

7. OPPORTUNITY TO SEE

Users do not mention views or vistas in either a positive or negative way, with the exception of traffic which is mentioned as desirable to be screened. A smaller scale positive sensory environment could be created within Elm Row including more diverse vegetation screening the road and an open flexible pedestrian priority space that can accommodate markets or cafe or restaurant seating. This would create good short views with longer views nearby down Montgomery St and down Leith Walk.

8. OPPORTUNITY TO TALK + LISTEN

The majority of users expressed negative feelings toward the noise levels from traffic at Location E. These were cited as a key factor in making this a place difficult to spend time or have conversations with friends. One user spoke about Elm Row as a positive 'hidden' spot that provided relief from the noise and visual presence of traffic. This highlights the potential for Elm Row to provide a more conducive environment for public life by creating a pedestrian friendly environment with aspects of shelter, screening from the traffic and noise and as a place to stay and spend time.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Users at Location E were not aware of any opportunities for unfolding activities such as temporary markets or other reasons to stop unplanned in the public realm. This was seen as something that would enhance the public realm at Location E.

4. OPPORTUNITIES TO WALK

Users at Location E had a mixed response to the ease with which they found this place for movement through. Whilst several users found Location E effective as a pedestrian movement route, many other users also reported finding it difficult to cross the roundabout junction with London Road. One woman specifically mentioned finding it difficult to cross the road, with crossing times too short for her to be able to make it to the other side of the road. Others noted that Location E was effective as a movement route, so long as you knew the best ways to get from A to B, indicating poor navigation for pedestrians through the public realm here.

10. DIMENSIONED AT HUMAN SCALE

Elm Row in particular was highlighted as at a much more human scale than the rest of the road and junction at Location E. There is potential to build on this favourable location and human scale qualities to create a more pedestrian friendly space and gathering space for temporary activities and cafes/bars to extend their activities into the public realm. Precedents such as Grassmarket are useful in imagining how this space might function and the benefit to public life it could bring.

5. OPPORTUNITIES TO STAND/STAY

Users at Location E felt there were few opportunities to stand or stay. Shops and bars such as Joseph Pearce were cited as the places people would spend time. Aside from the outside area at Joseph Pearce, users did not see Location E as a place to stay and spend time.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

Users at Location E felt there was a lack of shelter enabling them to fully enjoy the public realm. Some users commented that where seating was provided such as outside Joseph Pearce, they would use them when sunny but not during poorer weather due to lack of shelter.

6. OPPORTUNITIES TO SIT

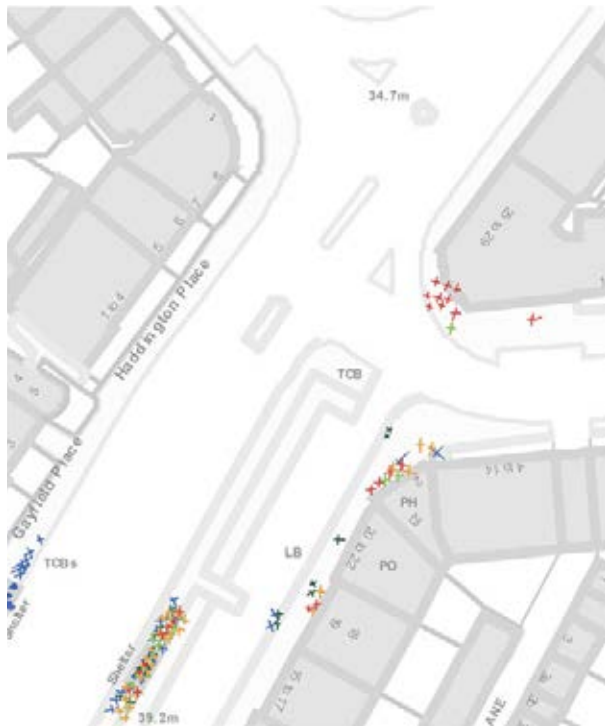
Location E is seen by users as having the potential for more public life by users, particularly the nearby Gayfield Square or corner spots outside bars and cafes, however the primary reason given for their minimal usage at present being a lack of seating. At present Location E is seen as a place with no seating and therefore not conducive to spending time.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

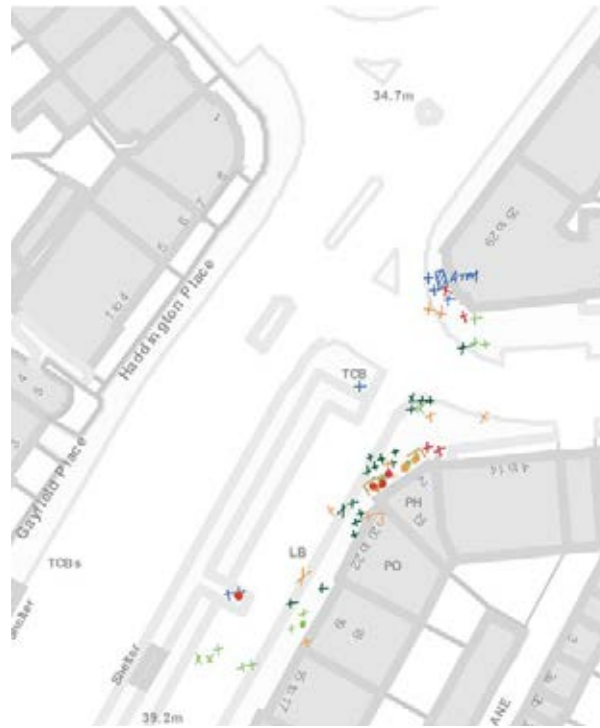
Noise and lack of shelter are seen as the biggest hindrances to a positive sensory experience. Users at Location E spoke about liking Elm Row as it is 'hidden', screening the traffic and the hedge offers protection, however it is felt this area could be improved. Street clutter including railings and fences in particular were seen as negative aspects of the public realm. There is potential to improve the sensory aspects at Location E through addition of vegetation, seating and flexible space for a market whilst also improving paving quality and materials.

BEHAVIOURAL MAPPING: LOCATION E

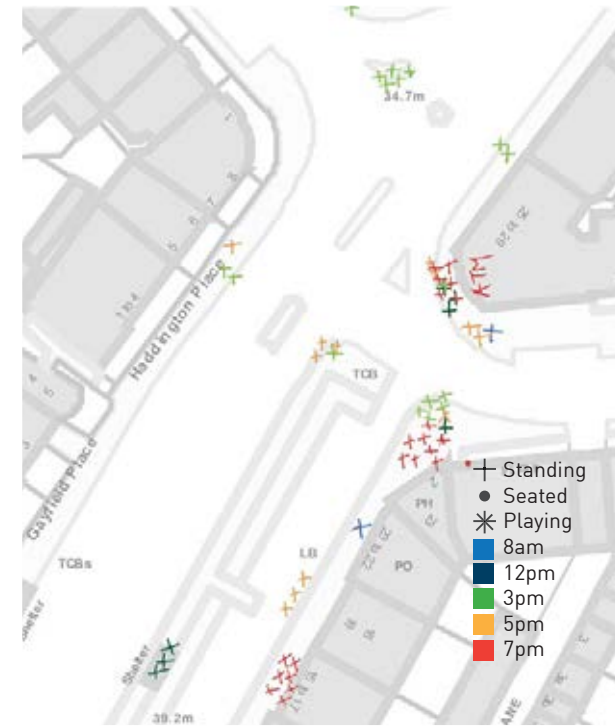
LEITH WALK + GREAT JUNCTION ST



TUESDAY 3 NOVEMBER



FRIDAY 6 NOVEMBER



SATURDAY 7 NOVEMBER

The bus stop at Location E is busy at all times during the weekdays, though less in the evening. The activity of the bus stop along Haddington Place was only mapped on Monday. In the morning, there are a lot of loading vans/cars along Elm Street. The people sitting at this location are there as customers of Joseph Pearce and other pubs/cafes. People standing are taking phone calls, texting or waiting for the bus. On Friday, the pubs at Elm Street are noted as particularly active and encouraging public life through standing and sitting activities at 3pm. This was also the case for Saturday, but due to rain there was no serving outside and even smokers did not stay outside for long.

PEARCE
IT MERCHANT

NJ50 NXR



TRACING STUDIES: LOCATION E

LEITH WALK + GREAT JUNCTION ST

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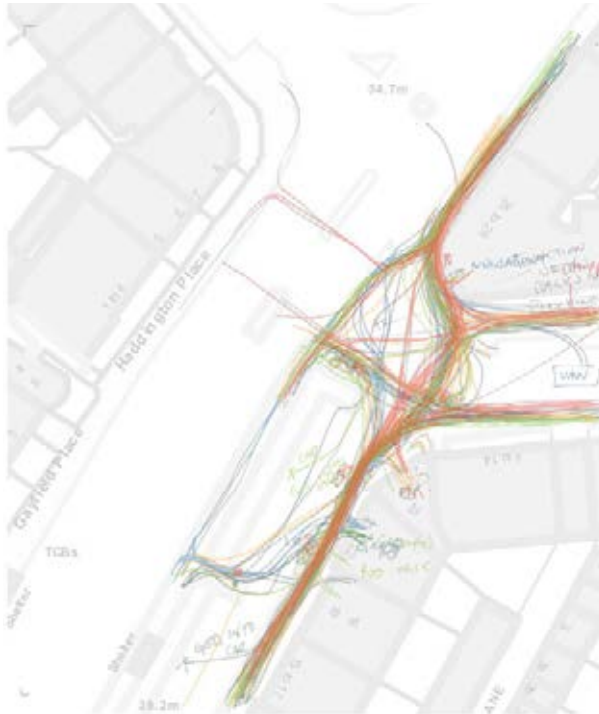
Here these have been colour coded by time of day and compiled into a composite map to show usage throughout each day of the week. For a more detailed breakdown please see the Appendix.



TUESDAY 3 NOVEMBER

The hedgerow and line of trees on Elm Row make it difficult to have a clear overall vision of pedestrian flows on all sides of Location E at once. From the registered data, an intense flow of foot traffic is visible on the Eastern side of Elm Row along the pedestrian zone with a peak during the 7pm time slot. The most popular way of crossing Montgomery Street is in front of Joseph Pearce, where existing ramps mark a crossing point. The main hindrance in Elm Row to pedestrians are cars and vans using both the normal parking area and also pavements for deliveries and going to the shops.

This already active area would benefit from the enhancement of pedestrian activities, limiting parking and facilitating the movement and field of vision towards the bus stops. A formalised and clearer crossing on Montgomery Street would also enable a smoother flow of pedestrians.



FRIDAY 6 NOVEMBER

Earlier in the day, a significant part of pedestrian traffic consists of individuals moving to and from the bus stops and drivers using the car park. From the registered data, a moderately more intense flow of pedestrian was observed walking down the pedestrian side of Elm Row at 7pm, breaking into separate and equally intense flows along both sides of Montgomery Street and engaging in diagonal crossing at the junction on Haddington Place.

The most popular way of crossing Montgomery Street remains in front of Joseph Pearce's, where existing ramps mark a crossing point however there are no other indications of this pedestrian route with a change in materials. Considering the wide variety of desire lines in the East side of the junction on Haddington Place, simplifying the variety of traffic islands in the area would improve the junction.



SATURDAY 7 NOVEMBER

There are minor secondary flows of pedestrians coming from the bus stops on Elm Row and drivers coming from the car park. The primary flows of pedestrians in the area walk down the East edge of Elm Row with peaks at 12pm and 7pm, splitting into separate and equally intense flows along both sides of Montgomery Street and engaging in diagonal crossing at the junction on Haddington Place. The extended pavement in front of Joseph Pearce becomes very active, especially from the late afternoon onwards, and the informal crossing in front of it towards Leith Walk presents a high number of scattered desire lines getting closer to Haddington place.

Considering the increased number of pedestrians trying to cross this section and standing outside the pubs, it would be beneficial to create a clearer and safer crossing to facilitate movement.



DESIGN RESPONSES

DESIGN RESPONSES

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

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

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

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

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

Whilst integrated street layout redesign across the whole town centre would vastly improve both Leith Walk and Great Junction St town centre (where this is not already planned), we recognise that for reasons of resources it is often needed to prioritise improvements, trial or test aspects before implementation or find ways to make smaller more immediate changes but which have a big impact on improving place or movement function. As such, we have also included a sliding scale of design responses, from those that are quick and affordable, to those that may be longer term due to large infrastructure changes or larger expense. Where appropriate this diagram also highlights where tests or trials of these larger projects would enable monitoring or evaluation to test the impact a change such as this might make. This helps ensure good decision making and prioritising of responses.

WHAT ARE WE AIMING FOR?

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



SENSORY RICH

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.



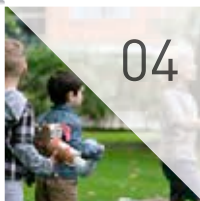
FLEXIBLE SPACES

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.



WALKABLE

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



PLACES FOR PLAY

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



VARIETY OF SPACES

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



DISTINCTIVE

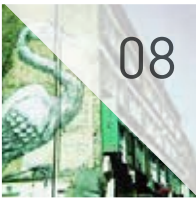
Design of urban public places should consider and respect the local context and unique features and character that already exist, whilst also creating new distinctive features and landmarks. Create a sense of discovery with vistas, glimpses of views and activities. This helps create a sense of place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



07

EVENTS +
ACTIVITIES

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



08

EASILY
NAVIGATED

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



09

INCLUSIVE +
ACCESSIBLE

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



10

GREEN +
RESTORATIVE

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



11

EXCELLENT
FACILITIES

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



12

SAFE + SECURE

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

PRECEDENTS

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

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

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

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



NØRREBROGADE, COPENHAGEN, DENMARK

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



QUEEN LOUISE'S BRIDGE, COPENHAGEN, DENMARK

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



URBAN SENSORY PLANTING DESIGN, CITY OF LONDON, UK

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



PLANT/FLOWERBOXES, VIBORG, DENMARK

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

OVERARCHING DESIGN RESPONSES

LEITH WALK + GREAT JUNCTION STREET

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

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

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

In addition to more site-specific responses, there are some overarching design approaches that might benefit the Leith Walk and Great Junction

St town centre as a whole. These are based on common themes found across the town centre as observed by researchers during test walks and assessment in addition to user interviews.

These overarching design responses for Leith Walk and Great Junction St include:



TIDY BINS WITH PLANTER 'BOOK END' SCREENS TUCKED INTO MINOR ROADS



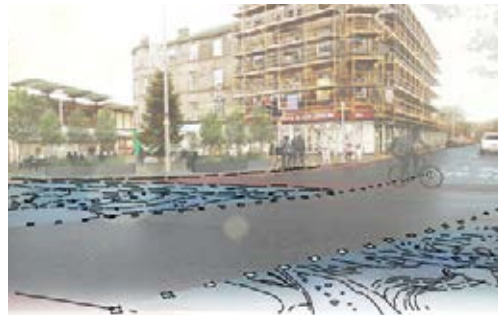
BETTER UTILISE WIDE PAVEMENT CORNER NODES FOR REST SPOTS



WIDEN NARROW PAVEMENTS + REDUCE STREET CLUTTER ON GREAT JUNCTION STREET



ENCOURAGE MORE STREET TRADING FOR CAFES + RESTAURANTS WHILST ENSURING A CLEAR PEDESTRIAN ROUTE CLEAR



REIMAGINE KEY GATEWAY JUNCTIONS AS OPPORTUNITIES FOR PUBLIC ART + TO SLOW TRAFFIC



RETHINK ELM ROW + GAYFIELD SQUARE AS CIVIC SPACES



IMPROVE CONDITIONS AND FACILITIES FOR CYCLISTS

KEY STRATEGIES | ENHANCING CHARACTER

LEITH WALK + GREAT JUNCTION STREET



PRIORITISING IMPROVEMENT

LEITH WALK + GREAT JUNCTION STREET

TRIAL FREE PERMIT FOR OUTDOOR SEATING + PRODUCE

One month free during Edinburgh Festival or for a one year period to engage more businesses longer term in permits for these uses that maximise public life.

BIN TIDYING STRUCTURES

Utilise 'book end' metal mesh structures with integrated raised planter to move bins off the main movement route and screen these set back along minor roads whilst increasing vegetation.

CATENARY LIGHTING

Movement of street lighting from pole structures to building mounted catenary lighting would free up carriageway space and remove clutter.

LEITH BRIDGE

Create valuable greenspace links between Pilrig Park in the north and Leith Links. This new connectivity would offer a route transecting the existing urban fabric for pedestrians and cyclists.



RAPID TRANSFORMATIONS

Quick and affordable

SLOWER EVOLUTION

Longer term | more resources required

MURAL PAINTED JUNCTIONS AT FOOT + TOP OF LEITH WALK

Invite local Leith-based mural artist to paint main junction surface at foot of Leith Walk whilst keeping key movement routes clear. Effect - slowing traffic and visibly showing junction as pedestrian crossing space during single phase crossing. A similar gateway project could be initiated to paint the central roundabout area at the London Road/Leith Walk junction, utilising this underproductive space for creative outlet. This could be done in partnership with nearby gallery Gayfield Creative Spaces.

REST SPOTS - PLANTING + SEATING NODES

Enable resting and stopping at key wider pavement nodes along the high footfall movement route Leith Walk. This enables older people or those in need of rest spots to go further distances and also provides small gathering spaces for more social interaction. Raised planters with small trees could be used in combination with seating to plug into the existing streetscape and maximise use of wide pavements. Could be piloted at Balfour St before rolling out along Leith Walk with monitoring and evaluation to compare impact with existing condition from this research.

ELM ROW FLEXIBLE SPACE

Redesign of Elm Row to become a flexible pedestrianised space similar to Grassmarket. Remove of parking spaces would allow opportunities for outdoor seating and temporary activities. Could also be trialled by restricting traffic except loading to Elm Row and allowing proposals for markets or alternative uses of the space.

OPEN UP GAYFIELD SQUARE

Through use of stepped landscape design improvements to the East corner, open up Gayfield Square to access from Leith Walk footpath.

LOCATION A

JUNCTION OF BONNINGTON ROAD + GREAT JUNCTION ST



Based on the research data collected and analysed for Location A we have created a design brief for this location aimed to enhance the existing condition to improve public life at this location of the Leith Walk and Great Junction St town centre.

Traffic accidents, noise pollution, lack of shelter and prevalence of crime are the biggest issues here. There is a lack of cycle facilities - in terms of cycle racks and lanes and people are actively not cycling here because of fear of traffic accidents. The bus shelter and slight overhang at the Tesco entrance are the only sheltered points. Pedestrians feel second to cars at the junction, with a number of near-miss traffic accidents observed.

Our design brief aims to address these issues to build on the active use of the bus stop and people taking necessary trips to Tesco to enhance opportunities for pedestrians to stand, sit and rest (if needed) here, whilst improving conditions for cyclists.

DESIGN BRIEF

- **Increase cycle facilities** - both in terms of bike racks/loops for parking bikes and preferably also provision of a dedicated cycle lane in both directions. Consider reducing road to one lane in both directions to achieve this.
- **Widen footpaths.** Particularly where this is very narrow at South, East and West junction corners and extend a wider pavement width along the whole of Great Junction St.
- **Decrease corner radii of pavement at the junction.** This will ease pedestrian movement and ensure enough room for passing whilst walking, or for multiple pedestrians to gather whilst waiting to cross the road. This also emphasises the presence and priority of pedestrians. Widened pavements will also provide opportunity for greater use of the outside space by local businesses for seating (e.g. Chinese Takeaway) or products for sale (e.g. the hardware shop) and opportunities for tree planting.
- **Encourage activation.** Consider strategies to activate the street at a greater range of times throughout the day and evening. Increasing footfall and natural surveillance would decrease perceptions of crime at this location. Consider diversifying the opening hours of businesses with additional businesses open into the evening to help achieve this.
- **More provision of shelter.** Increase the amount of shelter at this windy exposed location. During heavy rain and rush hour periods there is not enough shelter at the bus stop for everyone who wishes to use it.
- **Provision of additional seating.** The bus stop provides the only seating in the vicinity. This is at full capacity during rainy or busy periods. Older users particularly reported needing to take a rest, but there is no seating available in the vicinity. This might be incidental seating (low walls, integrated planter boxes with seating) rather than formalised benches.
- **Increase soft landscaping using trees and planting.** Plant and tree species should be chosen to increase sensory interest, promote well-being, mitigate micro-climatic factors, provide shelter from light rain, and assist as local way-finding markers through use of clustering of soft landscape elements in addition to seating outside Tesco to create a restful node along this busy street.
- **Remove bollards and other street clutter where possible.** This help provide a higher quality pedestrian experience and improve accessibility by reducing pinch points.
- **Remove lighting poles to instead mount street lights onto building facades.** This will reduce the poles creating obstacles to pedestrian movement on the pavement.



LOCATION B

NEWKIRKGATE AT THE FOOT OF LEITH WALK



Based on the research data collected and analysed for Location B we have created a design brief for this location aimed to enhance the existing condition to improve public life at this key location within the Leith Walk and Great Junction St town centre.

Fear of crime and anti-social behaviour combined with a lack of shelter and opportunities to sit/stay in comfort are the biggest issues here. There is a huge potential for the plaza at Newkirkgate to be better used a flexible space for temporary market or similar activities, in addition to smaller separate clusters of seating combined with additional vegetation and trees of suitable species to help mitigate climate and soften this hard space whilst provide a more conducive environment for public life and staying activities.

Our design brief aims to address these issues to build on the high footfall across this space, encouraging more standing, sitting and staying activities through a more conducive and welcoming environment at all times of year and for all users. Additional strategies such as encouraging businesses with frontages onto the plaza who can expand their activity into this space, such as cafes and restaurants, would assist in enlivening and activating this space through use of outdoor seating into the evening as well as during the day. This would also increase natural surveillance, and thereby reduce fear of crime.

DESIGN BRIEF

- **Incorporate planting to better define and enhance the area for public life.** Addition of raised planters and vegetation including small trees positioned around the junction edge of the plaza would help create a defensible space and partially screen the traffic. This would also reduce the scale of the space to a more human-scale dimension and offer some shelter within the plaza in light rain. These could either be moveable raised planters on top of the existing pavement (shown in montage) or a more intensive redesign of the plaza layout.
- **Provide more opportunities to sit.** Additional clusters of benches located within closer proximity of each other to enable easier conversations and located either close to plaza edges (whilst not impeding key pedestrian desire lines) or with planters behind to give a feeling of protection whilst sitting.
- **Increase feelings of pedestrian safety with a creative solution highlighting the junction area able to be used during single phase crossing.** Build upon the creative nature and identity of Leith to commission a local mural artist to paint the central area of the junction. The junction becomes a canvas for street art whilst also highlighting the single phase pedestrian crossing zone within the central junction space which is currently seen as confusing by pedestrians. There are precedents for this worldwide where this has been found to also slow traffic and enhance sense of place. Key cycle and car movement routes could be kept clear and legible to ensure no traffic confusion.
- **Utilise street design to highlight Leith as a centre of creative innovation.** Leith Walk becomes known as a test area for the latest innovations in street design and technology. Through use of initiatives such as the mural junction and trials of other new technology - for example - solar paint to light cycle lanes at night and outdoor wifi hotspots - Leith further develops its identity as a place of creative innovation.
- **Better use the plaza as a flexible space.** Provision of enough cleared paved space within the plaza to enable flexible uses such as markets, festivals or outdoor seating. These initiatives should be encouraged in this space whilst also ensuring key pedestrian movement desire lines are maintained across the plaza.
- **Increase provision of cycle parking facilities.** Additional cycle racks would enable people to park their bikes when visiting the shops at Newkirkgate.



LOCATION C

CORNER OF BALFOUR ST AND LEITH WALK



Based on the research data collected and analysed for Location C we have created a design brief for this location aimed to enhance the existing condition. These design responses aim to improve public life both at this location and others this location is typical of with wide corner conditions within the Leith Walk and Great Junction St town centre.

Data analysis showed key issues here related to noisy and prominent traffic, difficulty crossing the road, street clutter including large bins, lack of shelter and to some extent fear of anti-social behaviour and crime (though less than users reported closer to Great Junction Street). Due to its location on the North-Western side of Leith Walk, positive micro-climatic factors such as sunshine in the afternoon were noted. This positive sensory quality means this (and other spots like it along Leith Walk) have more favourable conditions conducive to public life, especially when in combination with the design responses put forward enabling better use of these spaces.

Our design brief aims to address these issues building on the high footfall moving along Leith Walk past the Balfour Street minor road, encouraging more standing, sitting and staying activities by providing seating, raised planters incorporating small trees, and introduction of planter 'book end' vegetated bin screens to reduce their visibility and improve their sensory interest.

DESIGN BRIEF

- **Provide places to sit and rest.** Many users reported not being able to walk long distances without a rest, and the lack of seating opportunities along Leith Walk currently restrict their ability to get 'out and about'. Shop users stand in their doorways on breaks to enjoy sunshine as there is nowhere outside to sit. Provision of additional primary and secondary seating opportunities within wider corner pavement spaces where these can be accommodated would enable opportunities to sit and rest along this key movement route.
- **Provide better conditions to enjoy positive micro-climatic conditions.** In addition to places to rest, nodal spots of seating such as this along the North-West side of Leith Walk would also enable places to stop and spend time and enjoy afternoon sunshine in good weather. These positive condition could enhance public life at these nodes of activity particularly in summer or sunny conditions along the length of Leith Walk.
- **Maintain the key pedestrian movement route along the pavement.** It is important any changes to the design or layout of this public space continue to enable easy pedestrian movement along Leith Walk as this space provides a key movement function. As such any nodes of seating and planting should ensure this route remains clear.
- **Further prioritise pedestrian movement.** The existing SRET helps prioritise pedestrian movement, however future designs might include a continuation of a similar material selection to the pedestrian paving across these minor junctions so that cars approaching move from tarmac to a more pedestrian surface as they cross, further highlighting pedestrian priority.
- **Reduce the visible presence of bins.** Use of 'book end' style metal screens integrating a planter to enable plants to grow up their sides would enable clusters of bins tucked down side roads to be less visibly present whilst increasing green space. Metal screens could be punctured with half-tone small circular apertures to both create a subtle image on each and enable climbing plants to grow up their surface. Images could be selected referring to the history or identity of that particular location within the Leith Walk and Great Junction St town centre.



CAFE CULTURE PRECINCT

IONA ST - STEADS PLACE STRETCH OF LEITH WALK



The research data collected and analysed for Locations D and C indicated an opportunity to create a cafe culture precinct with outdoor seating as a way of enhancing existing character and public life in the mid-lower section of Leith Walk. As such, in place of a design response specifically for Location D at Albert St (which would be similar to Location C) we have instead created a design brief for the section of Leith Walk from Iona Street to Stead's Place. These design responses aim to improve public life along this section of Leith Walk as a key character area within the Leith Walk and Great Junction St town centre.

Currently many users highlighted a lack of shelter, opportunities to sit outside and interest and activity along Leith Walk. Many felt the traffic was a problem from which they required protection and that crime was a particular concern.

Our design brief aims to address these issues by creating a design solution that increases the public life on the street at all times of day and evening through use of additional outdoor seating for cafes and bars. This additional natural surveillance would help reduce fear of crime by further activating the street both throughout the day and into the early evening. Use of moveable planters enables businesses to define spaces for this seating and public life to occur, whilst increasing shelter and providing a defensible edge

to the road. The pedestrian route is kept clear ensuring the street's function as a movement route is maintained. Planning decisions may need to be made to instigate or trial an incentive scheme to encourage local businesses to apply for permits for outdoor seating. A free trial permit during the Edinburgh Festival or for the first year is recommended.

DESIGN BRIEF

- **Encourage more use of outdoor seating by cafes, bars and restaurants.** Consider an incentive scheme to encourage more outdoor seating at cafes/restaurants within this area of wider pavements. Use of a free permit for the Festival period in August or for the first year should be investigated to both encourage more public life and the benefits this may bring to further increase Council's permit revenue longer term in addition to benefits to local business revenue from increased customers.
- **Use moveable planters to create a defensible edge and encourage citizen ownership of public space.** By Council providing the initial outlay for moveable planter boxes, a consistent standard of planter box quality is ensured along this length of Leith Walk, with opportunities to brand these with tasteful images or murals related to the area's identity, history or artists work. Adjacent businesses could take ownership of these boxes to provide protected defined spaces on the wider parts of pavement within which to provide seating for their customers.
- **Retain the movement function of the existing pedestrian route.** The main pedestrian movement route along the footpaths along Leith Walk currently function well and clear access should be retained along pedestrian desire lines by placing outdoor seating on wider pavement sections next to the cycle lane, leaving this route clear.
- **Provision of additional cycling facilities.** Additional cycling racks could be positioned adjacent to these planter and seat locations to ensure enough places to lock up bikes are available for those visiting cafes and shops.
- **Encourage shops to add awnings.** This would facilitate more stopping activities enhancing public life and would provide a sheltered pedestrian movement route.
- **Segregated cycle lanes.** A longer term goal would be to segregate cycle lanes so these are stepped up from the road surface and down from the pedestrian pavement. This has been shown to be an effective way to provide a safer environment for cyclists and would encourage cyclists currently deterred to cycle along this busy road due to traffic and safety concerns.



LOCATION E

CORNER OF MONTGOMERY ST + ELM ROW AT TOP OF LEITH WALK



Based on the research data collected and analysed for Location E we have created a design brief for this location aimed to enhance the existing condition and provide the setting for more public life as part of the Leith Walk and Great Junction St town centre.

Data analysis showed key issues here related to traffic in terms of noise, hazard of traffic accidents and creating a poor environment for pedestrians in terms of difficult and complex crossings. Issues relating to a lack of shelter, cycle facilities and opportunities to stand or stay outside were also highlighted, with many users citing a desire to see Elm Row used as a more flexible pedestrian space used for markets, outdoor seating and other public life away from the busy road.

Our design brief aims to address these issues whilst also building on the high footfall through this area of the Leith Walk and Great Junction St town centre to open up more possibilities for public life at this location. Suggestions for both a redesign and pedestrianisation of Elm Row as a flexible space for more outdoor activities together with the opening up of Gayfield Square to more public use and a redesign of the street to better facilitate pedestrian crossings and initiatives such as artwork within the large roundabout junction could help create a higher quality gateway at this end of the town centre.

DESIGN BRIEF

- **Create a pedestrian priority environment at Elm Row.** Remove the parking spaces in Elm Row with the exception of loading bays for access 7am-10am, and install raising bollards to enforce this especially during an initial trial period. Following a successful trial, redesign of this space to include level shared space with opportunities for flexible use of area currently with car parking in for markets, outdoor seating associated with nearby cafes/bars/restaurants, incorporation of cycle parking and improved pedestrian connections through hedge to create a similar space to Grassmarket.
- **Increase green space and vegetation at Elm Row.** Improve quality and sensory interest of planting to create a semi-permeable screen to main road with greater diversity than the existing Yew hedge, including high canopy trees helping to give glimpse views of attractive upper building frontages across street whilst defining the Elm Row pedestrianised space and creating some shelter from light rain for those standing and staying opportunities and seating below.
- **Improve pedestrian crossings and routes and reduce car dominance.** Increase corner radii at junction with Montgomery Street to increase paving width, remove railings and simplify pedestrian crossing with a single phase crossing in place of the existing confusing and fragmented crossings. Reduce area of carriageway dedicated to cars and use this space to widen pavements and introduce high quality dedicated cycle lanes.
- **Increase provision for cyclists.** Increase number of cycle parking racks or loops to ensure enough are provided to cater for those visiting temporary events or cafes/bars/restaurants in the vicinity of Elm Row. Many users expressed they would not cycle here due to fear of traffic accidents. Ensure safer conditions for cyclists through dedicated cycle lanes and street layout prioritising cycle access.
- **Open up Gayfield Square.** This square is within close proximity of Location E and the top of the town centre with high footfall passing it, however it is rarely used for public life due to a lack of easy access. Redesign of the South-East end of the park facing onto the main pedestrian thoroughfare (Gayfield Place/Leith Walk) through a break in the railings and stepped entry down to the green space would encourage use of the valuable green space especially during sunny or favourable weather.
- **Make better use of the large roundabout area.** Offer the space as a creative opportunity for local artists to reimagine, perhaps through a mural competition or partnership with nearby creative centres such as Gayfield Creative Spaces.



JOSEPH PEARCE
WINE & SPIRIT MERCHANT





CONCLUSION

CONCLUSION

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

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

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

LEITH WALK AND GREAT JUNCTION ST

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

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

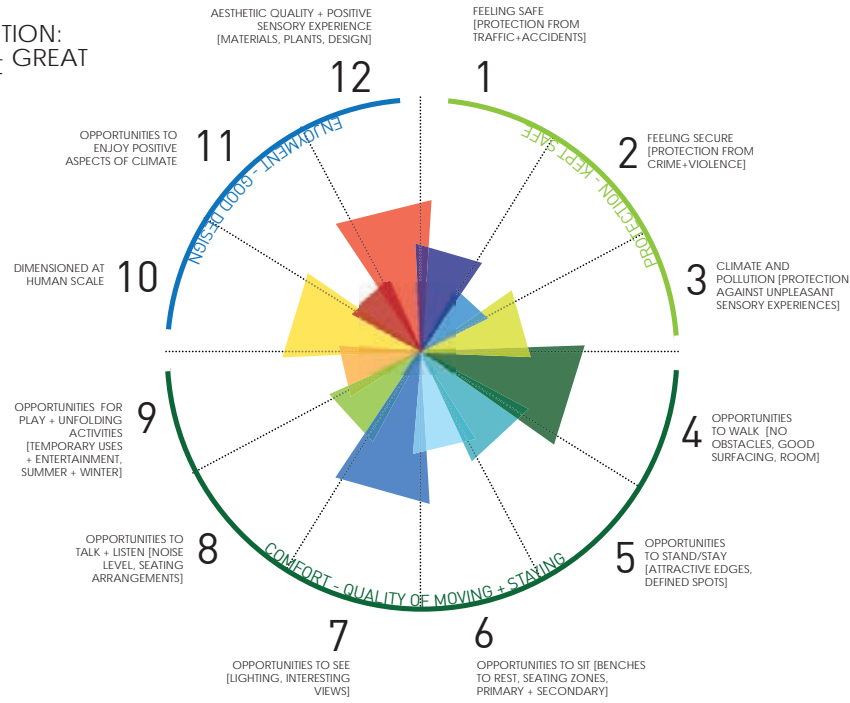
In terms of place function, Leith Walk and Great Junction St scored lower in general. In particular, this town centre was found to be lacking enough seating, with a high perception of crime limiting users within certain spaces and in the evening, a lack of shelter and a need for more activities. When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

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

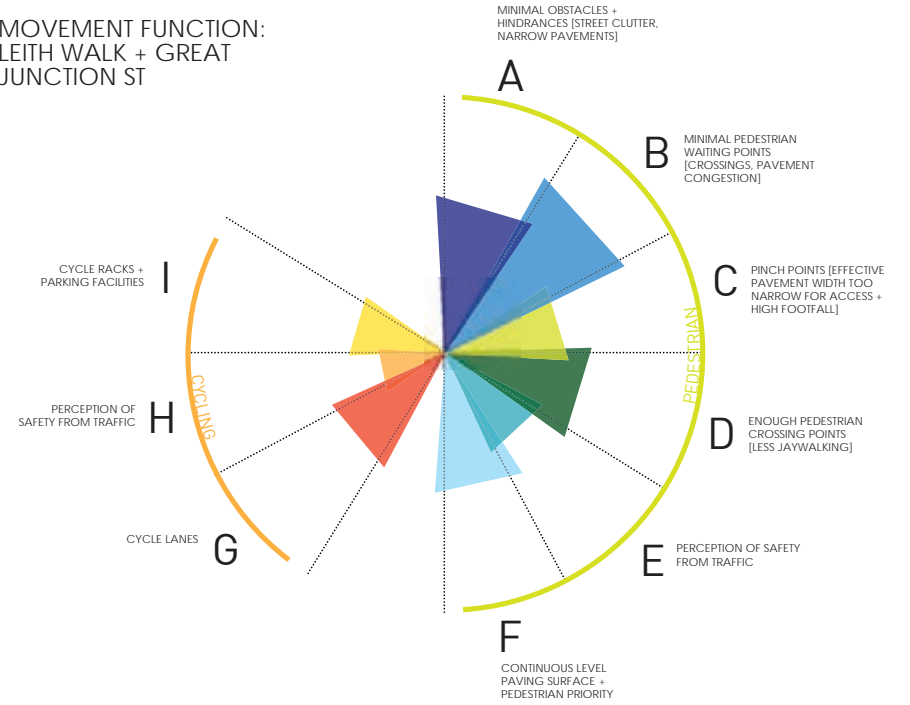
BRUNTSFIELD AND MORNINGSIDE

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

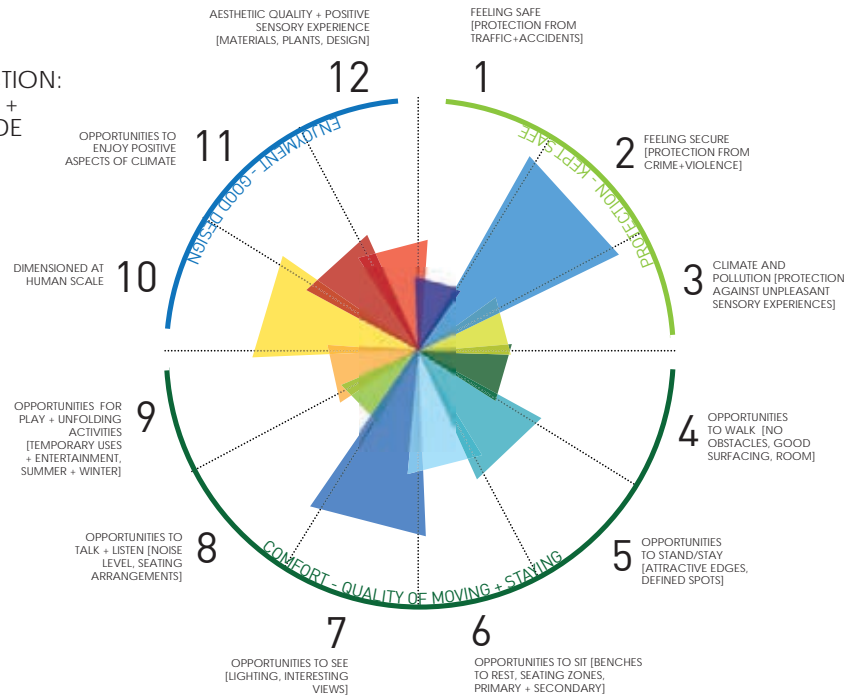
PLACE FUNCTION:
LEITH WALK + GREAT
JUNCTION ST



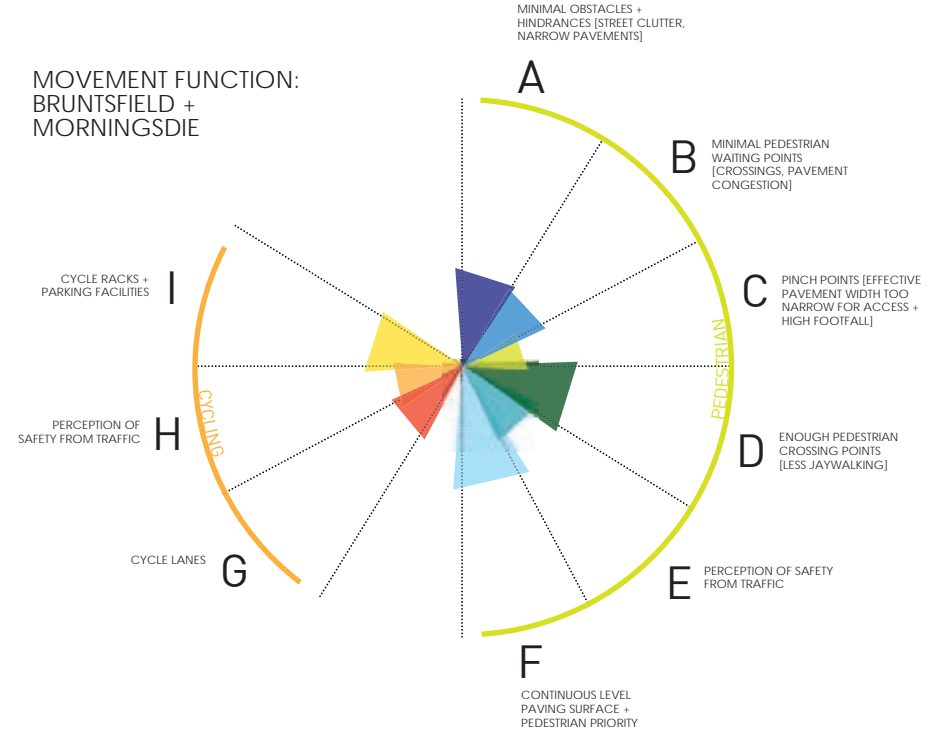
MOVEMENT FUNCTION:
LEITH WALK + GREAT
JUNCTION ST



PLACE FUNCTION:
BRUNTSFIELD +
MORNINGSIDE



MOVEMENT FUNCTION:
BRUNTSFIELD +
MORNINGSIDE



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

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

LESSONS LEARNED

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

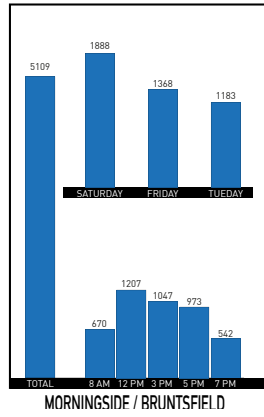
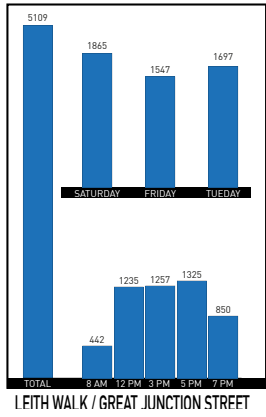
We found that the tracking studies completed were found to show few significant patterns or trends. This appears to be because the timed speed that users walk at varies considerably based on their age, mobility and activity, and that this outweighs any trend based on location. Without first categorising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

Whilst finding the user interview standardised questions useful, we have a few tweaks to the

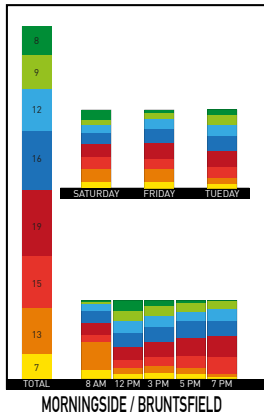
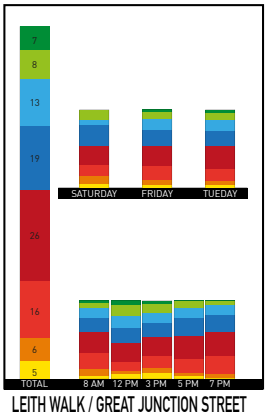
phrasing and ordering of these which we will make prior to the next round of assessments to ensure we gain as much information as possible from users.

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

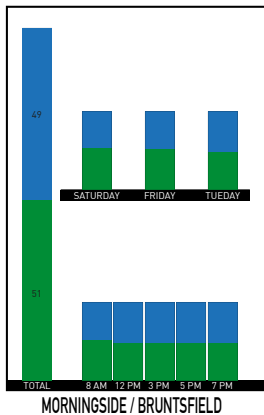
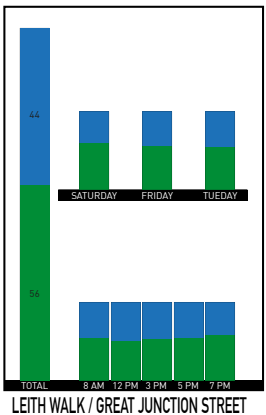
Additional time to conduct these Street Assessments, from project inception and research days through to final report is also recommended, as tight timescales for this assessment in combination with poor typical weather at this time of year have meant that research could not be delayed during bad weather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



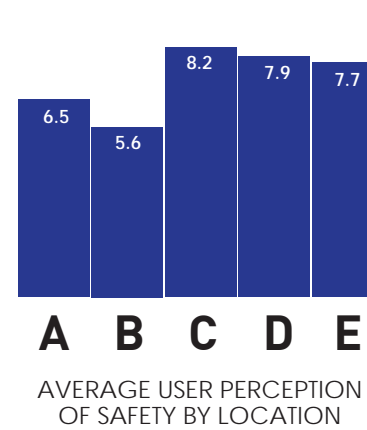
When totalled over all time slots and days, Leith Walk and Great Junction St town centre experienced more pedestrian traffic than Morningside and Bruntsfield.



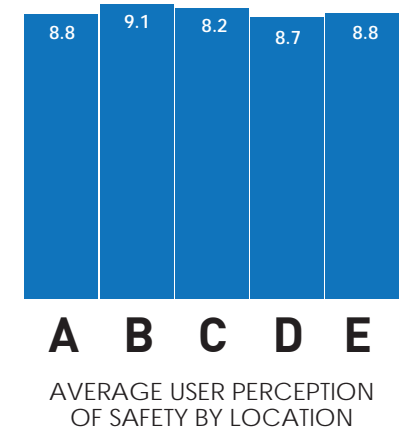
Morningside and Bruntsfield town centre was found to have a more diverse mix of ages using the public realm than Leith Walk and Great Junction St.



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



LEITH WALK



BRUNTSFIELD/MORNINGSIDE

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

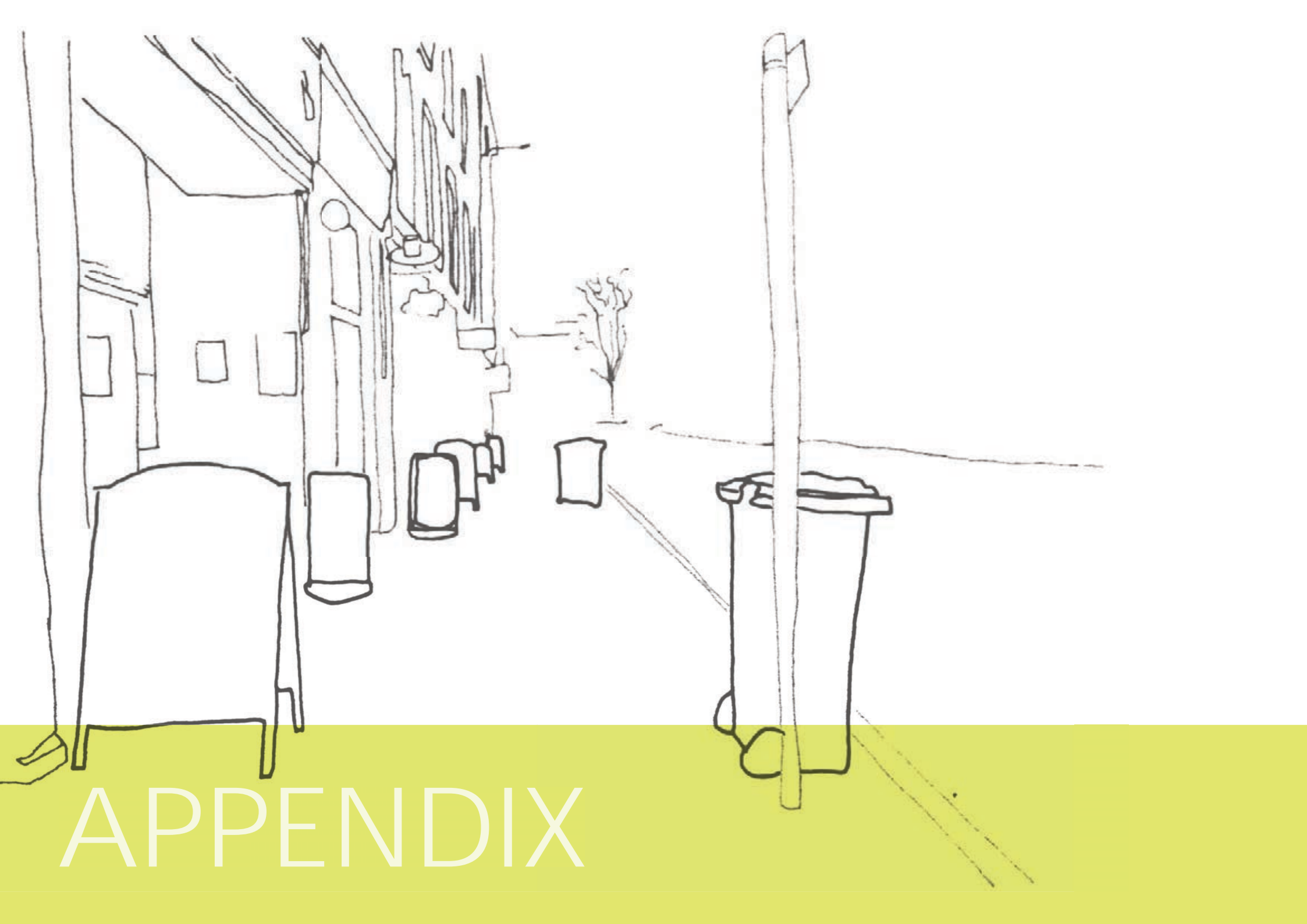
FINAL REMARKS

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

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

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





APPENDIX

CLIMATIC CONDITIONS

LEITH WALK + GREAT JUNCTION STREET

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

TUESDAY 3 NOVEMBER

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

FRIDAY 6 NOVEMBER

8am - Cold (1°C), cloudy.
12pm - Cold, cloudy.
3pm - Cold, windy.
5pm - Dark, cold, very strong wind.
7pm - Dark, cold, windy.

SATURDAY 7 NOVEMBER

8am - Cold (7°C), light rain.
12pm - Cold, heavy rain, cloudy.
3pm - Cold, weather clearing, sun out briefly.
5pm - Dark, cold, mostly clear skies.
7pm - Dark, cold.



USER INTERVIEWS: LOCATION A

LEITH WALK + GREAT JUNCTION ST

			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.	COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking designed to facilitate basic human activities under good conditions. Pedestrian				
LEITH								
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	03.11.2015	08.00	1 out of 10 safe. Traffic - layout of the junction makes it very unsafe for crossing. 3 people were killed in the last year here through traffic accidents. Very unsafe here for pedestrians crossing the road, and large lorries and buses take big turning circles. Traffic is the biggest threat here. Very noisy and large vehicles.		Traffic is very noisy.			
A	03.11.2015	12.00	Traffic is the biggest threat or nuisance here (x2 users). It's a dangerous crossing even with all the lights. I dislike the traffic, I almost got knocked down.	7 during the day, 2 at night. 5 out of 10. I stop my children going out at night.			I don't spend time here. Except sat at the bus stop.	
A	03.11.2015	15.00	The cyclists are dangerous. Traffic gets very busy at lunchtime.	I never worry about crime. Yes I do worry about crime and violence - I've heard about crime happening here but have never seen it myself.	Noise from the traffic is the biggest nuisance here.	It's hard to walk through here with the pram and kids too.	I just pass through - I don't spend time here.	I wouldn't come here with a friend or to spend time. There are few cafes or places to meet. If I need to meet someone we meet outside Tesco's but don't stay.
A	03.11.2015	17.00	The biggest threat or nuisance here is the traffic - there's way too much. ... Traffic - there should be speed restrictions.	I don't worry about crime here.	The park is alright but it's not very sheltered.		I just pass through here on my way places - the p	I wouldn't spend time here. There's nowhere to sit.
A	03.11.2015	19.00	The traffic is the biggest annoyance here. I normally cycle but I don't here because of the traffic.	Feel 6 out of 10 safe. I get some hassle from kids and teenagers but nothing serious. The kids and petty crime are the biggest nuisance here. I do worry about crime here but that's my job! (security guard) ... I feel 8 out of 10 safe, but I'm not here very late. The traffic is the biggest annoyance here. I don't worry about crime.	The shop (Tesco) is quieter when it rains.	It's a bit cramped [on the pavement] to the other side of the road from Tesco.		
A	06.11.2015	08.00	9 out of 10 safe, ... 8 out of 10. ... 8 out of 10. Too much traffic. Only the cars are focussed on. It's busy.	Shops are vandalised. Empty street.	I use the bus shelter when it rains. I just come here for the bus - there's a shelter.	A lot of cars make it difficult to walk / pass through here.		I wouldn't come here to spend time (x3 users).
A	06.11.2015	12.00	9 out of 10 safe. 5 out of 10. 6 or 7 out of 10. The heavy traffic is the biggest nuisance here (x2 users). Traffic is the primary activity here. ... Traffic is fine.	It feels full of emptiness. Empty stores. ... I worry about crime when it is dark. ... No, I don't really worry about crime here (2x users).	I only come here when it isn't raining. I use the bus when it's raining [instead of walking].	It is easy to cross the road here.		There is nowhere to sit. I wouldn't come here to spend time with friends.
A	06.11.2015	15.00	The biggest nuisance here is the strong wind and the traffic. ... It's a busy main street [traffic to be expected]. ... Traffic is necessary.	7 out of 10 safe - it is Leith. 9 out of 10 safe. No, I never worry about crime here. No, I don't worry about crime.			I'm just passing through. I wouldn't spend time here. ... I just pass through. ... Sometimes I stop to talk to a friend.	I wouldn't come here to spend time - nowhere to sit.
A	06.11.2015	17.00	Traffic is okay.	9 out of 10 safe. Don't really worry about crime here.		Easy to walk through - nothing much in the way.		There's no reason to come here to spend time.
A	06.11.2015	19.00						
A	07.11.2015	08.00	The traffic doesn't bother me. It's a busy street but the cars have to go somewhere.	This time of year I hate being out in the dark. The back way is dark, you don't know who is over your shoulder. So in the winter I walk along the busy street [Great Junction Street]. ... I've got friends here - I broke my shoulder and they usually go and pick up the shopping for me.		Pavements have improved a great deal but there are places where they are [really bad].		
A	07.11.2015	12.00	It's dangerous along the road. The pavement is too narrow in front of the pub. You need space to step out onto. ... I think the pavement should be widened - it would let the local businesses work better by making the street safer.	I feel 7 out of 10 safe. ... 8 out of 10. I do worry about crime but they're just chancers. They mean no harm. You get good days and bad days.		Just here for a one-off walk here with the dog - I wanted to walk along the coast to see something different.		I don't ever spend time here. I just pass through.
A	07.11.2015	15.00	Foot of the Walk, Easter Road, it's all a nightmare from traffic. ... Where they've taken the fences away at this junction it makes it unsafe [from traffic] because people cross in every direction at the green man.	7 out of 10. ... 2 out of 10 - that's what my mum would say - young guys - not their fault as there's nothing to do, but they're intimidating to older folk. ... The biggest threat here is drug dealing. ... Of ... I worry about crime - you need to be vigilant.		Where they've taken the fences away at this junction it makes it unsafe [from traffic] because people cross in every direction at the green man.	It's impossible to come here with friends or spend time because of the tenements. If there were parks or seats here I would use them.	It's impossible to come here with friends or spend time because of the tenements. If there were parks or seats here I would use them. ... I wish police would shift the junkies from Kirkgate. If they did then people like my mum could use them again to sit and talk to friends.
A	07.11.2015	17.00						
A	07.11.2015	19.00						
RESEARCH DIARY OBSERVATIONS			Children play outside Tesco near the bus stop. Parents are very worried whilst they are playing as they are afraid something will happen to them [traffic]	Bus stop is broken and vandalised. At 7pm a group of young people vandalise a litter box at the bus stop. A group of young people argue and start making comments to me about what I'm doing. I tried to get away but in the meantime they see a man with a dog and start to provoke and threaten him instead. Some of them were still around me so I did not feel safe at all and left.	People walk much faster when it is windy and do not want to stop. The wind is strong and makes leaves blow into the air.	A lot of school children on their way to school at 8am. A lot of families, especially mothers and children.	The people I speak to do not see the area as a place they want to stay. It is more like a transit area for them. By 7pm the street is empty except for people going to Tesco Express.	
KEY TRENDS			Traffic is seen as a significant problem. Both in terms of pedestrian safety and discouraging cycling. Better prioritising pedestrians is seen as important through improvements such as widening pavements or creating an environment in which people feel safer.	Many people worry about crime at Location A, in particular from younger people who are seen as causing trouble because of a lack of things for them to do. It is felt the built environment is of poor quality with a need to improve material quality and with frequent incidents of vandalism to the bus stop and elsewhere indicating perceptions of crime may be founded. Many people referenced how they would score Location A differently in terms of safety in day and at night, with night-time scores considerably lower than day-time. This perception of safety being lower after dark caused many people to comment they would not come to or pass through Location A after dark or allow their children to come here in the evening.	There is a very limited amount of shelter available in the vicinity of Location A. The bus stop is used as the sole source of shelter during rain and often does not have enough space to shelter everyone. Location A is seen as windy and exposed and would benefit from mitigation of these elements.	The pavements are seen as cramped and too narrow, with frequent obstacles and street clutter making it hard to walk through the area, particularly for those with prams or who need additional room to manoeuvre.	Users do not tend to spend time at Location A except to wait for the bus. Users commented they would spend more time at Location A if there were opportunities to sit or microclimatic conditions were better mitigated through street design and vegetation/green space.	With the exception of the bus stop outside Tesco, there are no opportunities to sit (either on benches or more informal secondary seating). This is given as key reason why users would not spend time here.

Playing and unwinding are also included. Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is need to move freely, as well as stand and sit where it feels good and natural.			ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.				
7 - Opportunities to see	8 - Opportunities to talk and listen	9 - Opportunities for play, exercise and unfolding activities	10 - Dimensioned at the human scale	11 - Opportunities to enjoy the positive aspects of climate	12 - Aesthetic qualities and positive sensory experience	What are you doing here today? Necessary / optional / recreational activity?	What is this place lacking?
	Very noisy from traffic and large vehicles.	Sometimes I stop to talk to the lollipop man - George.				Necessary - working as lollipop man.	Better layout. Cycle lanes.
		"I'm not aware of any temporary markets or things going on here." ... "I go to any events at the church but I don't know of any others."			Run down, drab. I feel negative about this place. I don't like all the shutters on the shop fronts.	Necessary - Food shopping at Tesco (x2 users). Necessary - waiting for bus (x1 user).	It needs to be cleaned up and freshened up. Needs cycle lanes.
	I wouldn't come here with a friend to spend time - there's nowhere to sit.	There's a market on Saturday 10-5 at Dock Place, a 5 minute walk from here, but nothing here.			The area has character.	Necessary - going home. Necessary - walking to the pub	Need speed restrictions. Narrower pavements. Better road surface.
Needs better lighting on the streets.		It's okay here, but pretty boring. A boring place. ... If I wasn't working I wouldn't come here. ... I'm not aware of any markets or temporary activities here. ... My uni has evening and weekend classes?			I wouldn't spend time here. There are no good cafes or bars, I'd go to The Shore instead. Needs better lighting on the streets.	Necessary - working as security guard at Tesco. Necessary - waiting at bus stop.	Better road surface. Better cycle lanes. A safer place for bikes. Better lighting on the streets.
Needs more lights.	I wouldn't ever spend time here. I'm only here for the bus.	There are a few temporary markets and activities here but not enough. ... No, there is none. ... I only know of work here!		I only come here when it isn't raining.	Dirty and vandalised. I do not see it as a place. Neglected. ... Vandalised.	Necessary - on my way to work, waiting for bus. Necessary - going to school, waiting for bus. Necessary - sitting waiting for the bus.	More friendly. Less grey. Make it more active.
		Active creative things go on around this place, but not here particularly. ... It's a forgotten but interesting place. ... There are some markets and temporary activities around this area [but not here specifically].	If I could make one change here it would be more open facades.	The biggest nuisance here is the strong wind and the traffic. ... I don't go out when it rains.	Needs more lights. Closed shops. It's monotone. Needs more variation of colour.	Necessary - work nearby, Tesco to buy lunch. Necessary - on my way home. Necessary - on my way to work.	It's a bit of a monotone place. Closed shops. Needs better safety. Needs more lights. Needs variation of colour.
					A place with no real identity - beside Tesco Express.	Necessary - going to evening class.	More open facades.
					Pavements have improved a great deal but there are places where they are [really bad]. ... They should resurface the roads. Huge pot holes which they keep filling in but it comes back.	Necessary - going to Tesco	Resurface the roads. Huge pot holes which they keep filling in but it comes back.
		I just pass through. I go to the Shore - good pubs and dog friendly.			I think the pavement should be widened - it would let the local businesses work better by making the street safer.	Optional - going for a walk with dog. Wanted to walk along coast - one-off trial of this route. Necessary - on way to visit Aunt. Necessary - going to Tesco.	"Leith is Leith. And I respect that."
						Necessary - going to Tesco	I wish police would shift the junkies from Kirkgate. If they did then people like my mum could use them again to sit and talk to friends.
						Necessary - 22 users Optional - 1	
No users commented on views or vistas at this point. However, a lack of lights was commented on, with a desire to increase lighting levels in the vicinity.	Noise from traffic was cited by many users. High noise levels hinder the ability to comfortably talk and listen in a public space and were often mentioned in reference to reasons to not sit and stay at Location A.	Location A is seen as a 'forgotten but interesting place' with little to do. Temporary activities such as markets or creative events are seen as happening in the nearby area of Leith but not in the immediate vicinity of Location A which is seen as a transient space you would not want to spend time.	Few users commented directly on aspects of Location A related to its dimensioning at the human scale. However, one user commented on wanting more 'open' i.e. active facades and frontages, and several referred to the location needing more activities or things to do i.e. greater interest in what is otherwise a car-focussed environment. Location A is seen as a busy traffic junction with Tescos on one corner rather than a high quality public space. The large scale of the junction and road surface area in comparison to the human scale interest in the more pedestrian realm was noted by researchers, in addition to a need for higher quality paving surfaces and materials.	Users feel there are few opportunities to enjoy the positive aspects of climate at Location A. The main feature and sheltered spot is the bus stop which provides a seat and protection from the wind and rain. There are no seats or more informal seating opportunities to enjoy more positive climatic conditions or trees or other vegetation to help mitigate climatic elements and improve the quality of pedestrian environment.	Users saw Location A as a 'depressing' and 'run down' place. One user even mentioned that they did not consider Location A a 'place' as the only significant feature or point of interest was the Tesco food shop on the North West junction corner. Pavements and other materials were seen as being of poor quality and further gave impression that the area was run down and neglected, not a desirable place to spend time. Location A is seen as 'grey', 'monotone' and in needs of better aesthetic quality and positive sensory experience.	Primarily necessary activities are taking place at Location A. Dominant uses of Location A include grocery shopping or buying lunch at Tesco, using the bus stop to go to other places, or simply passing through en route to other destinations. No recreational uses were reported.	Users saw Location A as needing high quality paving materials and road surface, more open facades, cycle lanes and facilities, better lighting and increased feelings of safety.

USER INTERVIEWS: LOCATION B

LEITH WALK + GREAT JUNCTION ST

LEITH			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.			COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking designed to facilitate basic human activities under good conditions. Pedestrians		
Key Location	Date	Time	1 - Feeling safe - protection against traffic and accidents	2 - Feeling secure - protection against crime and violence	3 - Climate and pollution - protection against unpleasant sensory experiences	4 - Opportunities to Walk	5 - Opportunities to stand/stay	6 - Opportunities to sit
B	03.11.2015	08:00	I feel 3 out of 10 safe because of the traffic. ... 3 out of 10 safe - I just pass through. ... 4 out of 10 safe. The biggest threat here is the buses and cars. Busy. I find the traffic confusing.	I feel fine at this time of day [8am], but too many drunks during the day. ... I don't worry about crime here [Location B], but around corners I do.				
B	03.11.2015	12:00	3 out of 10 safe. ... 4 out of 10. ... 3 out of 10. ... The traffic is too heavy. ... The traffic is busy. The traffic is really busy. ... It's difficult to cross the road here.	I worry about crime here. It isn't safe. ... Yes, I do worry about crime here. ... I don't worry particularly about crime here - there are too many people.			I just get something [from the shop] and go away again. I wouldn't spend time here.	I wouldn't sit and spend time here - there are a lot of drunks.
B	03.11.2015	15:00	There are too many cars. I find the directions confusing.	8 out of 10 safe. Lots of people around. ... 5 out of 10 safe. I don't worry about crime here.				I like the benches here. It would be good to have more. I spend time here with my friends.
B	03.11.2015	17:00	The traffic lights make it easy to pass through here. ... Traffic is fine. ... Traffic is busy, loud and destructive.	5 out of 10 safe. I worry about crime here. It should be more safe here. There are too many junkies and drugs. ... 3 out of 10 safe. Too much crime. Bored young people are the biggest nuisance here. ... 9 out of 10 safe. I liked the positive renewal of the street but there's a lack of investment in the area.		The lights make it easy to walk through. There are few things in the way of the path. I often pass through.	I meet friends here but we don't stay. ... I wouldn't spend a lot of time here.	
B	03.11.2015	19:00	The traffic is fine.	3 out of 10 safe. It's too dark here. I don't feel safe. ... 7 out of 10 safe.	It's too dark here. I don't feel safe.		I wouldn't spend time here. I'd just pass through.	
B	06.11.2015	08:00	I feel better now about the traffic - it's not a problem.	7 or 8 out of 10 during the day. I wouldn't walk here at night. 6 or 7 out of 10 at night. ... 8 out of 10 - the people are good even though they're on drugs. ... People coming out of bars exacerbate the problems. ... I don't worry about crime but I know it goes on. ... it doesn't bother me day to day.				
B	06.11.2015	12:00				I wouldn't walk here at night.		
B	06.11.2015	15:00			It's noisy and distressing here. Even with double glazing I hear the crossing signals/sirens. It makes me anxious, I don't like all this noise all the time. Sometimes I'll meet people here but it depends on the time and the weather. Sometimes I'll meet people at the seats here.			More seats are needed. There are only these two here. ... Sometimes I'll meet people here but it depends on the time and the weather. Sometimes I'll meet people at the seats here. ... Sitting on the seat in the middle of the space makes you feel a bit vulnerable.
B	06.11.2015	17:00		I feel 10 out of 10 safe.				
B	06.11.2015	19:00						
B	07.11.2015	08:00						
B	07.11.2015	12:00	The traffic is busy and noisy here - I don't like it.	8 out of 10 safe. Wearing this uniform [Poppy Appeal] you get a lot of unwanted attention. I've already seen a fight and been shouted at today. ... This place is scary and horrible and it smells. ... There are a lot of drugs here, criminal activity and threatening behaviour. ... Yes I worry about crime here. Especially stood out here in a naval uniform - I feel vulnerable. ... I worry a lot about crime - vandalism, assault, weird people. ... More police patrols are needed here.	This place is scary and horrible and it smells. ... It's busy and noisy here - I don't like it.	Yes it's easy to walk through. ... No its not nice to walk through here - I worry walking through here with the junkies around.	I wouldn't hang out here. Too many junkies. It would just be to go to the shops.	I would never come to sit and hang out here. There's nothing to do here and I'd worry about crime.
B	07.11.2015	15:00						
B	07.11.2015	17:00						
B	07.11.2015	19:00						
RESEARCH DIARY OBSERVATIONS			Friday 7pm. The road is noisy with a strong smell of traffic fumes. Still a lot of traffic.	7pm Friday. The space feels safe due to the large number of people passing through and there is still enough lighting. ... 5pm Saturday. A fight breaks out between three people and a man and woman attack another woman who appears to be on drugs and/or drunk. Feels very threatening. The shops are closing so there are few other people around. Many people comment on how there should be more police 'on the beat' for this kind of occasion.	Fewer street drinkers at 3pm than lunchtime. Wind picked up at 3pm though and when very windy they left entirely. ... Hot dog vendor uses umbrellas when very windy. ... This is a very exposed windy space. ... 8am Saturday. Strong smell of urine and bins. Really unpleasant. Red general waste bin smells particularly bad. Urine around the statue where I need to lock my bike as there are no bike racks.	8am Friday. The steadiest flow of pedestrians in the shopping concourse. A lot of parents walking their children to school and older people with shopping bags (pharmacy, grocery). Perhaps older people feel safest at this time of day (8am)? ... 8am Saturday. People cut across the square, no-one stops except one lady who sits on the bench for 10mins. More of a movement route than somewhere people want to spend time.	8am Saturday. No shops are open so no-one staying, just walking through. Very quiet.	3pm. The benches are always in use by someone. When the street drinkers left, three older ladies (60-65yrs) used them instead. ... 7pm. People are still using the two benches - in fact this is the only use of the space aside from people passing through. ... 8am Saturday. Vomit next to and on the bench so no-one wants to sit there.
KEY TRENDS			Traffic is seen as a threat to the pedestrian environment at Location B, particularly in terms of noise and volume of traffic. Several users mentioned feeling confused by directions for crossing the road and traffic and found this experience challenging. Other users felt negatively about the traffic but saw this as something that could not be done anything about and as such was 'fine'.	Many users at Location B worry about crime - particularly anti-social behaviour, violence or threatening behaviour connected with drugs or drinking. Some users commented that they feel particularly threatened at all times of day and night excepting early morning (the 8am time slot) due to people using drugs or who are drunk who spend time at Location B during both the day and evening. Researchers observed a fight and several other incidences of threatening behaviour whilst at this location. Anti-social behaviour is one of the biggest hindrances to public life at all times of day at this location. People feel safer whilst the shops are open during the day when there is greater natural surveillance and people around, but the atmosphere changes considerably after dark and when shops have closed with few people around.	Users commented on noise and the busy nature of Location B as particularly negative. Some users who also live nearby commented on how this extended past the public realm and also affected them at home, causing anxiety. It would be beneficial to mitigate these negative environmental and sensory elements at Location B. Some users in particular felt incredibly negative about Location B and felt it had strong unpleasant sensory qualities including smell, noise, and pollution in addition to fear of crime. Researchers also noted these elements.	Location B is seen as a place to cut through en route to other locations, primarily the Kirkgate shops or as a pedestrian movement path between the roads North-South and East-West. Pedestrians reported confusion in directions for crossing the road. Some people expressed that they would not walk through Location B at night due to fear of crime or violence in particular relating to drug users or drunk people.	Users reported that they would not stand or stay at Location B due to either fear of anti-social behaviour or because of a lack of opportunity, instead viewing it as a movement space through which to reach the shops or other destinations.	The two benches in centre of the plaza at Location B are commonly used to sit and spend time. Some people were observed spending longer periods at the benches with friends to drink. Alternatively in periods when the benches were free during the day researchers noted shoppers would stop and use these to make phone calls or have a rest. Researchers noted the benches' position centrally in the plaza caused feelings of vulnerability as you cannot see those moving behind you. More benches would be beneficial at this location and in separate clusters located closer to the plaza edge to allow different groups or individuals to use these without fear of having to sit next to a group feared to start anti-social behaviour and to allow better viewing of the plaza in front of the seats.

6. Playing and unwinding are also included. Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is need to move freely, as well as stand and sit where it feels good and natural.				ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.			
7 - Opportunities to see	8 - Opportunities to talk and listen	9 - Opportunities for play, exercise and unfolding activities	10 - Dimensioned at the human scale	11 - Opportunities to enjoy the positive aspects of climate	12 - Aesthetic qualities and positive sensory experience	What are you doing here today? Necessary / optional / recreational activity?	What is this place lacking?
Views are missing here. All you see is cars.						Necessary - going to work. Necessary - taking the kids to school. Necessary - going to the office.	
I like coming here to people-watch.					I wouldn't come here. I'm not here by choice. It's unpopular. There are lots of drunks on the Kirkgate. It's too busy with traffic and I feel unwelcome here. It's dirty and there is pollution.	Optional - on a walk on my lunch break. Necessary - doing grocery shopping at Tesco. Necessary - trip from work nearby	They've made an attempt to improve the area but it doesn't work. ... It would be good to have more upcoming businesses.
		There are no temporary markets or activities here. ... Just pubs, bars.				Optional - relaxing Optional - walking the dog. Necessary - on my way home.	More benches.
It's too dark here. I don't feel safe.		Going to Newcastle made me realise how 'hard' Edinburgh is - few opportunities for young people. It would be good to have more food markets here. Food is mega expensive. Bring in the people who do street markets and Europeans who can sell good cheap food, fruit and veg.			It's too dark. ... It needs more lights at night.	Necessary - getting groceries. Necessary - walking home.	This place is lacking activities and things to do for young people. More lights at night.
	It's noisy and distressing here. Even with double glazing I hear the crossing signals/sirens. It makes me anxious, I don't like all this noise all the time.	I'd like more opportunities for communication and interaction to help with health and well-being. I suffer from depression so more community events and things means I can get out of the house more.		There are big problems with drainage on the left side of the road going up the hill [up Leith Walk].		Necessary - grocery shopping, second hand shops, going to community cafe.	I'd like more opportunities for communication and interaction to help with health and well-being. I suffer from depression so more community events and things means I can get out of the house more.
							More police patrols are needed here. ... Redesign the buildings. Especially Kirkgate - I don't like the Brutalist architectural style.
		No bike racks. During the day the statue railings are fully used as a make-shift bike rack (5 bikes throughout day). By 8pm only my bike was left - people park their bikes here to shop during the shop opening hours during the day. ... Feels empty with little surveillance in the evening - no active frontages after 5.30pm at Kirkgate.	Users commented on their dislike of the large scale facades of the architecture.	Large integrated awnings from Kirkgate buildings provide dry sheltered shopping environment during poor weather.	All the businesses are closed by 7pm and so there is little light. The road is noisy with a lot of traffic and there is a strong smell of fumes. Perhaps the fumes have built up through the day?	Necessary - 13 Optional - 5	
Some users reported a lack of good views from Location B, with instead solely views of cars. There is an interesting view to the South up Leith Walk which could be further maximised through careful choice of seating location to enhance this. It may be beneficial to partially screen the traffic at this location through use of raised planters or trees to create a more enclosed plaza space that is permeable and open to free walking of pedestrians whilst mitigating negative micro-climatic conditions and reducing the visible presence of heavy traffic.	Noise at Location B was mentioned by users in reference to the heavy traffic. This does not create optimal conditions for talking and listening.	Researchers observed a lack of cycle facilities at Location B, with people using the statue railings as a make-shift bike rack that became full during the day whilst nearby shops were open. The area is seen as a place to either pass through, to go to Kirkgate shops or for pubs and bars. No temporary markets or activities were known about at Location B by users, although a desire was expressed from multiple users for additional activities at this location, including community events or food markets.	Few comments were made explicitly about the human scale of Location B, although one user spoke about their dislike of the large facades and architecture at Kirkgate. The desire for more activities and things to do mentioned by many users may, however, indicate a lack of perceived active frontages and interesting features or activities within this large plaza space.	Researchers noted use of building overhangs at Kirkgate and at Boots supermarket as providing shelter during rainy spells. This provided opportunity for users to stop and stay longer than they would have otherwise (standing to talk to friends, talking on the phone, cigarette breaks and those from the Poppy Appeal/handling out flyers to shelter whilst working).	Many users commented on a lack of lighting and Location B not feeling a welcoming environment resulting in them not wanting to spend time there.	Location B is primarily used for necessary activities such as going to the shop. However some optional activities were observed where people told us they were meeting friends or relaxing having a seat on the bench.	Users primarily felt Location B is lacking enough seating and light. They also mentioned a greater police presence or other changes to make the space feel safer and therefore more useable for public life activities. A desire for more activities and temporary uses of the plaza was noted with some users commenting on how this would improve their feelings of social connectedness and well-being.

USER INTERVIEWS: LOCATION C

LEITH WALK + GREAT JUNCTION ST

			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.	COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking designed to facilitate basic human activities under good conditions. Pedestrians				
LEITH								
Key Location	Date	Time	1 - Feeling safe - protection against traffic and accidents	2 - Feeling secure - protection against crime and violence	3 - Climate and pollution - protection against unpleasant sensory experiences	4 - Opportunities to Walk	5 - Opportunities to stand/stay	6 - Opportunities to sit
C	03.11.2015	08:00		I feel safe during the day - I'm always on the bus. I'm wary of people at night-time though.	It's really noisy with the traffic. It's okay in the day, but at night the buses and cars are really loud.	There's a lot of traffic but it's a main thoroughfare it's just busy. There are a lot of crossings though so its fine. Good zebra crossings. ... I usually just pass through here to go to the Post Office, Tesco etc.	People only come to spend time here for the cafes, but I live around the corner so why would I use them when I've got a kettle at home?	There are some cafes with chairs and tables in summer. Nowhere else to sit.
C	03.11.2015	12:00	Traffic is the biggest nuisance here.	10 out of 10 safe, day and night. ... 10 out of 10 safe - I feel safe, I've not had any bad experiences.				There is nowhere to sit here.
C	03.11.2015	15:00	Traffic is a pain here. Ridiculous. A lot of traffic lights don't flow. It's always busy here. Wouldn't want to drive here. To only allow bikes and buses here would be great.	10 out of 10 safe at the moment. 4 out of 10 at night. ... If it's dark 6 or 7 out of 10. ... The boarded up shops attract yobboishness. ... There are scary people in the street who shout at you which I don't like.		It's okay to walk through. There are dodgy people though. Scary people shout at you. I don't like the people in the street who shout. Too many bins.		
C	03.11.2015	17:00		I don't worry about crime. I've lived here 30 years. Leith is really safe. But I'm not out much - just to walk the dog.	I hate the dog poo.		We spend time in the cafes - there are loads of places to go, it's really up and coming now. [Not spending time in the street though].	
C	03.11.2015	19:00	On Leith Walk the traffic is okay - I don't use my car for anything. Vans block the road though.	I feel 10 out of 10 safe, I don't worry about crime.				
C	06.11.2015	08:00	Noise and traffic are the worst things here! ... It's just a busy street.	8 out of 10 safe. It's okay in the day. There are some strange characters though.		I normally go running through here. It's not a very green or nice route though!	It's not nice here. You wouldn't spend time here.	
C	06.11.2015	12:00	There's too much traffic. It's noisy but you get used to it.	Mostly safe as its quite busy but there are a lot of drug addicts. ... 10 out of 10 during the day less at night when people are coming out of the pubs. ... People are drunk and rowdy at night. ... I don't worry about crime as much in the day.			I wouldn't spend time here, would you?	
C	06.11.2015	15:00	Busy traffic is a big threat here. It really bothers me. The new crossing is good here but its not enough. ... It is busy here, but at least it means there are plenty of people around - makes you feel safer.	I don't feel safe here. There's no visible police presence. I stay in at night. ... 8 out of 10 safe - I would say 10 but it's the perception of this place as being full of crime. ... I feel safer up toward Elm Row. I don't walk past the pubs at the foot of Leith Walk. ... There are lots of different parts to this street - the character changes a lot.	I take the bus when it rains - there's no shelter if you walk.	I take the bus when it rains - there's no shelter if you walk.	I just walk through this area. There's nowhere to sit or spend time outside.	I just walk through this area. There's nowhere to sit or spend time outside. ... There's nowhere at the moment if you're tired and old and need to rest. Nowhere to sit. We really need more benches and seating here.
C	06.11.2015	17:00	Traffic and drunk people are the biggest threat on this street.	6 out of 10 safe. There are some scary people but it's busy so its okay most of the time. ... I do worry about crime here, especially at night. It's a different place.		Yeah it's okay to walk through here. They've made an effort with the new street.	There's nowhere to sit or stay here. It's intimidating with scary people around. There's a lot of antisocial behaviour.	There's nowhere to sit or stay here. It's intimidating with scary people around. There's a lot of antisocial behaviour. ... There's nowhere to sit here except the bars.
C	06.11.2015	19:00						
C	07.11.2015	08:00	Crossing the road is difficult.	9 out of 10 safe.		Crossing the road is difficult.	I just pass through. I don't stop/stay.	
C	07.11.2015	12:00		6 out of 10 safe generally, but not at night-time. At night this place is a bit of an issue [because of crime]. ... 8 out of 10 safe. ... The junkies are a threat here. I worry about my grandson. Here is better than Great Junction Street though.	Weather is the most annoying thing here - restricts what you can do! ... Weather is awful - really affects how you use this space!	Easy to walk through here. I just pass through here though, I don't stay.	I just pass through. I don't stay. ... I spend a lot of time at the pubs here, not outside.	
C	07.11.2015	15:00						
C	07.11.2015	17:00	I don't care about the traffic. ... I live around Pirlo so the traffic is better there.	8 out of 10 safe - it's okay, but I do worry about crime - junkies etc. Very safe here - 10 out of 10. There are some problems but its okay.	Weather doesn't affect how I use the street - normally just going somewhere. It's Scotland, what do you expect.	Yeah definitely and easy place to walk through, but crossings could be better.	I just go to the pub with pals, don't spend time here.	
C	07.11.2015	19:00	I'm from New York - the traffic here is fine by comparison!			We just pass through between pubs. We don't stop anywhere outside.	We just pass through between pubs. We don't stop anywhere outside.	
RESEARCH DIARY OBSERVATIONS				People who have lived in Leith for a long time seem less concerned about crime. ... Saturday 7pm. Left early due to intimidation from drunk man demanding money because of a broken rib.	Users at Location C commented on unpleasant sensory experiences such as noise from the street, dog poo, and climatic conditions such as rain restricting how they could use the space due to a lack of shelter. Some users commented that the bus shelter is the only protection from the elements and so poor weather restricts the use of the space. Researchers noted positive sunny conditions on the North-West side of Leith Walk at this location which encouraged shop-keepers to stand in their doorways or come outside to smoke or talk on the phone stood in front of their shops, however due to lack of seating or welcoming spaces to stay few people took advantage of this sunny spot. Incorporation of trees and other vegetation to help mitigate poor climatic conditions in combination with increased seating and creation of 'node' gathering spaces to take advantage of positive climatic conditions on this North-Western side of Leith Walk would be beneficial.	12pm Tuesday. Some people are let off the bus at the junction ahead of the bus stop as buses start piling up. Makes it difficult to cross the road at the dropped kerb crossing. ... Sometimes when I walk my dog other dogs are off the lead and then I have to protect my dog. ... Friday. Pedestrians squeezing behind and in front of cars pulling out of Balfour St - having to navigate around cars to follow pedestrian desire line. ... Friday. Most people seem to be walking downhill (to North) on West side of street, and uphill (to South) on East side of street.	People don't spend time in the street, but rather use it as a movement route to reach their destination of cafes, shops, work. ... Friday 7pm. Most people outside are smoking outside pubs or waiting at bus stops. Otherwise very quiet. Broken street lights means quite dark. Bike shop has closed and bikes have been taken in - people now walk straight past whereas previously they stopped to look in the window or at the bikes.	This becomes a really sunny corner around midday. The light glares a bit on the concrete flagstones. The wall is warm in the sun and people come out of their shops to talk to each other, sweep the leaves, arrange displays (e.g. bikes outside Leith Cycles). The man in at the barber shop just stood in the doorway enjoying the sunshine whilst another shop owner stood in his doorway smoking. ... Good climatic conditions but not fully maximised with seating or opportunities to stop outside.
KEY TRENDS			Many users commented on the busy traffic and it's associated noise and difficulty crossing the street as large annoyances at Location C.	A considerable number of users at Location C reported feeling unsafe, particularly at night or due to people using drugs or alcohol in the street - who are seen as 'scary'. However, whilst fear of crime and 'scary people' and 'junkies and drunks' was considerable at Location C, many people expressed that they felt safer here than at Great Junction Street. Others expressed that further up towards Elm Row they felt safer. There is a perception that the further down Leith Walk to the North you go, the more unsafe users feel.	Users at Location C mostly found it easy to walk through, however a number commented on obstacles such as bins in the way, navigating around cars at minor road junctions and difficulty crossing the street. However, users feel the recent street changes have primarily been positive, just could have gone further to enhance the pedestrian environment. Further prioritising pedestrians through paving materials and cues to ensure the pedestrian desire line along Leith Walk is seen as the primary movement route, with minor roads secondary to this pedestrian flow would be beneficial.	Opportunities to stop and stay during the day primarily centre around standing activities looking in shop windows or at the bikes outside the bike shop. In the evening there is no seating or other outside activities or opportunities to stand or stay except standing on the pavement with no protection from wind and rain. As a result all users report passing through this place in a primarily North-East to South-West (or vice versa) direction up and down Leith Walk. Location C should remain a key movement route but with greater pedestrian priority over minor roads and with opportunities to pause at nodes of seating and trees/shelter. This will enable a greater diversity of people to both use this location as part of the wider movement route down Leith Walk by providing enough rest spots for those who are older or need to sit and rest often, whilst also providing a setting that better enables more staying activities especially during sunny spells to take advantage of the positive climatic conditions here.	Few seating opportunities in the public realm except the bus stop. Pubs and cafes are often cited as places to sit in this area demonstrating the lack of seating in the public realm. Older users noted they find it hard to use this space as there are not enough opportunities to sit and rest en route to other places. Increased seating opportunities at regular intervals along Leith Walk and in particular at places with wider pavement and therefore increased potential to incorporate seating in combination with trees or vegetation to provide a screen and protective environment from traffic would enable greater public life and accessibility of the public realm to all users.	

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?
Playing and unwinding are also included. Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is need to move freely, as well as stand and sit where it feels good and natural.			ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.						
It's really noisy with the traffic. It's okay in the day, but at night the buses and cars are really loud.							It's really noisy with the traffic. It's okay in the day, but at night the buses and cars are really loud. ... I hate when there's litter and the graffiti and chewing gum.	Necessary - I'm on my way to class. Necessary - waiting for the bus.	I don't know how you could change this street - it's a busy street with people coming and going but that's how it is. Get rid of the chewing gum, litter and graffiti.
							It feels run-down in places. Lots of dog poo.	Necessary - shopping on lunchbreak [Neil]. Optional - walking the dog to Piling Park [Andrea].	
							Dustbins are everywhere - not just here but all over Edinburgh - I hate it. Compared to London, Edinburgh looks scruffy. Remove redundant signs. It just doesn't look friendly.	Necessary - helping my son move into his flat [Leah]. Optional - just got a piercing [Ellen & Amy].	Only bikes and buses allowed to be on the road. Dustbins are everywhere - not just here but all over Edinburgh - I hate it. Compared to London, Edinburgh looks scruffy. Remove redundant signs. It just doesn't look friendly.
								Optional - walking the dog on my way to Piling Park (Nan - 65yrs, Dog - Dobbie)	Dog poo should be picked up. Keep the streets clean and safe.
Noise and traffic are the worst things here!							Noise and traffic are the worst things here!	Necessary - coming home from town [Serge]	More trees or green down the middle of the road. Preserve the bus and cycle lanes properly like at Silverknowes.
Traffic is noisy.			I don't walk my dog as far when it rains - I go to the nearer park instead.					Necessary - going to work.	More trees!
								Necessary - walking to the shops. Optional - walking the dog.	More zebra crossings, less traffic! Trees that don't drop their leaves they make the pavement slippy.
							There's no trees. They took them down during the tram works. It's such a shame. I think they took them down for the services. Everyone thought they were coming back but they haven't brought them back.	Necessary - I come down this street 2 or 3 times a day to go to Scotmid and the Post Office, grocery shopping at Kirkgate.	There's nowhere at the moment if you're tired and old and need to rest. Nowhere to sit. We really need more benches and seating here. ... Bring back the trees! ... More police presence needed. And the post office back on the corner.
								Necessary - going home.	More green! And seats!
								Optional - walking the dog. Necessary - going to the shops (bacon roll)	Green space for the dog.
								Necessary - walking to work. Necessary - collecting grandson from football.	A pub open til 3am.
			There are good shops.					Necessary - going grocery shopping at Lidl. Necessary - en route to the city.	
							Could be more green vegetation. Would like more trees here. It would be great if it was green like Balfour Street.	Necessary - going home from work. Necessary - going home from work.	Could be more green vegetation. Would like more trees here. It would be great if it was green like Balfour Street.
					I really love the architecture here - it's unique.		I really love the architecture here - it's unique.		
						12pm Tuesday. This becomes a really sunny corner around midday. The light glares a bit on the concrete flagstones. The wall is warm in the sun and people come out of their shops to talk to each other, sweep the leaves, arrange displays (e.g. bikes outside Leith Cycles). The man in at the barber shop just stood in the doorway enjoying the sunshine whilst another shop owner stood in his doorway smoking. ... Good climatic conditions but not fully maximised with seating or opportunities to stop outside. - 7pm Tuesday. It's really dark on this corner - the street light isn't working.	This becomes a really sunny corner around midday. The light glares a bit on the concrete flagstones. The wall is warm in the sun and people come out of their shops to talk to each other, sweep the leaves, arrange displays (e.g. bikes outside Leith Cycles). The man in at the barber shop just stood in the doorway enjoying the sunshine whilst another shop owner stood in his doorway smoking.	Necessary - 16 Optional - 5	
No users mention interesting views at Location C. However there is potential to partially screen less inviting views (such as heavy traffic) from pedestrian views using raised planters or trees or in combination with seating. This strategy could also be used to enhance those views that are present along Leith Walk - primarily down or up Leith Walk or glimpse views down minor streets toward green space.			Noise is considered a significant problem by users at Location C. There was some expression that this was more of a nuisance. Protection from noise would benefit Location C.	There are seen as few opportunities for play, exercise or unfolding activities at Location C, though some users pass through this place whilst walking their dog or en route to nearby parks.	No users commented specifically on the human scale dimensioning of this location.	Good climatic conditions exist at Location C, with sun warming the area during the day, however this is not fully being maximised at present due to a lack of seating, vegetation and other street design elements that would promote more public life and staying behaviours at this location.	Location C is considered run-down and with poor sensory experience or aesthetic qualities. Users report a desire for more vegetation, trees and a greener space at Location C to create a more attractive pedestrian environment, and with less negative sensory elements such as smelly bins, street clutter and litter.	Primarily necessary activities are being undertaken by users at Location C. However, a number of optional uses were also observed, with people choosing to walk their dog along the route for leisure. Many of these users were passing through the specific vicinity of Location C on route to Piling Park rather than spending more time at Location C itself however.	Many users at Location C expressed a desire for more green vegetation and trees, cleaner streets, less bins and street clutter, more seating and an enhanced environment for both pedestrians and bikes.

USER INTERVIEWS: LOCATION D

LEITH WALK + GREAT JUNCTION ST

LEITH			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.	COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking designed to facilitate basic human activities under good conditions. Pedestrians				
Key Location	Date	Time	1 - Feeling safe - protection against traffic and accidents	2 - Feeling secure - protection against crime and violence	3 - Climate and pollution - protection against unpleasant sensory experiences	4 - Opportunities to Walk	5 - Opportunities to stand/stay	6 - Opportunities to sit
D	03.11.2015	08:00	I don't mind the traffic too much - I'm normally on the bus.	I feel very safe - 9 out of 10 ... I feel safe here - 9 out of 10. Sometimes I do worry about crime though. ... The biggest threat here is other people!	Every day I get the bus to work and then walk back if it's not raining.	Every day I get the bus to work and then walk back if it's not raining.	I'd normally spend time here going to cafes [not time outside], I like Word of Mouth cafe on Albert St. ... I come here to go drinking at the pubs [not time spent outside].	
D	03.11.2015	12:00	The traffic should be reduced - there's way too much. Police sirens make me feel unsafe. ... There is so much traffic that sometimes I can't even cross the street. ... I don't care about the traffic - the bus drivers are nice.	7 out of 10 safe. There are fights, accidents, strange things happening here. I don't feel at all safe. ... 7 out of 10 - there are lots of police sirens which I find worrying and loud.	Loud police sirens. Makes me fearful. ... I feel negatively about this place - dog poo, disgusting, filthy, front windows of tenements look bad - heritage elements have gone. ... The weather doesn't affect how I use the street - I'm just catching the bus from here.	There is so much traffic that sometimes I can't even cross the street. ... It's good as a thoroughfare - to walk through or catch the bus from.	There's nowhere to hang out outside. ... I come to cafes here but otherwise not at all [to hang out].	There's nowhere to hang out outside. ... There are no seats here - it's really lacking seating.
D	03.11.2015	15:00	I used to cycle along here all the time but it's too busy and feels dangerous. ... There are too many cars - especially parked cars. ... The traffic is chaos!	During the day - 10 out of 10 safe. I wouldn't come here at night. ... 8 out of 10 during the day. It's not at all safe at night - it's scary. ... There are lots of beggars raiding bins and creating litter - I find it intimidating and it creates a mess. I don't really worry about crime though - it's just the media over-hyping it.				I just pass through here - there are no benches.
D	03.11.2015	17:00	I don't like driving through here - it's really congested and hard to park.	It's not safe at night. Generally 7 out of 10 though. ... I worry a bit about crime - especially at night.				
D	03.11.2015	19:00	Traffic is okay.	7 out of 10 safe at the top of Leith Walk. I never go down to the bottom. ... It's a main road so you feel pretty safe because it's busy. ... I don't worry too much about crime, but I wouldn't walk down here alone.			I wouldn't hang out here.	
D	06.11.2015	08:00	Crime, noise, traffic. I hate it. I walk to work so the traffic isn't so bad for me, but the noise is bad. ... I don't like the traffic at all.	I hate it here. Really unsafe. ... 8 out of 10 safe. Yeah it's pretty safe.	Crime, noise, traffic. I hate it. I walk to work so the traffic isn't so bad for me, but the noise is bad. ... In terms of the weather - we're in Scotland. I just get on with it.		I'd go to the cafes here perhaps, but I prefer other areas. [Wouldn't spend time outside].	
D	06.11.2015	12:00	Traffic is bad. Cycle lanes are really terrible. So much traffic and so dangerous to cycle here.	8 out of 10. Don't worry particularly about crime. ... 6 or 7 out of 10. I worry about crime here - like everywhere.		Traffic makes it hard to walk through the area.	I just pass through. ... I do spend time here to eat at cafes with friends, but not outside.	
D	06.11.2015	15:00		5 out of 10 at night. 10 out of 10 in the day. There are a lot of fights.	Very noisy, you can hardly hear. I feel the pollution a lot. It feels dirty.		I live here but I try and get away at any point I can. It's very polluted.	
D	06.11.2015	17:00	I really don't like the traffic. ... The traffic causes noise and it's no good for cyclists.	7 or 8 out of 10. Less at night. ... At night 4 out of 10 safe, especially at the foot of the walk. ... 7 out of 10 safe. I do worry about crime but it's not my primary concern. ... Yes I do worry about crime so I'm always careful if it's late.	Smell of weed from the bus stop.	I rarely walk for long distances but I guess it's quite an easy place to walk. The pavements are wide which is good.	If I'm going to spend time I go to the pubs with friends. Not outside. ... I'd maybe go to cafes with friends to spend time here but otherwise no.	
D	06.11.2015	19:00		8 or 9 out of 10. Crime is the biggest threat.				
D	07.11.2015	08:00		8 or 9 out of 10 safe. I do worry about crime. That's the biggest threat for me personally. ... 9 out of 10. I don't really worry about crime here.	There's no shelter - that's my biggest annoyance.	It's difficult to cross the road at this point (Albert St).		
D	07.11.2015	12:00		8 out of 10. I'm familiar with the surroundings here so feel safe. ... 10 out of 10 safe. Never seen any trouble.	There's no shelter. I'd be less likely to be out here or use the bus stop when it's bad weather.	It's really hard to cross the road here.		Needs more seating, more shelter.
D	07.11.2015	15:00	Traffic is the most annoying thing here.	9 out of 10 safe. ... 8 out of 10 safe.		I just pass through.	I just pass through. Needs more shelter.	
D	07.11.2015	17:00	I worry about traffic and crime.	I worry about traffic and crime.		I just pass through.		I wouldn't stay or stop here. Nowhere to sit.
D	07.11.2015	19:00	The traffic is a big threat here. I cycle here but I'd go by Easter Road instead. It's too busy.	9 out of 10. ... 9 out of 10.				
RESEARCH DIARY OBSERVATIONS			Traffic seen as the biggest threat at the top of Leith Walk, crime toward Great Junction St and the foot of the Walk.	People feel safer toward the top of Leith Walk than at the Foot of the Walk and Great Junction Street.	Weather seen as unavoidable.	Pedestrians are frustrated at the lack of ease to cross the road at Albert St. ... Lots of jaywalking.		No seating a big factor in people not spending more time here (similar to other locations along Leith Walk).
KEY TRENDS			Many users at Location D commented on the noise and busy nature of the traffic as a significant negative factor of Location D as a place. Many users highlighted that the traffic caused them to worry for their safety as both pedestrians and cyclists and causing difficulty crossing the street. Traffic was also mentioned by users as the primary factor stopping them from cycling in this area, though they had a strong desire for this to be improved.	Users at Location D cited fear of crime as a key issue at Location D. This perception of crime at Location D primarily related to risk of fights breaking out, anti-social behaviour and intimidation. This perception is in part driven by indicators such as police sirens, observed behaviour and a more threatening atmosphere at night when it is dark. Common perception is that the further toward the Foot of the Walk the greater the risk of crime. Fear of crime prevents some users from walking alone at this location at night when there is less natural surveillance and reduced footfall.	Unpleasant sensory experiences noted by users at Location D included a lack of shelter from the climate when raining, noise, pollution and a dirty street environment. Lack of shelter and noise as well as the other unpleasant sensory conditions reduce the desire to spend time at this location in the public realm, especially during rain or strong wind.	Pedestrians were observed frequently jaywalking across to and from the bus stop on the corner with Albert St at Location D to the other side of the road. Busy traffic was cited by users as the key reason for finding it hard to cross the road here.	No users at Location D expressed that they would spend time here. Location D is seen as a place to pass through. The only reason people would spend time at Location D is to visit the cafes, but no-one interviewed expressed that they would actively spend time in the public realm.	Users at Location D cited a lack of opportunities for seating due to a lack of benches or seats. Researchers observed there were also no opportunities for incidental seating with the exception of the bus stop. This does not provide a conducive environment for seating or places to take a rest or spend time.

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?																																
g. Playing and unwinding are also included. Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is designed 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.																																												
Crime, noise, traffic. I hate it. I walk to work so the traffic isn't so bad for me, but the noise is bad.									There are pubs and cafes here but that's about it. There's not much else unexpected or exciting.												Necessary - catching bus to work in West End. Necessary - going to work on bus.			More vegan cafes! More buses.																													
Edinburgh tool library is great on a Saturday morning.																					Necessary - on way to uni - catching bus.			Seating - it's really lacking seating here. Less traffic too.																													
Very noisy, you can hardly hear.																		There are lots of beggars raiding bins and creating litter - I find it intimidating and it creates a mess.			Necessary - visiting chemist. Necessary - getting bus home.			Ban on parking! Open up the road. Improve conditions for cycling.																													
																					Necessary - on a cigarette break outside work.			I'd like there to be less scary people around...																													
																					Necessary - going to the shops. I live here.																																
																		Crime, noise, traffic. I hate it. I walk to work so the traffic isn't so bad for me, but the noise is bad.			Necessary - walking to work. Necessary - on way to work by bus.			More pubs.																													
																					Necessary - going to work by bus. Necessary - going to work. Necessary - cycling en route.			More green! Trees! Shrubs! Flowers!																													
																		Replace broken paving slabs and tired looking trees. Looks dreadful.			Necessary - going to the chemists.			Put green on the traffic islands. Replace tired looking trees. More green. Replace broken paving slabs. More Autumn colour. More shrubs.																													
The traffic causes noise and it's no good for cyclists. ... The biggest nuisance here is crime and noise. ... It's really noisy at night. My room faces Leith Walk, I don't like the sirens.																		I'd like more green. ... Less noise would be great.			Necessary - en route to meet a friend for a drink. Necessary - walking home after work. Necessary - en route to meet for drinks in town.			I'd like more screening from the traffic. ... I'd like more green. ... Less noise would be great.																													
																					Necessary - bus into town.																																
																		There's no shelter - that's my biggest annoyance.			There's no shelter - that's my biggest annoyance.			Necessary - waiting for the bus.			More and better shelter.																										
																		There's no shelter.			I like the diverse mix of people here.			Necessary - waiting for the bus. Necessary - waiting for the bus.			Needs more seating, more shelter.																										
Noise is the most annoying thing here.																		I'd go inside to a bar if it's bad weather.			Noise is the most annoying thing here.			Optional - window shopping. Optional - window shopping.			Needs more shelter.																										
																					Needs better lighting.			Necessary - going home.			Needs better lighting.																										
																					Needs more bike racks and lighting.			Necessary - catching the bus. Optional - waiting for a friend.			I worry about traffic and crime.																										
Noise is seen as a real issue for people's health and well-being. It is cited as being the cause of anxiety by many people. The noise of police sirens also increases the perception of crime.																					More people are worried about litter, lighting, shelter, traffic and noise at this location, and less about drug problems and crime.			Necessary - 22 Optional - 3																													
Noise is seen as an issue for people's health and well-being at Location D. It is cited as being the cause of anxiety by many people. The noise of police sirens also increases the perception of crime. High noise levels are also discouraging to the ability to talk and listen and therefore also public life.									There are few existing opportunities for unfolding activities, play or other temporary activation at present. However some users mentioned the Tool Share at the nearby police box on a Saturday morning. Aside from this few activities occur in the public realm here to generate interest or act as a destination beyond the cafes/shops/bars.									No users commented directly regarding the human scale of the environment. However, despite widened pavements and improved material quality of the pedestrian environment building on a mix of human-scale shop-fronts, this location lacks other sensory interest or activities at a more human scale in the public realm.									Users commented on the lack of shelter at Location D and this restricted their use of the public realm at this location during poor weather conditions.									Almost all users at Location D were there for necessary activities - primarily using the street as a movement route to other places. A couple of users mentioned that they were window shopping, showing the role that retail can play in encouraging staying and optional behaviours as part of public life. The multitude of smaller scale shops along Leith Walk and in the vicinity of Location D could be built upon through strategies to enhance their public life function through outdoor seating at cafes, or display of products outside of shops to encourage opportunities to spend time in the public realm.									Users primarily mentioned a lack of shelter, and a desire for more trees, vegetation and seating.								

USER INTERVIEWS: LOCATION E

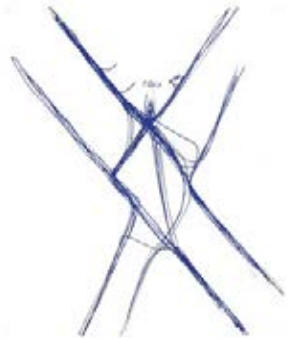
LEITH WALK + GREAT JUNCTION ST

LEITH			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.	COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking designed to facilitate basic human activities under good conditions. Pedestrians				
Key Location	Date	Time	1 - Feeling safe - protection against traffic and accidents	2 - Feeling secure - protection against crime and violence	3 - Climate and pollution - protection against unpleasant sensory experiences	4 - Opportunities to Walk	5 - Opportunities to stand/stay	6 - Opportunities to sit
E	03.11.2015	08:00	Litter and traffic are the biggest nuisances here ... The traffic is too busy here. ... When I'm walking my dog I normally stay on the pavement away from the traffic.	I feel safer here than at the foot of the Walk. Maybe 7 out of 10. Crime is definitely my biggest worry here. ... I'd say 8 or 9 out of 10 safe. I used to live in London. There are drunks but you get used to them.			I wouldn't spend time here - there's nowhere to sit and it's really noisy.	There are some nice places, like Gayfield Square and Montgomery St, but no seating so I wouldn't sit spend time there. ... I wouldn't spend time here - there's nowhere to sit and it's really noisy.
E	03.11.2015	12:00	I've lived here my whole life [aged 80] - it's very busy. Very hectic.	Of course I worry about crime. You always hear the police sirens. ... I don't worry about crime - people are always nice. 10 out of 10.	I stay outside [begging for change] so I don't stick around if it's cold or rainy. I just get on with it [there's no protection against weather].	The Council never does anything to help pedestrians. They put crossings in the wrong place. ... There are lots of people walking but I don't mind it as long as they are neat. You can see a lot of movement here. ... I don't know what else happens here, I just sit to collect money, I don't walk around.	I wouldn't hang out here in my spare time - I'm working on the street. I do stay here for a long time on the street though to get money.	
E	03.11.2015	15:00	Traffic is the biggest issue here. I don't like it. ... Traffic is ridiculous in the Leith area. Always road works.	8 or 9 out of 10 safe. I've never had issues. ... 10 out of 10 - very safe. I don't worry about crime at all. I've never had issues.	When it's sunny it's great. But its Scottish weather.	Very easy to walk around. Everything's very close by. I'm normally just passing through somewhere.		I might spend time in a corner at the pub if it's sunny [outside]. ... I'd prefer to be at home at my house than out here.
E	03.11.2015	17:00	Here the biggest threat is traffic, but if you go further into Leith it's crime.	7 out of 10. I've never had a major bad experience but if I could I would live somewhere else. I don't like it all here. I especially worry about crime at night if I'm alone. ... 8 out of 10 safe. It's not as bad as Glasgow. ... Here the biggest threat is traffic, but if you go further into Leith it's crime.	When it's cold it has a big impact. ... It's Edinburgh so after a while you deal with the wather.	Here it's easy to walk - it's a pedestrian corridor. ... I generally just pass through here. The top of the Walk is much nicer to walk.	I spent time in the shops - especially the record shop.	There are better places to spend time than here. It's too noisy.
E	03.11.2015	19:00	I hate all the construction works that add time to my commute. ... As a cyclist I don't like the entrance to London Road - cars and buses fighting for space. The junction is a mess. Dysfunctional and buses stopping and confusing things.	7 out of 10. It's well lit and there are enough people around. ... 6 out of 10. I don't like living in Leith. I try to be careful when I walk around. There's a reason I live at the top of the Walk rather than at the foot of the Walk...	I just stay at home when the weather is horrible.	It's wide enough pavement to be easy to walk.	I usually just pass through but occasionally will stop at the shops.	
E	06.11.2015	08:00	The junction is really hard to cross at the top of Leith Walk.	9 out of 10. There's a police station across the road. It's more dangerous on a Friday or Saturday night. I don't generally worry about crime here but there are a lot of drunk fights nearby on weekends.	There's no shelter - that's the biggest nuisance. ...	It's a difficult junction to cross at rush hour.	There's no shelter - that's the biggest nuisance.	There's no shelter - that's the biggest nuisance. ... I'd go to Joseph Pearce for a drink. ... I go to the local supermarket at Tesco and Joseph Pearce but wouldn't stop otherwise.
E	06.11.2015	12:00		4 out of 10. Especially further up toward the Omni Centre. ... 5 out of 10. Not enough lighting. Lots of drunk people at the weekend.	Noise and no shelter are the biggest nuisances here.		Sometimes I stop at the local shops but generally I just pass through.	On a sunny day I'd sit outside at Joseph Pearce. Otherwise I'd never come to spend time here.
E	06.11.2015	15:00	4 out of 10 safe. Too much traffic. Some sketchy people at night. ... 6 out of 10. Traffic can be dangerous. If you don't want to cross the road it's okay...	I don't feel safe walking here at night.	There's no shelter.	Crossings are too short and often I can't get to the other side before it turns. ... If you don't need to cross the road [to Haddington side] it's okay!		
E	06.11.2015	17:00	Traffic is bad. I've seen lots of near misses.	8 out of 10. I've never had any trouble.	I wouldn't even use the outside area at Joseph Pearces.		I spend time at Joseph Pearce's. Not outside.	More things to do outside and seating is needed!
E	06.11.2015	19:00	Traffic and alcohol are the biggest things making this not a nice place. The junction is really bad.	5 out of 10. Lots of drunk people at night. ... 7 out of 10. I know the area.				Needs benches and places to hang out. More seating. More shelter. More seats. More everything!
E	07.11.2015	08:00	It's an intensive junction. Dangerous for cyclists. ... On a day like today it's quieter [raining].	9 out of 10. ... 9 out of 10. I don't worry about crime here.	The street is empty when it rains.	It's difficult to cross the junction.	I sometimes get a beer at the pub. Otherwise I wouldn't stay here.	I sometimes get a beer at the pub. Otherwise I wouldn't stay here.
E	07.11.2015	12:00						
E	07.11.2015	15:00	The main junction at the top of Leith Walk is a big nuisance. It's a very busy street. I don't see it as a place, just a street.	8 out of 10 safe. I don't worry about crime here. ... 9 out of 10 safe. I have a large dog. I don't worry about crime.	It's a nice area but better in the summer. ... When it's rainy like today I'll go straight home and not hang around. Needs more shelter from the rain.	It's easy to get around.	When it's rainy like today I'll go straight home and not hang around.	
E	07.11.2015	17:00	Sometimes you see cyclists on the pavement. They should be in the street instead. Traffic is 'busy busy busy!'. There's too much traffic, but I don't know what you'd do about it.	I was mugged a year ago. Just at the opposite corner here. 8 out of 10 safe. I'm not afraid of walking around here though. ... In total I've been mugged 3 times, all after midnight. I've had 2 break ins at my house too. I'd never come out here after midnight.		It's easy to get through the area if you know how to get from A to B.	I'd never spend time here. Why would you?	
E	07.11.2015	19:00	I like the buses - easy to get around.	I feel safe here - I grew up here. 8 out of 10 safe.		It's easy to get around. I wouldn't stop though - just pass through.	I wouldn't stop here, just pass through.	Where could I sit?! Nowhere!
RESEARCH DIARY OBSERVATIONS				People who have lived in the area for a long time rate it as safer than those who are newer or have seen crime.	People don't want to stop to talk in the rain.		People need more shelter to escape the rain.	
			Traffic is seen as a prominent threat at Location E, more so than crime which is seen as more of an issue toward the Foot of Leith Walk. Traffic is seen as very busy, making it hard for pedestrians to cross the street. difficult to cycle. and	Whilst people at Location A feel much safer when comparing their perception of crime at the Foot of the Walk, drunken behaviour in particular is still	Cold and rainy weather is seen as a hindering factor to use of the street space at Location E.	Users at Location E had a mixed response to the ease with which they found this place for movement through. Whilst several users found Location E effective as a pedestrian movement route, many other users also reported finding it difficult to cross the roundabout junction with London Road. One woman specifically mentioned finding it difficult to cross the road, with crossing times too short for her to be able to make it to the other side of the road. Others noted that Location E was effective as a movement route, so long as you knew the best ways to get from A to B.	Users at Location E felt there were few opportunities to stand or stay. Shops and bars such as Joseph Pearce were cited as the places people would spend time. Aside from the outside	Location E is seen by users as having the potential for more public life by users, particularly the nearby Gayfield Square or corner spots outside bars and cafes, however the primary reason given for their minimal usage at present being a lack of seating. At present Location E is

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?
g. Playing and unwinding are also included. Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is need to move freely, as well as stand and sit where it feels good and natural.		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.						
I wouldn't spend time here - there's nowhere to sit and its really noisy.		There are galleries and interesting places but no outside temporary markets or things going on.				Litter and traffic are the biggest nuisances here.	Necessary - going to the Post Office. Optional - walking the dog around the block.	Seating. Resident parking is also a nightmare - really hard to get out and conflict with shops. Often its vans parked in front of shops or houses blocking the parking.
I wouldn't spend time here - it's too noisy.		I don't know what else happens here, I mind my own business.					Necessary - begging for change. Necessary - grocery shopping.	I would put more shelter here.
I get anxiety from the noise.		I'm not aware of anything interesting happening here.					Necessary - grocery shopping. Optional - out for a walk.	
There are better places to spend time than here. I like the trees but it's too noisy.		I'm not aware of any temporary or interesting activities here.				I like the trees but it's too noisy. ... The trees are great but all the parking is awkward and kind of ruins them.	Necessary - I'm walking home. Necessary - putting up posters.	Clearer crossing in front of Joseph Pearce. Peace.
							Necessary - coming back from work. Necessary - walking to meet a friend for dinner.	A decent coffee place! ... More variety and reasons to come here.
						There's no shelter - that's the biggest nuisance.	Necessary - going to work. Necessary - going to Greggs to buy food.	Pedestrianise the street! ... Tidy the street up a bit.
Noise and no shelter are the biggest nuisances here.		Closest markets are at Leith or Stockbridge, there's not really anything like that here.		Noise and no shelter are the biggest nuisances here. On a sunny day I'd sit outside at Joseph Pearce. Otherwise I'd never come to spend time here.		Noise and no shelter are the biggest nuisances here. It's lacking lighting and green space.	Necessary - walking through en route. Necessary - walking through en route.	Lighting and green space is lacking. Make Elm Row more like the Grassmarket. Open up Gayfield Square. Pedestrianise Elm Row and ban parking.
						The area doesn't look nice and attracts some undesirable people. ... I like Elm Row behind the hedge, but it could be more welcoming.	Necessary - going home. Necessary - out walking to work.	Better lighting. More bars.
							Necessary - on way to meet friends at Joseph Pearce.	More things to do outside and seating is needed! ... More shelter from the elements!
							Necessary - waiting to start work. Optional - drinking at Joseph Pearce.	Needs benches and places to hang out. More seating. More shelter. More seats. More everything!
Elm Street is a nice 'hidden' street. ... Elm Street is quiet compared to the main street.		Elm Street is a nice 'hidden' street. ... Elm Street is quiet compared to the main street.	Elm Street is a nice 'hidden' street.			Elm Street is a nice 'hidden' street. ... Elm Street is quiet compared to the main street.	Necessary - going to the shop to buy a paper. Necessary - going to work (bus driver).	Needs seating.
							Necessary - shopping on way home. Optional - walking the dog.	Needs more shelter from the rain.
							Necessary - on my way home. Recreational - I've been out taking photos of the rain.	Put up sign saying 'no cyclists on the pavement'.
						Remove the fences/railings.	Necessary - walking home.	Remove the fences/railings.
							Necessary - 21 Optional - 3 Recreational - 1	
Users do not mention views or vistas in either a positive or negative way, with the exception of traffic which is mentioned as desirable to be screened.	The majority of users expressed negative feelings toward the noise levels from traffic at Location E. These were cited as a key factor in making this a place difficult to spend time or have conversations with friends. One user spoke about Elm Row as a positive 'hidden' spot that provided relief from the noise and visual presence of traffic. This highlights the potential for Elm Row to provide a more conducive environment for public life by creating a pedestrian friendly environment with aspects of shelter, screening from the traffic and noise and as a place to stay and spend time.	Users at Location E were not aware of any opportunities for unfolding activities such as temporary markets or other reasons to stop unplanned in the public realm. This was seen as something that would enhance the public realm at Location E.	Elm Row in particular was highlighted as at a much more human scale than the rest of the road and junction at Location E. There is potential to build on this favourable location and human scale qualities to create a more pedestrian friendly space and gathering space for temporary activities and cafes/bars to extend their activities into the public realm.	Users at Location E felt there was a lack of shelter enabling them to fully enjoy the public realm. Some users commented that where seating was provided such as outside Joseph Pearce, they would use them when sunny but not during poorer weather due to lack of shelter.	Noise and lack of shelter are seen as the biggest hindrances to a positive sensory experience. Users at Location E spoke about liking Elm Row as it is 'hidden', screening the traffic and the hedge offers protection, however it is felt this area could be improved. Street clutter including railings and fences in particular were seen as negative aspects of the public realm.	A mix of necessary, optional and recreational activities were recorded at Location E. However, predominantly necessary activities were observed, with Location E being used primarily as a movement route rather than a place to spend time. Joseph Pearce's outdoor area was seen as beneficial with seating to enjoy the space outside, however a lack of shelter, seating or things to do in the public realm means there were few optional or recreational activities.	Location E was seen by users as particularly lacking shelter, seating, places to hang out and spend time, lighting and access to green space. Some users particularly felt that Elm Row could be pedestrianised and improved as a place to spend time. Users also felt the pedestrian crossings could be improved, particularly at the junction with Montgomery Street in front of Joseph Pearce.	

LOCATION A - TUESDAY 3 NOV

LEITH WALK + GREAT JUNCTION ST



8AM

Pedestrian traffic spread uniformly along all pavements, slight majority walking along the North side of Great Junction St. Tesco's is a visible focal point for foot traffic.



12PM

More varied crossing with presence of desire line to and from the nearby bus stops and diagonally across the junction. No foot traffic registered on the South side of Cables Wynd.



3PM

Foot traffic mainly along Great Junction St, with minor fluxes along Cables Wynd and Bonnington Road. Desire lines appear straighter and less varied.



5PM

Foot traffic appears heavier along the South side of Great Junction Street crossing then over to the North side in front of Tesco's. No registered designer lines diagonally leading to bus stops, but presence of them crossing the top end of Cables Wynd.



7PM

Tesco's as a focal point is now particularly noticeable. There appears to be more pedestrian traffic on the North side of Great Junction St. Secondary foot traffic on the North side of Cables Wynd and very little traffic on the North and South side of Bonnington Road.



LOCATION A, TUESDAY 3 NOVEMBER

Foot traffic throughout the whole day is intense along both sides of Great Junction Street with a slight predominance on the pavement adjacent Tesco's, which functions as a focal point. The main secondary flows through the area are located on the left hand side of both Cables Wynd and Bonnington Road.

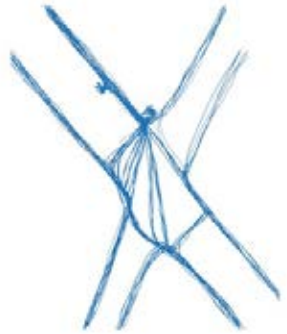
Diagonal crossing is present across the junction at all time slots, with a higher frequency at 8am. On the same time slot there are cases of desire lines cutting through the area converging at the bus stop on Great Junction Street.

Major pinch points in the area are located on the East corner and South corner of the junction where a considerable amount of foot traffic at the lights walk along corners with relatively small radii, which could be increased.

Considering the optimal width of the pavement adjacent to Tesco's on Great Junction Street, opportunities exist in diversifying and promoting street activity, engaging the existing flow of pedestrians walking through and at the bus stop.

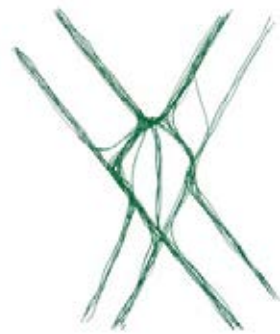
LOCATION A - FRIDAY 6 NOV

LEITH WALK + GREAT JUNCTION ST



8AM

Pedestrian traffic spread uniformly along all pavements, with a slight majority walking along Great Junction Street. Diagonal crossing is mainly focused to and from Tesco's.



12PM

Foot traffic is consistent along the thoroughfares with less pedestrians now walking up Cables Wynd. Diagonal crossing at the junction is present and is focused towards Tesco's.



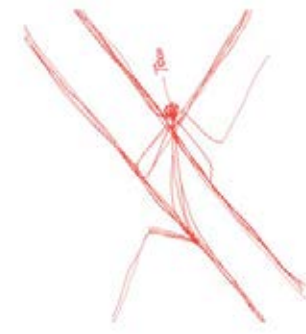
3PM

Pedestrian movement is less intense and uniformly spread. The diagonal crossing through the junction is once more focussed to and from Tesco's.



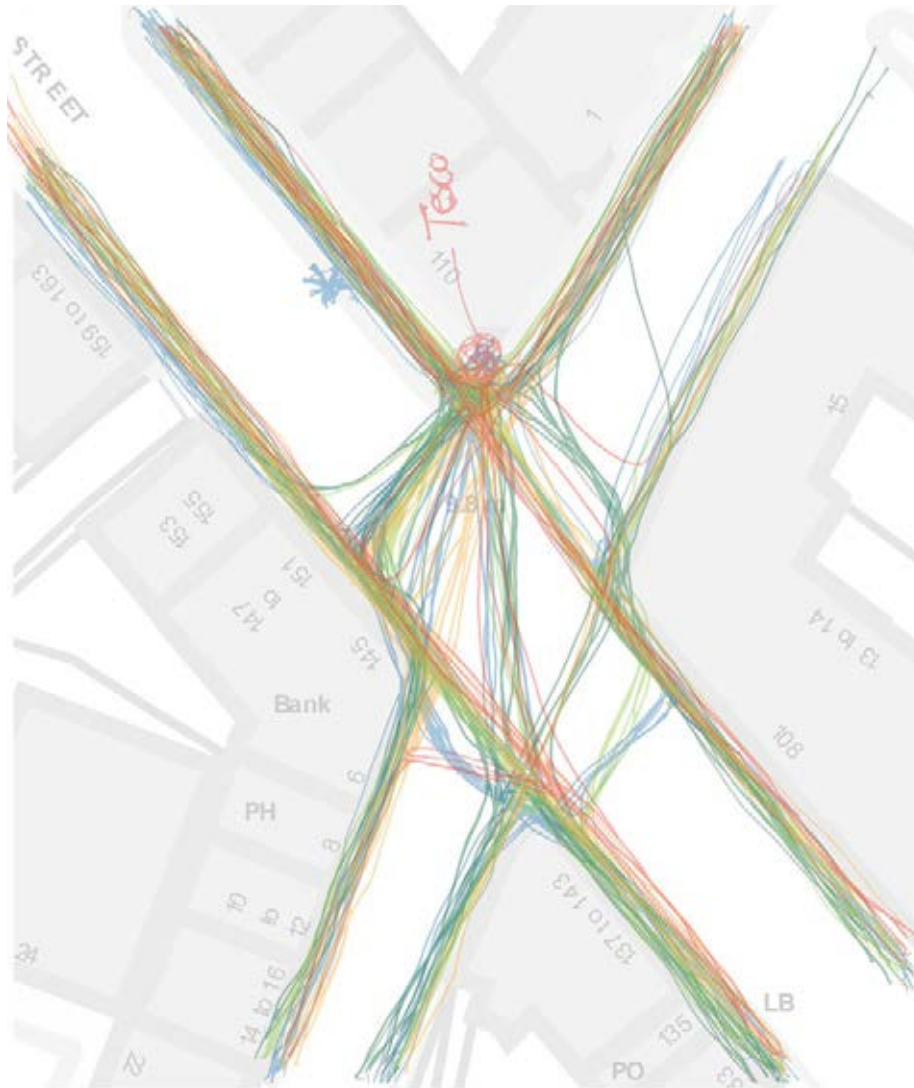
5PM

Very light foot traffic along the South side of Cables Wynd. No diagonal crossing on this time slot and regular crossing at the traffic lights.



7PM

Pedestrian circulation is less intense and diagonal crossing to and from Tesco's is now present. Foot traffic is barely seen coming or going to Bonnington Road and the South side of Cables Wynd.



LOCATION A, FRIDAY 6 NOVEMBER

Foot traffic throughout the whole day is intense along both sides of Great Junction Street with considerably intense activity along Cables Wynd and Bonnington Road.

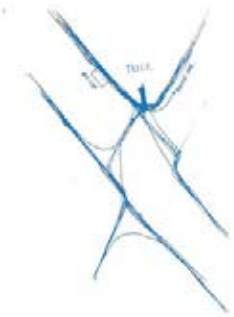
Diagonal crossing is present across the junction at all time slots, with a higher frequency at the 8am and 5pm. Desire lines are mainly focused around the formal crossing points at the traffic lights with no major waves jaywalking registered in the area, apart from individual cases on Cables Wynd.

The movement along all thoroughfares appears fluid with no major hindrances disrupting the flow. Tesco's is the major converging point of foot traffic in the area where the already wide pavement accommodates a constant wave of pedestrians.

Opportunities can arise by slowing down the movement across the location, using the wide pavements and area near the bus stop to create a wider variety of urban environments.

LOCATION A - SATURDAY 7 NOV

LEITH WALK + GREAT JUNCTION ST



8AM

Pavements are quiet with no diagonal crossing registered at the traffic lights. No pedestrian movement on the right hand side of Cables Wynd and Bonnington Road. Movement to and from Tesco's.



12PM

Pavements are quiet with minor barely hinted diagonal crossing registered at the traffic lights. More activity up Cables Wynd and Bonnington Road with Tesco's as the focal point of foot traffic.



3PM

Uniform pedestrian movement along Great Junction Street, with minor secondary traffic along Bonnington Road and Cables Wynd. Crossing is straightforward at the traffic lights.



5PM

Foot traffic is now visibly more intense especially around Tesco's. Crossing at the junction is more erratic and there is diagonal crossing on limited cases. Secondary pedestrian coming from Bonnington Road is now more intense.



7PM

Tesco's is still the key focal point of the junction with the crossing in front of it towards Bonnington Road as the most used on this time slot. Great Junction Street is still the main thoroughfare used in the area.



LOCATION A, SATURDAY 7 NOVEMBER

Foot traffic throughout the whole day is less intense than during the week with an increase from 5 pm onwards.

Diagonal crossing at the junction is barely present. Nonetheless a variety of desire lines is noticeable on the North West crossing at Great Junction Street and on Cables Wynd.

Despite the visible decrease of overall pedestrian traffic in the area, Tesco's and the adjacent pavement where the bus stop is located remain a popular point of attraction with the majority of foot traffic concentrated around this area.

This point would therefore benefit from an improvement of street furniture and variety of activities offered to enhance its potential.

The West corner between Bonnington Road and Great Junction Street presents a consistent flow in the early hours of the day and from 7pm onwards and would be improved by an increase of the radius of the pavement which is now a pinch point.

LOCATION B - TUESDAY 3 NOV

LEITH WALK + GREAT JUNCTION ST



8AM

Uniform foot traffic along all thoroughfares. Wide variety of diagonal crossing consistently through the junction and the Plaza. Peak of foot traffic across the whole area.



12PM

Foot traffic is less intense along the whole area and diagonal crossing is limited to the junction of Duke St and Leith Walk. There appears to be a heavier flow to and from Newkirkgate.



3PM

Significantly more diagonal crossing from the Plaza to the junction of Duke St and Leith Walk. Heavier foot traffic crossing the long edge of the plaza East to West and vice versa.



5PM

Foot traffic across the Plaza appears heavier than along the other 4 main thoroughfares. Visible decrease of diagonal crossing of the junction to and from Leith Walk.



7PM

Pedestrian movement is spread uniformly along all thoroughfares with less movement across the centre of the Plaza. Desire lines across the junction become more visible.



LOCATION B, TUESDAY 3 NOVEMBER

Pedestrians flows across the area are particularly heavy throughout the whole day. A peak of traffic is visibly noticeable across the Plaza from East to West and vice versa on the 8am and 12noon time slots. Foot traffic on later slots and especially at 7pm is predominantly using the edges of the plaza. The pavements along all the considered thoroughfares are intensely used, in particular Newkirkgate and the North side of Great Junction St and Constitution St.

As shown by the tracing, the Plaza is a heavily walked location, where opportunities can arise from creating prioritised pausing areas and from offering diversified zones of movement in the area.

Despite the presence of several types of street furniture, the Plaza is almost exclusively used for movement. In many cases desire lines cause people to cross diagonally across the junction towards Leith Walk. Diagonal crossing of the junction is a well-established feature which can be valued and optimised by making the junction a uniform crossing surface, clearly understandable from all nodes.

LOCATION B - FRIDAY 6 NOV

LEITH WALK + GREAT JUNCTION ST



8AM

Pedestrian traffic is focused of the North side of the foot of the Walk at the edges of the Plaza and along Great Junction St. Diagonal crossing at the junction to and from the bus stop going to the city centre.



12PM

Foot traffic is less intense with activity around the benches in the plaza. No diagonal crossing registered during the test and movement focused on the regular crossings at the traffic lights.



3PM

Heavy foot traffic to and from Newkirkgate with activity along the benches in the plaza and horizontal movement from East to West and vice versa.



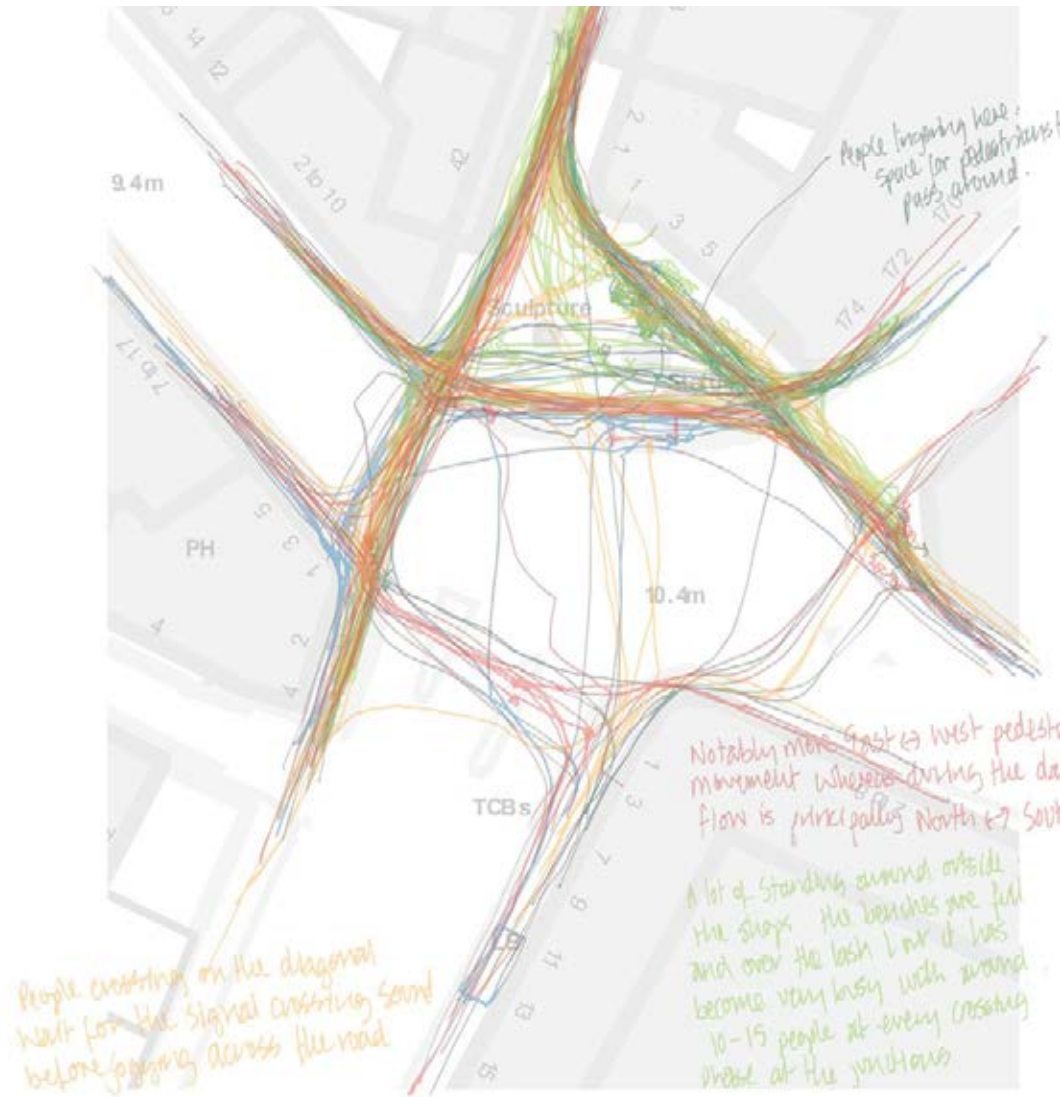
5PM

Uniform movement along the edges of the plaza and Newkirkgate. Minor cases of diagonal crossing at the junction and minor flow of pedestrians from Duke St and Great Junction St.



7PM

Foot traffic along all thoroughfares with the exception of the South side of Duke St. Movement at the edges of the Plaza and less intense flow towards Newkirkgate.



LOCATION B, FRIDAY 6 NOVEMBER

Immediately visible flows of pedestrians using Location B are concentrated along the edges of the Plaza and Newkirkgate continuing on the North side of Great Junction Street, Constitution Street and the West side of Leith Walk. A lower intensity is registered on the South corner of the junction and along Duke Street.

Movement across the Plaza takes place mainly between the 3pm and 5pm time slot and becomes more conscious of the street furniture in the area. A visible hindrance are people lingering in proximity to the shops on the North end of the Plaza, forcing pedestrians to walk around them.

A change in the position of the existing street furniture with opportunities for additional elements would facilitate the pedestrian flow across the Plaza and equally offer opportunities to pause without causing disruption.

A more fluid movement across the whole area would also be facilitated by encouraging a widespread use of all available pavements with clear crossing opportunities at all nodes and across the junction in a formalised manner.

LOCATION B - SATURDAY 7 NOV

LEITH WALK + GREAT JUNCTION ST



8AM

Uniform foot traffic along all the thoroughfares leading to the junction. Movement at the edges of the Plaza and leading up to Newkirkgate. Individual cases of diagonal crossing.



12PM

Pedestrian traffic is visibly more intense with several cases of diagonal crossing between Duke St and the Plaza. Foot traffic along the pavements in the area and the edges of the Plaza are uniformly intense.



3PM

Foot traffic is uniform along all thoroughfares with particular intensity along Newkirkgate. The plaza is crossed from both East to West and with foot traffic crossing the junction diagonally.



5PM

Pedestrian flows through the plaza make use of the edges and cut diagonally to and from Newkirkgate and the junction. Movement along the pavements in the area is uniform.



7PM

Foot traffic is less intense in the area and diagonal crossing between Newkirkgate and Duke St is less remarked. The plaza is predominantly cross horizontally on a East/West axis. Jaywalking across Leith Walk.



LOCATION B, SATURDAY 7 NOVEMBER

The pedestrian activity across the whole area is visible intense, and it is uniformly spread along all thoroughfares and consistently making use of crossings at all nodes.

Movement in the Plaza is more scattered during the 3pm timeslot. There is otherwise a slight preference for using the edges of it with a secondary path linking Newkirkgate and the South-East corner of Leith Walk across the junction.

Desire lines covering considerable lengths can be found on Leith Walk before the traffic islands, especially from 7pm and earlier in the day on all nodes.

Considering the heavy amount of crossing in the junction and limited and scattered number of traffic islands, a more uniform approach to facilitate pedestrian movement across the whole area would improve the perception of it for both foot and vehicular traffic.

LOCATION C - TUESDAY 3 NOV

LEITH WALK + GREAT JUNCTION ST



8AM

Visibly heavy foot traffic on the left hand side of Leith Walk with considerable secondary flow coming from Balfour St. Noticeable jaywalking at the junction.



12PM

Uniform foot traffic on both sides of the walk with a noticeable desire line from the North side of Balfour Road crossing Leith Walk. Minor Jaywalking also to and from the South side of Balfour Road.



3PM

Heavy foot traffic on the left hand side of Leith Walk with considerable less jaywalking across the junction. Diagonal crossing in Balfour Road before reaching the Walk.



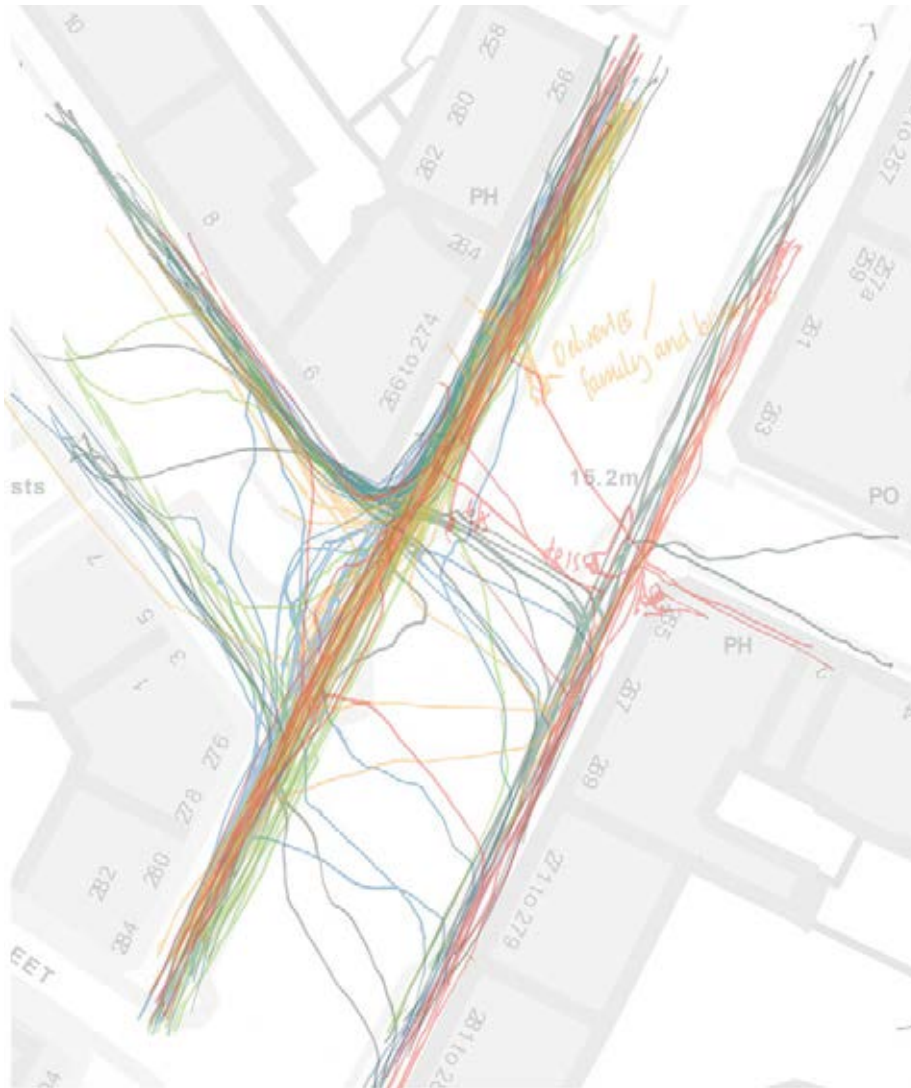
5PM

Predominant flow of pedestrians up and down Leith Walk with secondary movement along Balfour Road. Deliveries to local businesses create movement across the pavement at this time of the day. Jaywalking still present.



7PM

Uniform movement along both sides of the walk. Secondary foot traffic coming from both Balfour Road and Jameson Place. Activity around the pub on Jameson Place and jaywalking to reach it from across Leith Walk.



LOCATION C, TUESDAY 3 NOVEMBER

Both sides of Leith Walk are heavily used by foot traffic throughout the day with secondary flows along Balfour Road and, on limited case, Jameson Place.

Pedestrian traffic to and from Balfour Road is predominant on the 8am time slot, especially on its North side pavement.

Jaywalking across Leith Walk is evident especially on the 8am and 12noon slot, decreasing progressively during the day. The junction with Balfour Road also presents a variety of desire lines in early slots, replaced by a clear-cut approach along Leith Walk later on in the day.

Both pavements on the side of the Walk are wide with no major hindrances, and present an opportunity for diversifying activities in the area and offering chances to pause and sitting.

Considering the amount of registered jaywalking, it would be advisable to establish formalised ways of crossing the area.

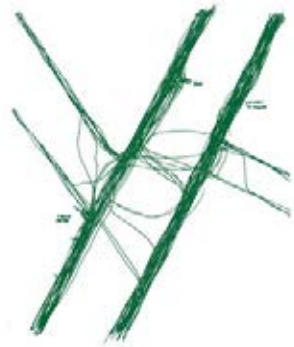
LOCATION C - FRIDAY 6 NOV

LEITH WALK + GREAT JUNCTION ST



8AM

Uniform pedestrian movement on both sides of the walk and consistent secondary flows from Jameson Place and Balfour Road. Some individual cases of jaywalking across Leith Walk.



12PM

Movement along Leith Walk is now more intense with less traffic coming from Jameson Place and Balfour Road. Jaywalking is more noticeable across the junction and there is a small presence of diagonal crossing on Balfour Road in proximity of the junction.



3PM

Uniform pedestrian flow both sides of Leith Walk with no considerable traffic coming from Jameson Place. Secondary movement along Balfour Road resulting in cases of jaywalking across the Walk.



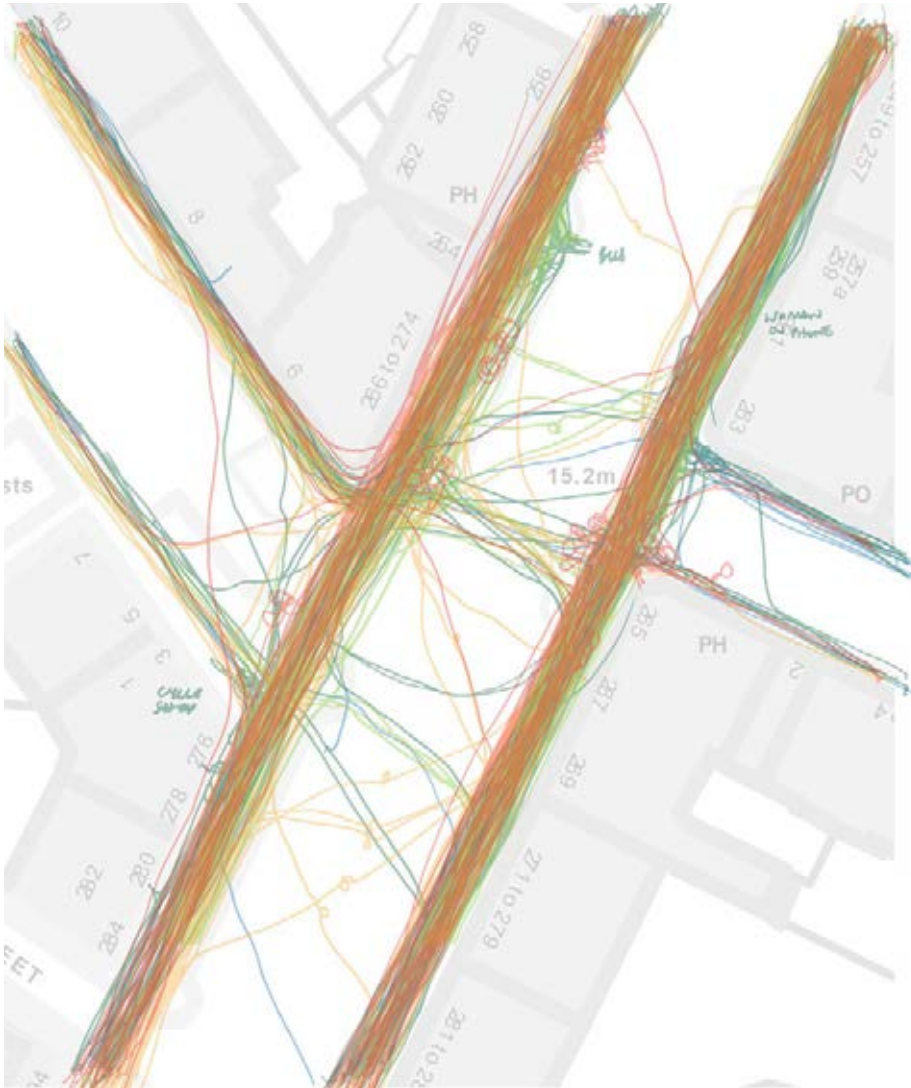
5PM

Main secondary foot traffic coming from Balfour Road. Jaywalking is now intense with significant lengths covered to cross Leith Walk at different levels of the junction and close to the bus stop.



7PM

Activity around the pub at the junction with Jameson Place and the bus stop from the city centre. Diagonal crossing on Balfour road, but noticeable decrease of jaywalking across Leith Walk.



LOCATION C, FRIDAY 6 NOVEMBER

Both sides of Leith Walk are heavily used by foot traffic throughout the day with secondary flows along Balfour Road and Jameson Place. Pedestrian traffic along Leith Walk is consistently intense at all time slots, with Balfour Road contributing uniformly and Jameson Road presenting a peak of traffic at 8 am.

Jaywalking across Leith Walk is noticeable at all times with patterns of crossing changing during the day. Longer diagonal distances are covered between 5pm and 7pm.

A high level of activity is registered later in the day around the major pubs in the area on both sides of the road and at the bus stop on the side of Balfour Road.

Considering the amount of irregular jaywalking covering a variety of distances throughout the day, it is advisable to create regular crossing points for pedestrians with clear signage which would be used at all times of the day and at nightfall.

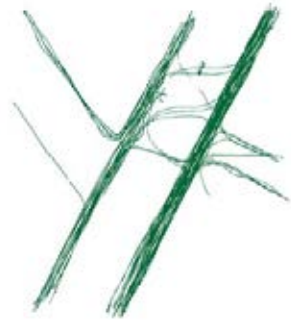
LOCATION C - SATURDAY 7 NOV

LEITH WALK + GREAT JUNCTION ST



8AM

Uniform Traffic along both sides of Leith Walk with minor jaywalking on the South end of the area. Secondary traffic coming mainly from Balfour Road rather than Jameson Place.



12PM

The right hand side pavement of Leith Walk is slightly more used during this time slot. Secondary traffic comes from both Balfour Road and Jameson Place. Frequent crossing in the area of the bus stop on the left hand side.



3PM

Uniform use of both sides of the walk with considerable jaywalking coming to and from Balfour Road and going across Leith Walk. Activity around the pub in the corner of Jameson Place.



5PM

Heavier foot traffic with considerable number of individuals coming to and from Balfour Road. Cases of diagonal crossing on Balfour Road in proximity to the junction. Jaywalking across the Walk is more intense.



7PM

Significant decrease of foot traffic along Leith Walk with activity around the pubs on both the right and the left hand side. Very limited secondary traffic from Balfour Road and Jameson Place. Considerable amount of jaywalking at the junction.



LOCATION C, SATURDAY 7 NOVEMBER

Both sides of Leith Walk are heavily used by foot traffic throughout the day with secondary flows splitting equally along Balfour Road and Jameson Place.

Pedestrian traffic along Leith Walk is consistently intense, seeing a decrease from 7pm onwards.

Jaywalking across Leith Walk is noticeable, but it particularly focuses on the portion of the walk directly in front of the pub on the corner of Jameson Place. Limited cases on the South part of the area take place earlier in the day due to the proximity with the bakery.

High activity around the bus stop on both sides of Leith Walk and high number of smokers and standing outside the close-by pubs.

The visible increase of activity around bar and pubs during the weekend, contributing to a high level of jaywalking to reach them, would call for the implementing of visible signage to facilitate the existing movement across Leith Walk.

LOCATION D - TUESDAY 3 NOV

LEITH WALK + GREAT JUNCTION ST



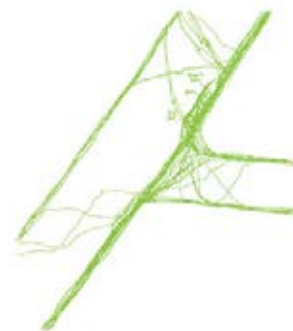
8AM

Heavy foot traffic at Albert Place especially round the bus stop. Desire lines from Albert Place to and from Leith Walk in proximity with the junction. Jaywalking on the North side of the area across the Walk.



12PM

Considerable movement around the bus stop at the junction with Albert St with pedestrian traffic consistently present on both sides of the Walk. Minor jaywalking on Leith Walk both to the left and right of Albert St.



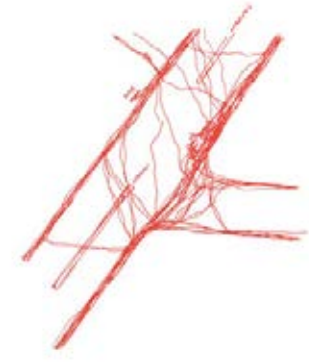
3PM

Heavier jaywalking across Leith Walk covering at times extensive lengths. Diagonal movement crossing Albert St becomes more intense and varied. More consistent foot traffic on the Walk the side of Albert St.



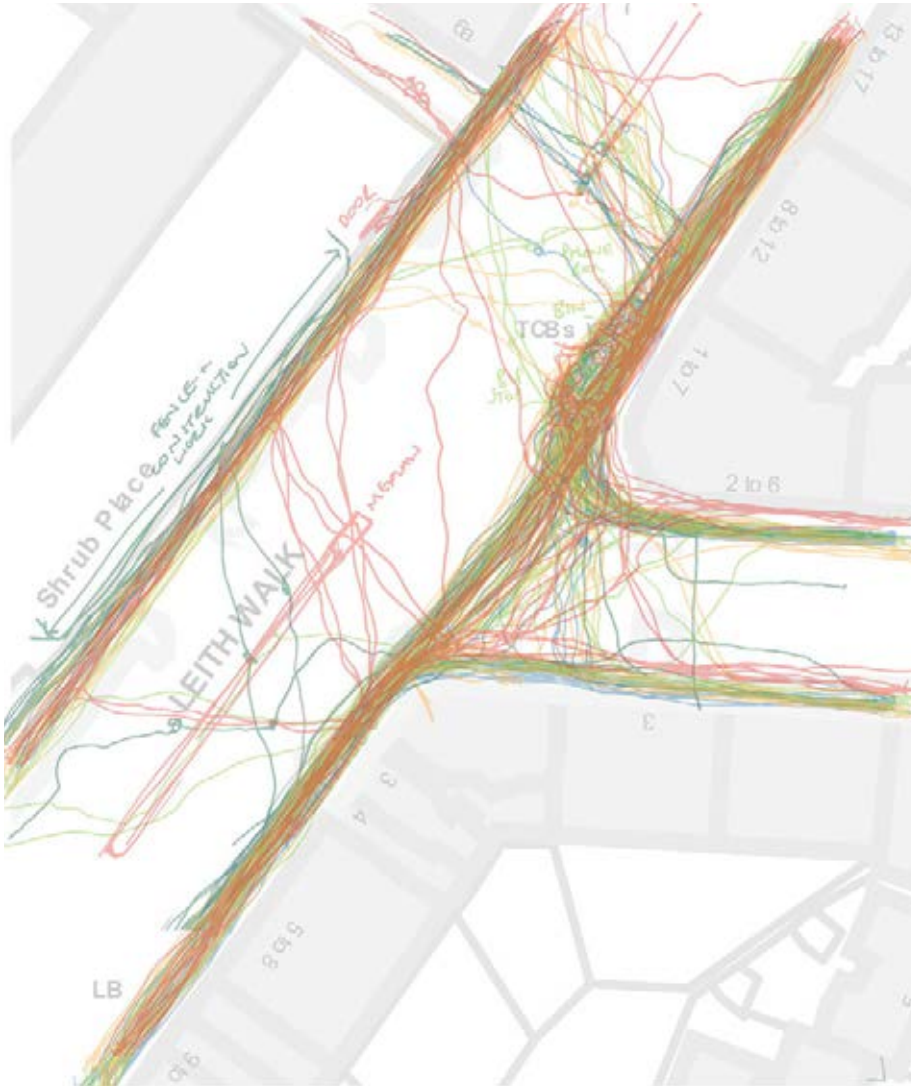
5PM

Uniform pedestrian movement both sides of the Walk with jaywalking focused on the North end of the area. Consistent movement around the bus stop and to and from Albert St.



7PM

Wide variety of diagonal crossing and jaywalking at all levels of the portion of Leith Walk considered. Secondary traffic from Middlefield is more noticeable.



LOCATION D, TUESDAY 3 NOVEMBER

The junction between Leith Walk and Albert Street is heavily used on all sides across the day. It is noticeable a more intense flow of pedestrians on the East pavement of Leith Walk joined by secondary flows to and from Albert Street.

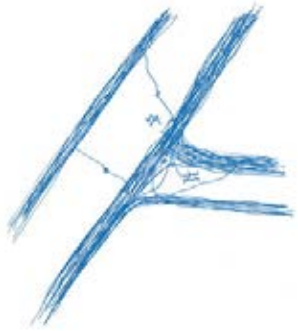
Jaywalking across Leith Walk with the aid of traffic islands is frequent at all levels, with a preference for the North side of the Walk during most time slots, apart from later in the afternoon, where pedestrians prefer crossing on the South end of the area. This phenomenon can be facilitated by providing formalised crossing points.

Pedestrians crossing Albert street along Leith Walk create a considerable variety of desire lines with a peak of activity and movement at the bus stop at the North corner of the junction.

Considering the erratic nature of the desire lines across Albert St, opportunities exist in creating visual continuity on the pavement on the East side of the Walk to encourage a linear crossing through Albert St.

LOCATION D - FRIDAY 6 NOV

LEITH WALK + GREAT JUNCTION ST



8AM

Foot traffic is consistent on both sides of Leith Walk with a predominance of the right hand side. Heavy flow coming from Albert Street and focused around the bus stop. Individual cases of jaywalking.



12PM

Flow of pedestrians focused on the right hand side of the Walk. Secondary traffic from Albert Street is less consistent. Jaywalking is visibly more frequent across Leith Walk, on both sides of the junction with Albert Street.



3PM

Jaywalking is still present but is now more erratic in its movements. Diagonal crossing is now present on Albert Streets in immediate proximity to the junction. Foot traffic along Leith Walk is balanced.



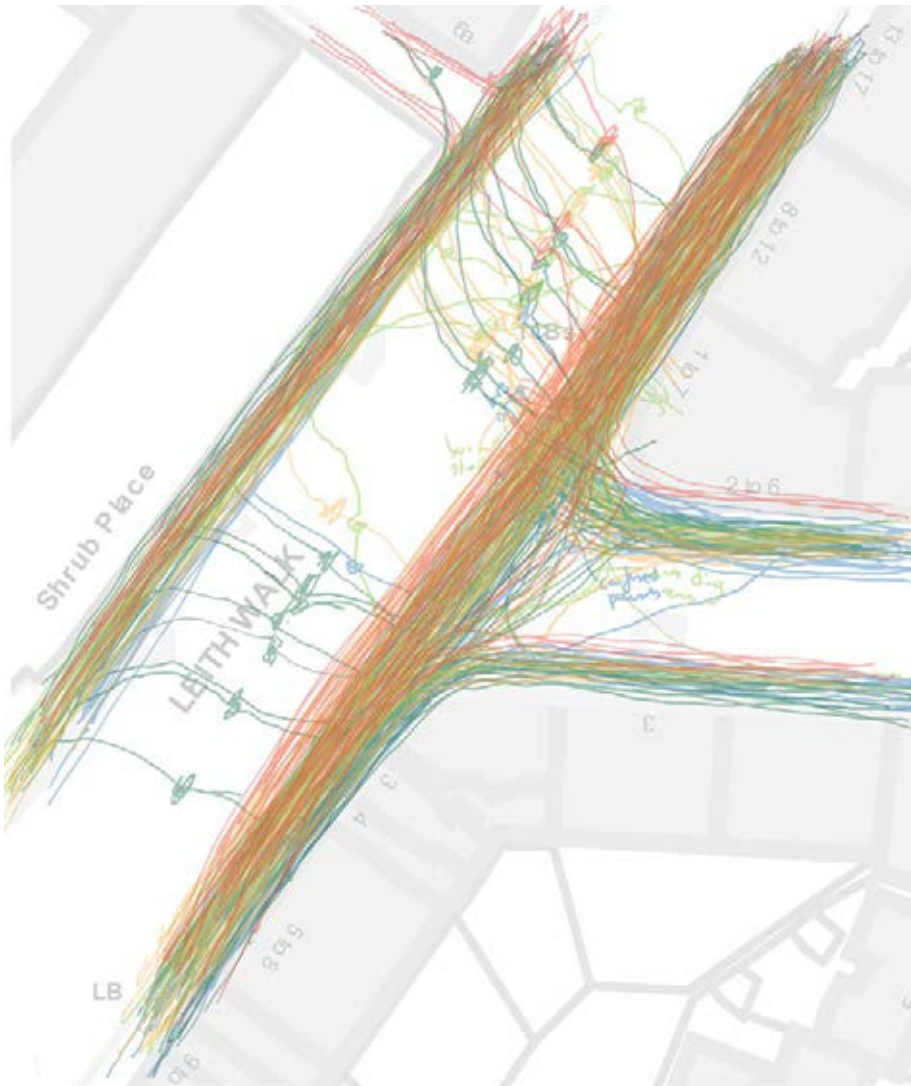
5PM

Heavy foot traffic on the right hand side of Leith Walk with consistent jaywalking near the bus stop. Secondary traffic to and from Albert street is still present with minor diagonal crossing.



7PM

Less jaywalking registered, limited to individual cases. Foot traffic is still predominantly using the right hand side of Leith Walk. Pedestrian movement to and from Albert Street is less intense.



LOCATION D, FRIDAY 6 NOVEMBER

The junction between Leith Walk and Albert Street is heavily used on all sides across the day with a visibly more intense flow on the East side of the Walk.

Jaywalking across Leith Walk with the aid of traffic islands is frequent at all levels, with a preference for the North side of the Walk during most time slots, apart from a 12noon peak on the South end of the area.

The bus stop is the main focal point of the area with users coming from secondary, but equally intense foot traffic from the North side Albert Street.

There is a noticeable variety of desire lines crossing Albert Street and continuing along Leith Walk making the junction an unclear cutting point which would benefit from a uniform and visible path for crossing.

LOCATION D - SATURDAY 7 NOV

LEITH WALK + GREAT JUNCTION ST



8AM

Uniform foot traffic on both sides of Leith Walk with activity around the bus stop on Albert Place. Moderate secondary flow coming from Albert Street and Middlefield. No jaywalking registered.



12PM

Pedestrian traffic predominantly on the right hand side of Leith Walk with considerable movement around the bus stop on Albert Street. Desire lines cutting across Albert Place in proximity to the junction. Some cases of jaywalking across the Walk.



3PM

Moderate foot traffic on both sides of the walk, with a higher intensity on the right hand side. Desire lines cutting diagonally through Albert Street and the junction are more in number and more varied. A few individual cases of jaywalking.



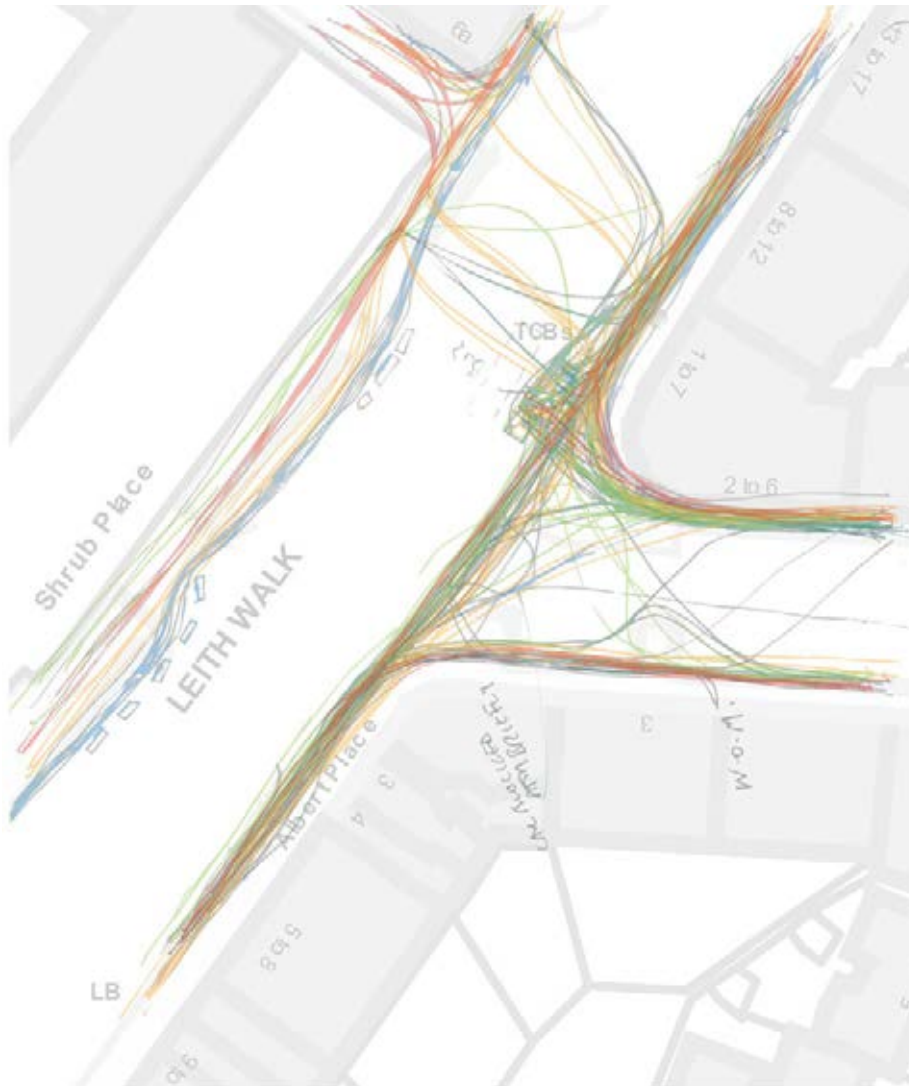
5PM

Jaywalking is more noticeable and it is focussed in the part of the Walk between Albert Street and Middlefield. Foot traffic along Leith Walk is slightly more intense on the right hand side. Desire lines crossing diagonally on Albert Street.



7PM

Milder foot traffic on both sides of Leith Walk with no jaywalking registered during the time slot. Secondary traffic from Middlefield and Albert Street is more noticeable. Activity around the bus stop.



LOCATION D, SATURDAY 7 NOVEMBER

Foot traffic on Location D is more moderate throughout Saturday with a peak during the 12noon time slot.

Jaywalking across Leith Walk with the aid of traffic islands is limited to the North side of this part of the Walk and takes place mainly during the 8am and 5pm time period. It is heavily linked to the bus stop on the corner of Albert Street which attracts a high number of pedestrians from all directions.

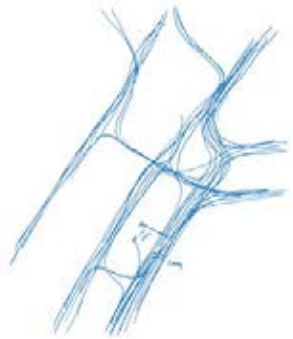
Secondary traffic from Middlefield becomes noticeable from 7pm onwards with very limited crossing to the other side of Leith Walk.

Desire lines down Albert Street become varied and wider reaching a peak as they get closer to Leith Walk.

This node is considerable active and presents several opportunities for increasing activities and links around the bus stop and to and from Middlefield and the Northern parts of the Walk.

LOCATION E - TUESDAY 3 NOV

LEITH WALK + GREAT JUNCTION ST



8AM

Tracing movement along Elm Row the side of Gayfield Square is difficult for the presence of trees and a hedgerow. Heavy foot traffic along the pedestrian area of Elm Row sheltered by the hedgerow. Heavy crossing in front of Joseph Pearce's to and from Leith Walk despite the lack of zebra crossing.



12PM

Consistently intense foot traffic down the South side of Elm Row going up and down Leith Walk and using local services like the Post Office or bakery. Movement crossing over to reach the bus stop or the car park. Deliveries for pubs and shops with lorries and vans occupying space.



3PM

Heavy pedestrian traffic on the South side of Elm Row walking to and from Leith Walk and to make use of shops and services. Jaywalking and crossing at the junction with Montgomery St is varied and consistent and creates multiple secondary desire lines.



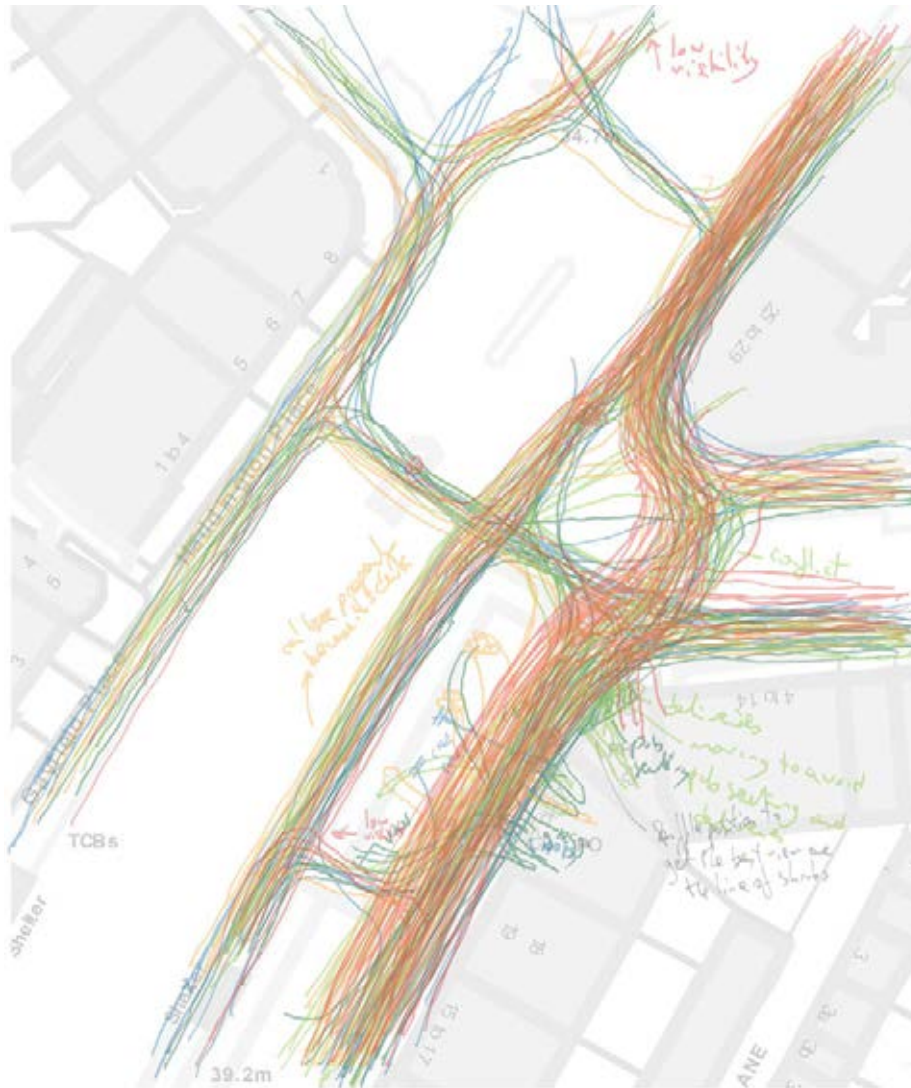
5PM

Movement from the car park to shops and services on Elm Row becomes more frequent. Consistent flow of pedestrians to and from Montgomery St with diagonal crossing in front of Joseph Pearce's as the main way of reaching Elm Row.



7PM

Consistently heavy foot traffic to and from Leith Walk with major crossing in front of Joseph Pearce's despite the lack of zebra crossing. No registered movement to and from the car park, but secondary crossing to reach the bus stops.



LOCATION E, TUESDAY 3 NOVEMBER

The hedgerow and line of trees on Elm Row make it difficult to have a clear overall vision of pedestrian flows on all sides of Location E at once.

From the registered data, an intense flow of foot traffic is visible on the Eastern side of Elm Row along the pedestrian zone with a peak during the 7pm time slot.

The most popular way of crossing Montgomery Street is in front of Joseph Pearce's, where existing ramps mark a crossing point, but there is no formal horizontal signage on the road.

The main hindrance in the pedestrian area are cars and vans using both the regular parking area and along the pavement for deliveries and going to the shops.

This already active area would benefit from the enhancement of the pedestrian activities around it, limiting parking and facilitating the movement and field of vision towards the bus stops. A formalised and clearer crossing on Montgomery Street would also enable a smoother flow of pedestrians.

LOCATION E - FRIDAY 6 NOV

LEITH WALK + GREAT JUNCTION ST



8AM

Movement on the side of Gayfield Square is difficult to register from the observer's position.

Foot traffic is focused mainly on the pedestrian area of Elm Row with crossing to Leith Walk before the traffic lights.



12PM

No noticeable change in intensity of foot traffic through the area. The crossing in front of Joseph Pearce's is still predominantly used despite the lack of zebra crossing.



3PM

No noticeable change in intensity of foot traffic through the area. The crossing in front of Joseph Pearce's is still predominantly used despite the lack of zebra crossing. Secondary traffic from Montgomery Street is constant.



5PM

Heavier foot traffic to and from Leith Walk along Elm Row with some crossing to the bus stops. More activity in front of Joseph Pearce's and along Montgomery Street. Diagonal crossing at the traffic lights on Leith Walk.



7PM

Consistent movement from Elm Row to Leith Walk and along Montgomery Street with traffic around Joseph Pearce's. Diagonal crossing at the traffic lights is now more consistent.



LOCATION E, FRIDAY 6 NOVEMBER

The hedgerow and line of trees on Elm Row make it difficult to have a clear overall vision of pedestrian flows on all sides of Location E at once.

Earlier in the day, part of the pedestrian traffic consists in individuals to and from the bus stops to the pedestrian area and drivers using the car park.

From the registered data, a moderately more intense flow of pedestrian is walking down the pedestrian side of Elm Row at 7 pm, breaking into separate and equally intense flows along both sides of Montgomery Street and engaging in diagonal crossing at the junction on Haddington Place.

The most popular way of crossing Montgomery Street remains in front of Joseph Pearce's, where existing ramps mark a crossing point, but there is no formal horizontal signage on the road.

Considering the wide variety of desire lines in the East side of the junction on Haddington Place, simplifying the variety of traffic islands in the area would improve the junction.

LOCATION E - SATURDAY 7 NOV

LEITH WALK + GREAT JUNCTION ST



8AM

Movement on the side of Gayfield Square is difficult to register from the observer's position.

Foot traffic is focused mainly on the pedestrian area of Elm Row with desire lines along the car park and a considerable secondary flow to and from Montgomery St and from the bus stops.



12PM

Uniform foot traffic along Leith Walk and the pedestrian area of Elm Row merging with considerable secondary traffic from Montgomery Street. Major crossing point in front of Joseph Pearce's rather than at the nearby traffic lights.



3PM

Foot traffic along the pedestrian area of Elm Row merging with flow to and from the bus stops and Leith Walk. Crossing in front of Joseph Pearce's splits into several desire lines and merges with Montgomery Street.



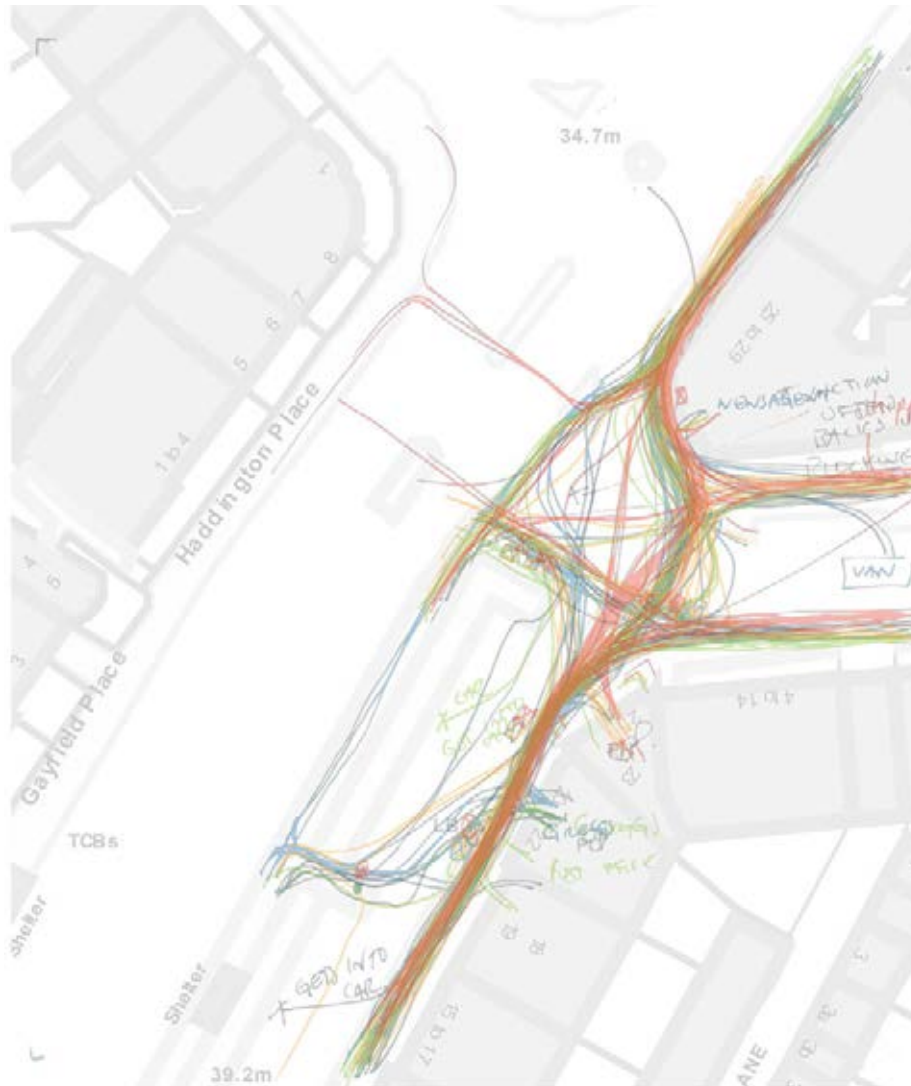
5PM

Heavier foot traffic along the pedestrian path of Elm Row. The pavement in front of Joseph Pearce's is considerably more active with heavy crossing to Leith Walk and Montgomery St before the traffic lights. Desire lines cutting through the traffic lights.



7PM

Secondary traffic to and from Montgomery Street is more intense on both sides of the road. Uniform flow along the pedestrian area of Elm Row and Leith Walk with more activity at the traffic lights and diagonal crossing. Joseph Pearce's is a focal point.



LOCATION E, SATURDAY 7 NOVEMBER

The hedgerow and line of trees on Elm Row make it difficult to have a clear overall vision of pedestrian flows on all sides of Location E at once.

There is a minor secondary flow coming from the bus stops on Elm Row and single cases of drivers coming from the car park.

The primary flows of pedestrians in the area walk down the East edge of Elm Row with peaks at 12noon and 7pm, splitting into separate and equally intense flows along both sides of Montgomery Street and engaging in diagonal crossing at the junction on Haddington Place.

The extended pavement in front of Joseph Pearce's becomes very active, especially from the late afternoon onwards, and the informal crossing in front of it towards Leith walk presents a high number of scattered desire lines getting closer to Haddington place.

Considering the increased number of pedestrians trying to cross this section and standing outside the pubs, it would be beneficial to create a clearer and safer crossing to facilitate movement.

PEDESTRIAN DATA

LIETH WALK + GREAT JUNCTION ST

			PEDESTRIAN COUNT				
LEITH							
Key Location	Date	Time	Walking	Standing	Sitting	Playing	Notes
A	03.11.2015	08.00	29	1			
A	03.11.2015	12.00	55		1		Person sitting is a homeless man
A	03.11.2015	15.00	46				
A	03.11.2015	17.00	51	1			
A	03.11.2015	19.00	30	2			
A	06.11.2015	08.00	33	8			
A	06.11.2015	12.00	51	4			
A	06.11.2015	15.00	59	2			
A	06.11.2015	17.00	56				
A	06.11.2015	19.00	49				
A	07.11.2015	08.00	11	2	1	2	People standing at bus stop // 1 sitting at Bus stop // Playing: 1 runner, 1 dog walker
A	07.11.2015	12.00	51				
A	07.11.2015	15.00	53				Really quiet. People mostly going to Tesco's
A	07.11.2015	17.00	61				
A	07.11.2015	19.00	48				
RESEARCH DIARY OBSERVATIONS							

Key Location	Date	Time	Walking	Standing	Sitting	Playing	Notes
B	03.11.2015	08.00	35	4		1	Playing: Man washing plaza
B	03.11.2015	12.00	178	13	8		
B	03.11.2015	15.00	137	6	5		
B	03.11.2015	17.00	125		1		
B	03.11.2015	19.00	54				
B	06.11.2015	08.00	21				First 5 mins from 8am very little footfall
B	06.11.2015	12.00	115	6	4	1	4 people standing buying hot dogs and talking to owner // 1 runner
B	06.11.2015	15.00	158	5	8		
B	06.11.2015	17.00	132		2	1	1 runner
B	06.11.2015	19.00	65			1	1 Skateboarder
B	07.11.2015	08.00	14	1			The man stand is fixing electric box
B	07.11.2015	12.00	192	135			Poppy appeal workers x4, on phone x3, people standing under awnings
B	07.11.2015	15.00	158	130			Standing: at crossings, religious group handing leaflets, on phone, eating outside
B	07.11.2015	17.00	115	77			People standing are people stopping momentarily from their walk. People on phone, smoking etc
B	07.11.2015	19.00	48	4			More people in groups, less people by themselves // Standing: 3 people having a fight
RESEARCH DIARY OBSERVATIONS							

Key Location	Date	Time					
C	03.11.2015	08.00	40			2	Playing: 2 runners
C	03.11.2015	12.00	56			1	Playing: 1 skateboarder
C	03.11.2015	15.00	53	1			Standing: shop owner on phone
C	03.11.2015	17.00	57				
C	03.11.2015	19.00	36				
C	06.11.2015	08.00	33	5			Lots of school children + parents with children
C	06.11.2015	12.00	69	11			Standing: shopkeepers smoking outside/ on phone/ talking to people
C	06.11.2015	15.00	44	8			Standing: 1x on phone, 2x at bike shop, 1x smoking
C	06.11.2015	17.00	51	11			Standing: shopkeepers standing smoking, texting, leaning against shopfront
C	06.11.2015	19.00	41	13			Standing: takeaway, waiting for bus, Aamoking outside pubs
C	07.11.2015	08.00	4	2			
C	07.11.2015	12.00	38	15	2		
C	07.11.2015	15.00	97	2	1		
C	07.11.2015	17.00	51	5	1		
C	07.11.2015	19.00	53	9	1		
RESEARCH DIARY OBSERVATIONS							

Key Location	Date	Time					
D	03.11.2015	08.00	38	50	2	3	High number of standing at bus stop // Playing: 2 skating, 1 running
D	03.11.2015	12.00	62	16			
D	03.11.2015	15.00	78	11			
D	03.11.2015	17.00	108	28	2	1	All standing at bus stop
D	03.11.2015	19.00	52	13	2		Standing: all at bus stop // Sitting: all at bus stop
D	06.11.2015	08.00	42	38			
D	06.11.2015	12.00	93	37			
D	06.11.2015	15.00	105	14	3	2	
D	06.11.2015	17.00	151	18	2		
D	06.11.2015	19.00	101	21	1		
D	07.11.2015	08.00	13	3	2		
D	07.11.2015	12.00	71	10	2		Standing: waiting for bus
D	07.11.2015	15.00	90	26			
D	07.11.2015	17.00	84	16	1		
D	07.11.2015	19.00	81	16	2		Standing: waiting for bus
RESEARCH DIARY OBSERVATIONS							

Key Location	Date	Time					
E	03.11.2015	08.00	61	4			
E	03.11.2015	12.00	82	4		1	Playing: skating
E	03.11.2015	15.00	61	3	1		
E	03.11.2015	17.00	102	2			
E	03.11.2015	19.00	71	5			
E	06.11.2015	08.00	57	1			
E	06.11.2015	12.00	71	5			
E	06.11.2015	15.00	75		2		
E	06.11.2015	17.00	120	4	3		
E	06.11.2015	19.00	73	1	4		
E	07.11.2015	08.00	11	2	1	2	Standing: bus stop // Sitting: bus stop // Playing: 1 runner, 1 dog walker
E	07.11.2015	12.00	51				
E	07.11.2015	15.00	43				
E	07.11.2015	17.00	61				
E	07.11.2015	19.00	48				
RESEARCH DIARY OBSERVATIONS							

PEDESTRIAN DATA

LIETH WALK + GREAT JUNCTION ST

