



PUBLIC LIFE STREET ASSESSMENT

NICOLSON STREET AND CLERK STREET

CLIENT: CITY OF EDINBURGH COUNCIL | PRODUCED BY: HERE+NOW C.I.C. | MAY 2016

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HERE+NOW is an Edinburgh-based landscape
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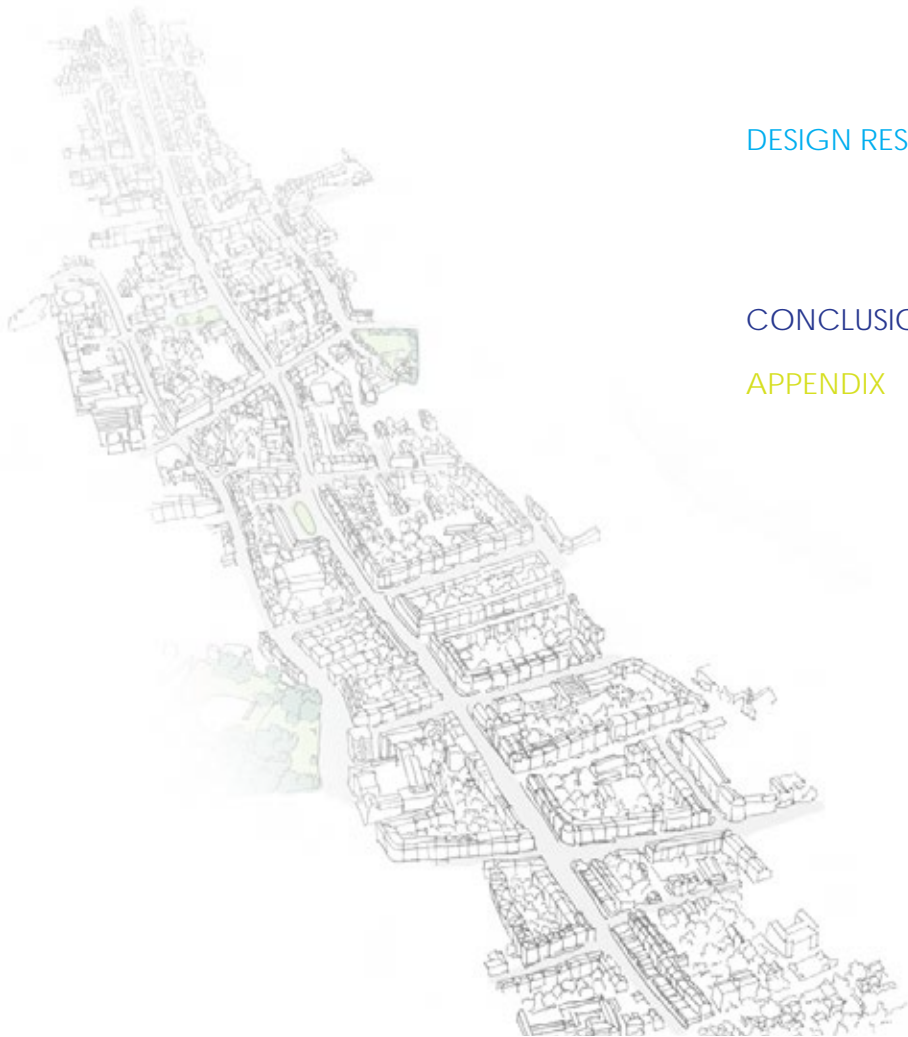


Client: The City of Edinburgh Council

Project: Public Life Street Assessments, Lot Two -
Nicolson Street and Clerk Street.

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INTRODUCTION

INTRODUCTION

This report comprises part of the second of two larger 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.

The report presented here relates specifically to the Nicolson St and Clerk St town centre. Additional reports are available, presenting findings from the research, analysis and design responses for four other town centres across Edinburgh. These are; Leith Walk/Great Junction St, Bruntsfield and Morningside Road, Portobello and Stockbridge.

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

Consistent methodologies, techniques and research team were used for each of the five total town centre studies. This enables comparable research findings between the five different Edinburgh town centre and street environments. This consistent and thorough research methodology provides an excellent baseline set of data, giving a clear

picture of how each town centre is used at present and its current level and diversity of public life. This research methodology could be repeated in the future following any improvement works or changes to the area to give a post-evaluation study for comparison.

These Public Life Street Assessments deliberately focus on the user experience of each street environment, rather than an audit of just 'what's there' in terms of infrastructure. This approach uses a mix of user interviews and direct observation studies (including behavioural mapping, demographic mapping, pedestrian counts, tracing studies and test walks) to enable valuable in-depth analysis and suggestions of design responses to improve each town centre from a user perspective. This user-centred design approach helps identify common frustrations for pedestrians and cyclists in each street environment, and common aspirations for improvement. This approach helps indicate and target those potential design improvements that might be most effective, and deliver most positive impact from a pedestrian or cyclist user perspective. These suggested design responses are intended as a starting point from which they can be further refined to also incorporate Council officers and other local stakeholders' knowledge.

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 rigorous data analysis and the resultant suggested design responses for these key town centre streets in Edinburgh, revealing 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 capturing and analysis of data, and the transformation of this detailed information into the identification of key opportunities and potential design responses for these complex and interesting places.

We recognise that these Public Life Street Assessments present an exciting opportunity to supplement the Council's existing knowledge about how these town centres function at present. We hope these studies can add value and insight, offering local contextualisation for the Edinburgh street design guidance and providing opportunity for further monitoring and improvement of the public life of Edinburgh's streets. These assessments are intended to build on the existing thinking and work to date, including the Local Development Plan, Town Centre First policy 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 possible design responses that can help ensure the maximisation of public life across Edinburgh town centres in the future. We hope this research study will be useful in informing positive change to these street environments. We believe the best design decisions are based on a solid grounding of thorough research findings, and hope that the key priorities and responses that have come out of this research will help stimulate discussions about the possible ways to improve each town centre.



EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

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

This assessment has included analysis of the movement and place function of this town centre using a standardised methodology. This consistent methodology enables comparison with the other four town centres completed in late 2015 and early 2016. It also provides opportunity for future assessment using the same methodology to evaluate any changes made at these locations or for comparison with other additional town centres in Edinburgh.

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

Research took place during January and February 2016 on both a weekday and weekend day (Tuesday, Saturday), and at five different times of day (8am, 12pm, 3pm, 5pm, 7pm) to ensure the maximum diversity of different usage patterns was captured. The suite of research tools and techniques were carried out in a standardised consistent manner by the team of researchers simultaneously across

five locations in each town centre, at each of these five time slots and on both research days. Research techniques included a mix of user interviews, direct observation methodologies and test walks combined with a series of sub studies and further assessment by the research team. This provided a thorough study capturing use of the town centre at a diverse range of times and gave a wealth of useful information and data for analysis and comparison.

In the Design Responses section of this report, data analysis and interpretation findings for the current place and movement functions of the town centre have been combined with HERE+NOW's 12 Design Principles for Healthy Public Spaces. This combination results in a series of suggested design improvements that respond to the trends shown in the site-specific data analysis for this town centre in combination with global best practice. These design responses are intended as options and suggestions rather than definitive answers.

Analysis of the Nicolson St and Clerk St town centre revealed that it has a very different movement and place function. This executive summary includes a concise overview of the main findings from the data analysis, followed by an overview of the design responses and approaches suggested. These Public Life Street Assessments are just a starting point in the process of improving a street - giving robust data about its current usage, user opinions and aspirations, and key findings about both its existing condition and potential for improvement. As such, the design suggestions and approaches suggested

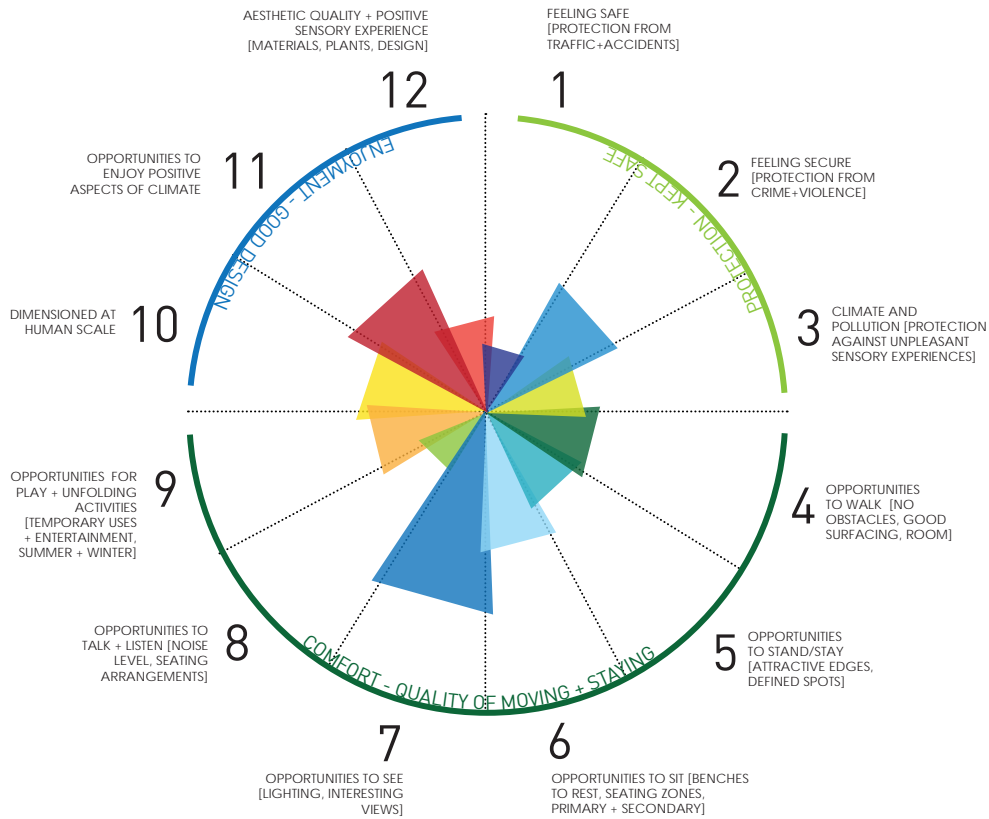
have been put forward with an aim to inspire and catalyse further design development and ideas rather than being finalised design solutions.

PLACE FUNCTION

Place function for the Nicolson St and Clerk St town centre was established by synthesising the mix of data and results from the suite of qualitative and quantitative research methods used to assess the town centre, and analysing these findings against Gehl's 12 Quality Criteria. In doing so, this research found the Nicolson St and Clerk St town centre had mixed results in terms of place function. Nicolson St and Clerk St scored favourably for opportunities to see - particularly referring to the views of Arthurs Seat to the East from the Southern end of the town centre and views toward the Royal Mile from Nicolson Square. However it scored less well for other qualities, especially perception of safety from traffic (with this being a major issue for almost all users interviewed), opportunities to talk and listen (which were felt to be hindered by loud traffic noise) and aesthetic quality and positive sensory experience. The biggest hindrance to place quality was the presence and dominance of vehicles and traffic, which had a knock-on effect on these other place qualities through its noise, air and visual pollution, creation of a barrier between sides of the street, perceived threat to users, and its dominance in the street environment at the expense of pedestrian and cyclist priority which better benefits public life.

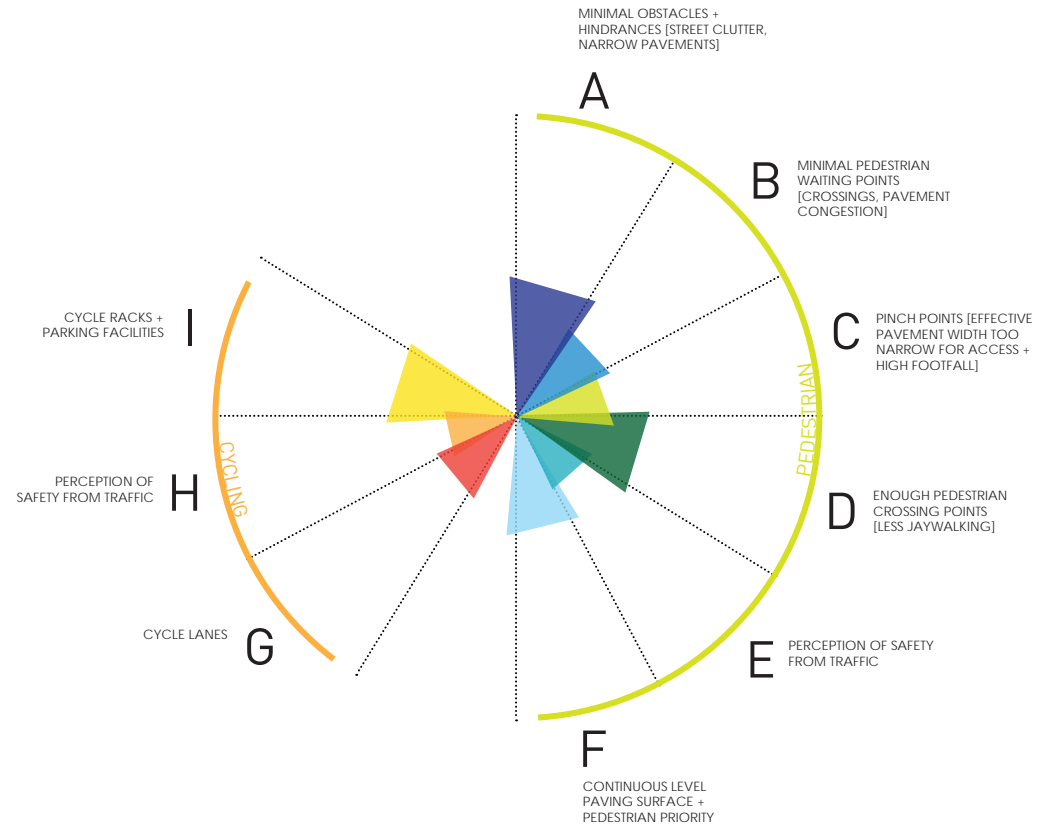
PLACE FUNCTION

ASSESSED AGAINST GEHL'S 12 QUALITY CRITERIA



MOVEMENT FUNCTION

BASED ON DIRECT OBSERVATION TECHNIQUES + USER INTERVIEWS



MOVEMENT FUNCTION

In terms of movement function, Nicolson St and Clerk St scored poorly or averagely for all aspects of pedestrian and cyclist movement. Key issues were found to relate to cyclist perception of safety from traffic - with many cyclists walking over junctions with their bikes or avoiding the town centre entirely rather than cycle on the road due to a cycle lanes and fear of accidents from potholes or traffic. A more favourable score was attained for cycle facilities in terms of bike racks, though there was still a demand for more bike racks in many places along the town centre - particularly on the East side of the street between Rankeillor St and Nicolson Square. Pedestrian scores were average in terms of movement function for obstacles and hindrances and pedestrian crossings, but scored less favourably for perception of safety from traffic, pinch points and waiting points for pedestrians, with many junctions causing pedestrian congestion on narrow corners with railings fencing in pedestrians and long waits to cross the road. These results for place and movement function highlight some of the strengths and key issues found in the town centre, and were used to inform the potential design solutions suggested.

CURRENT USAGE AND OPPORTUNITIES

User interviews were conducted at each location within the town centre. Up to three users were interviewed at each of the five time slots and on three different days of the week, typically giving a

sample size of up to 150 interviews. User interviews were also coded to give a breakdown of the specific types of activities users were engaged in along the town centre.

The most common user activities across the whole town centre included going to/from work, home or the shops. These more 'necessary' uses were particularly seen toward the Southern end of the town centre and at Chambers St/South Bridge. Other common uses included walking for leisure/sightseeing - particularly at Hunter Square and Nicolson Square to the North - and also walking the dog, meeting someone or just 'passing through'.

Currently the Nicolson St/Clerk St town centre is dominated by necessary activities. It acts primarily as a movement route to/from necessary errands for cars and pedestrians, prioritising vehicles and thereby restricting room for pedestrians and cyclists. Narrow congested pavements, poor material qualities (especially to the South), busy loud traffic and few wider more generous spaces mean the environment is not conducive to sitting or spending time activities and provides hindrances for active travel movement, with several cyclists and pedestrians reporting they use side streets instead. 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 along the town centre length.

Whilst this gives an overview of some of the key findings from the data analysis and resultant design

responses, it is advised to take a closer look through the full report's Analysis section to more fully understand the different results and trends found at each location in the town centre and which have informed the design responses put forward.

DESIGN RESPONSES AND NEXT STEPS

An overview of some of the potential design responses suggested based on the findings of this research are presented overleaf. However it is worth noting these are just possible design solutions created as part of this contained research sub-study. To more fully develop the potential design responses and start to agree a plan of action for which might be taken forward and further developed or implemented, it would be recommended for a next phase to follow this report. This next phase might consist of facilitated internal Council workshops to learn from existing knowledge within Council teams to further develop and refine possible design solutions and together further shape and refine which of these pilots, 'quick wins' and longer term design solutions are worth investigating further, who will take these forward and how they might fit within existing Council plans and initiatives.

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

NICOLSON ST + CLERK ST: POSSIBLE DESIGN RESPONSES



Work with a local artist to develop a creative mural to improve the pedestrian connection West to the university.



Install a series of 'Chatty Benches' at key locations throughout the town centre to foster social interaction and provide places to stop and rest for older or less mobile users.



Replace one parking space in key locations with additional cycle parking in the form of bike corrals.



Retrofit redundant bollards with urban seats, transforming them into productive public life use for informal sitting and staying activities at key suitable locations.



Pilot and test a parklet in place of two parking spaces at Nicolson St shops on East side of street. Pilot for one day as part of Parking Day in September 2016 or as longer 6 month trial.



Use low-budget removable planters, bike corrals, seating and painted surfaces to create interim public plaza at The Causey and improved pedestrian/cycle links East ahead of longer-term design.



Create a level pedestrian surface for East-West and North-South movement using raised table over minor roads to prioritise pedestrian and cycle movement. This might extend super graphic painted surface from The Causey.



Trees with a view - build on the initiative already identified for Leith Walk, incorporate raised tree planters on more generous corners indicating views and links to Arthurs Seat and The Meadows.



Redesign of Nicolson Square. Remove railings, raised level shared space prioritising pedestrian movement (vehicles limited to taxis and buses), and extended outdoor seating opportunities and better screening of the traffic.



Redesign of Hunter Square to provide improved seating opportunities, shelter and soft landscape and relaying setts to give a level walking surface across Blair St.



Improve upon existing works at Chambers St to add trees, bike racks and informal seating possibilities as part of a flexible pedestrian surface in front of the National Museum of Scotland for outdoor performances, theatre and events.



Reclaim space for people at the Chambers St junction. Raised junction surface, removal of railings and single green man phase after each set of car lights. Widen pavements to further improve public realm and allow for outdoor cafe seating.



ANALYSIS

ANALYSIS

This section details the results and analysis of all data collected at each of the five locations within the Nicolson St and Clerk St town centre.

This includes summary and analysis of data from pedestrian counts, behavioural mapping, demographic mapping, tracing studies, researcher diary entries and observations, test walks, mapping of obstacles, waiting points, and user interviews. Together this gives a holistic understanding of how these town centres and public spaces currently function in terms of both movement and place function, user perspectives of the existing street condition and the current level and potential for public life.

This analysis is split into an 'overview' synthesising all the information gathered for the town centre as a whole, followed by a breakdown of analysis and results from each of the five key locations studied in more detail.

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

the town centre's movement and place function. This is shown in summary via the two graphic diagrams for the town centre. The first assesses the town centre's place function against the Gehl 12 Quality Criteria, and the second graphic gives an overview of the town's movement function in terms of conditions and experiences for pedestrians and cyclists.

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

The analysis then breaks down the research into more detail, showing summary results for each of the five key locations throughout the town centre. This brings an additional level of detail at key places along the town centre where there is either greatest potential for public life, or where 'typical' street characteristics have been looked at in more depth with the aim that research findings can inform improvement of other similar parts of the town centre.



OVERVIEW

NICOLSON ST + CLERK ST

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

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

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

SWOT ANALYSIS

STRENGTHS

- High pedestrian footfall
- Key arterial route into / out of the city with the associated high footfall
- Popularity of cross-routes East-West that pass through the town centre.
- Multitude of smaller shops and retail frontage add human-scale interest.
- Diverse mix of shops, including many small local independents.
- Proximity of Northern end of town centre to Royal Mile and Edinburgh city centre
- Proximity of Clerk St to the Meadows, Arthurs Seat and other smaller green spaces.
- Size - the town centre is very large and big enough to enhance the identity of different character areas within.

WEAKNESSES

- Large pedestrian flows not fully accommodated by some narrow footpaths or prioritised at junctions.
- Heavy car/bus traffic and a vehicle-dominated street layout.
- Difficulty for pedestrians to cross the road with ease or when desired.
- Poor quality materials in places, including uneven pavements and numerous significant pot holes a hazard for cyclists.
- Considerable length of town centre makes it hard to create a nucleus or consistent town centre identity and 'place'.
- Linear and lengthy town centre inhibits easy wayfinding and navigation along it.
- Not enough places for pedestrians to pause and rest in comfort.
- Bus shelters frequently positioned obstructing the pavement creating pinch points.
- Cyclists and pedestrians perceive buses and traffic as a threat to safety.
- Lack of adequate cycle lanes and facilities.
- Traffic noise and air pollution.
- Perceived danger of antisocial behaviour and crime.

OPPORTUNITIES

- Build on and capture high footfall to create vibrant public life.
- Enhance 'breathing spaces' along this linear narrow town centre to create opportunities to stop, gather, spend time.
- Build on and support existing independent retail.
- Improve quality of materials to create a more conducive environment for walking and cycling with less trip/fall hazards.
- Rationalise parking to provide additional room for pedestrians and cyclists.
- Improve conditions and facilities for cyclists - street layout incorporating dedicated bike lanes and parking.
- Improve cross-connections with the broader context for cyclists and pedestrians, for example to The Meadows and university.
- Cross-streets such as West Crosscausey and West Richmond St often lead to interesting small public spaces which could be enhanced to offer 'breathing spaces' off the main thoroughfare and away from traffic for those wishing to pause or explore. These could supplement existing smaller spaces such as Nicolson Square, St Patrick Square and Hunter Square on the main thoroughfare to offer a variety of places to stay, stop and spend time.

THREATS

- Heavy traffic and the town centre's use as an arterial route South from the city centre. This restricts the extent street redesign can prioritise pedestrians and cyclists without careful consideration of transport planning results.
- Traffic noise, volume and pollution.
- Length of the town centre makes it hard to consider this as one 'identity', rather, a connected street comprising of different character areas and centres.
- The perception of the town centre street and the squares/parks along it as a threat in terms of anti-social behaviour.

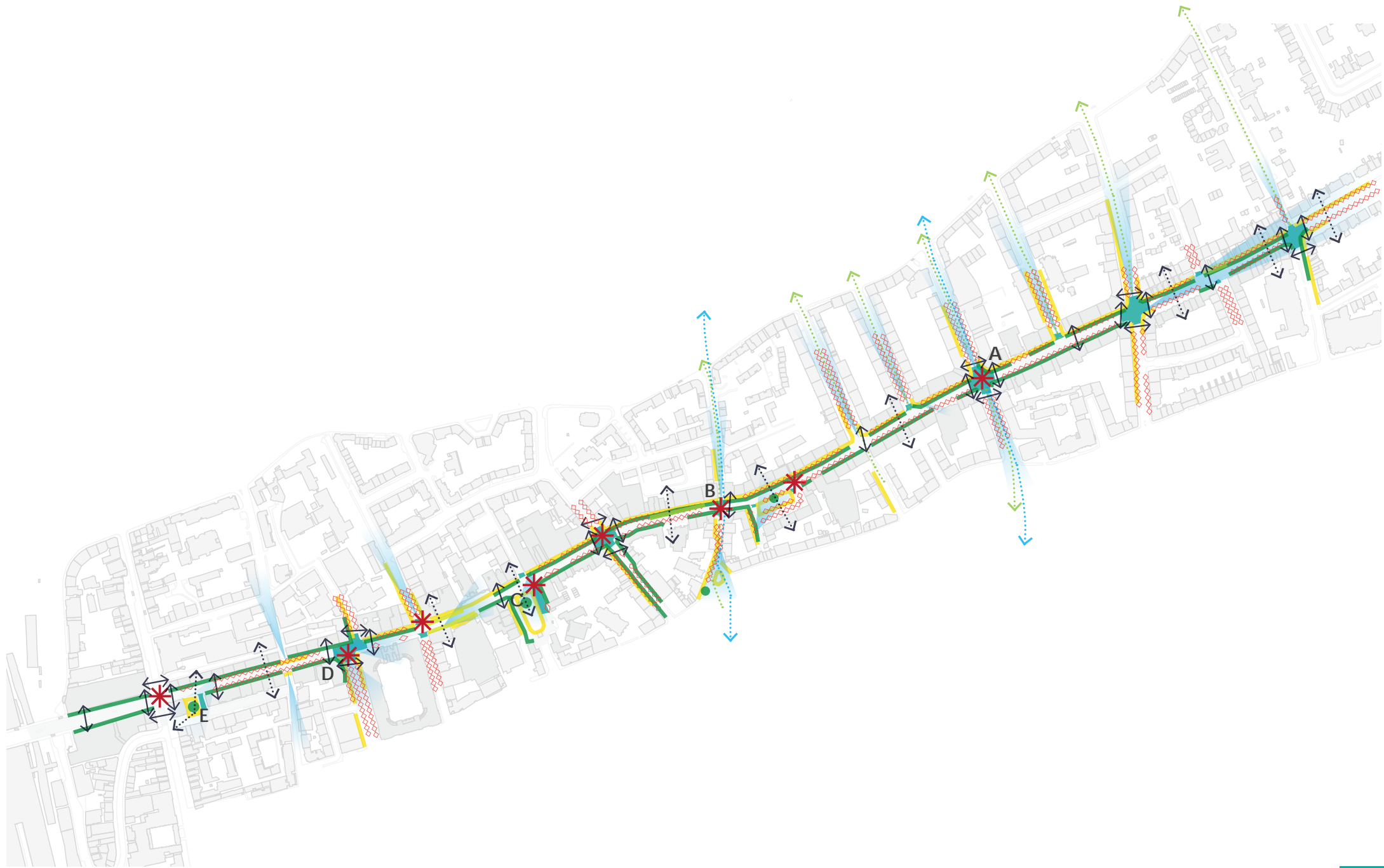
OVERVIEW

NICOLSON ST + CLERK ST

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

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

-  Key areas of conflict between pedestrians and traffic. Where pedestrians are trying to move freely between different parts of the town centre or cross the street but traffic or parked cars are proving a hazard or barrier.
-  Favourable microclimate (sun, mostly sheltered from wind)
-  Key positive views
-  Existing pedestrian crossings.
-  Existing public life - primarily relating to active shop fronts with some small gathering spots as well as Jubilee Gardens and the market as main gathering place for public life.
-  Connections to key local green spaces.
-  Better prioritising of pedestrians needed at minor road junction e.g. addition of raised tables, reduced corner radii, increased pavement width, improved drop kerbs.
-  Improved connections East-West needed.
-  Parking, including loading bays and single yellow lines. Places cars regularly stop, hindering and creating a barrier to connection with the opposite side of the road
-  Redundant carriageway space suitable for parklet
-  Increase visual and walkable connection between both sides of Nicolson St / Clerk St.
- A** Key location at which research was conducted [labelled A to E].



PLACE FUNCTION

ASSESSED AGAINST GEHL'S 12 QUALITY CRITERIA

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

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

Overall, the Nicolson St and Clerk St town centre has a mix of place function scores. For example the town centre scored highly as a place in terms of opportunities to see. This was due to the frequent positive views to the East from South Clerk St including church spires and Arthur's Seat, as well as from high points such as Nicolson Square where views of architecture to the North are particularly attractive. The town centre also scored highly for opportunities to enjoy positive climate due to spaces such as St Patrick's Square, Nicolson Square, Hunter Square and intermittent outdoor cafe seating, though these spaces could be improved and more outdoor seating encouraged.

Medium place scores were found for the town centre for criteria such as being dimensioned at

human scale. This was largely due to a combination of ground-level small-scale retail creating human-scale interest, contradicted by larger vehicle scale junctions.

The town centre scored less favourably as a place in terms of feeling safe from traffic and opportunities to talk/listen in particular. Both these low scores were due to high traffic volumes creating a difficult and sometimes threatening environment for both pedestrians and cyclists. Large traffic volumes were also the cause of significant noise, which users often commented prohibited conversations even in those open spaces to pause along the town centre length such as St Patrick Square, Nicolson Square and Hunter Square where nearby traffic was seen to deter longer staying activities.

HIGH PLACE SCORE

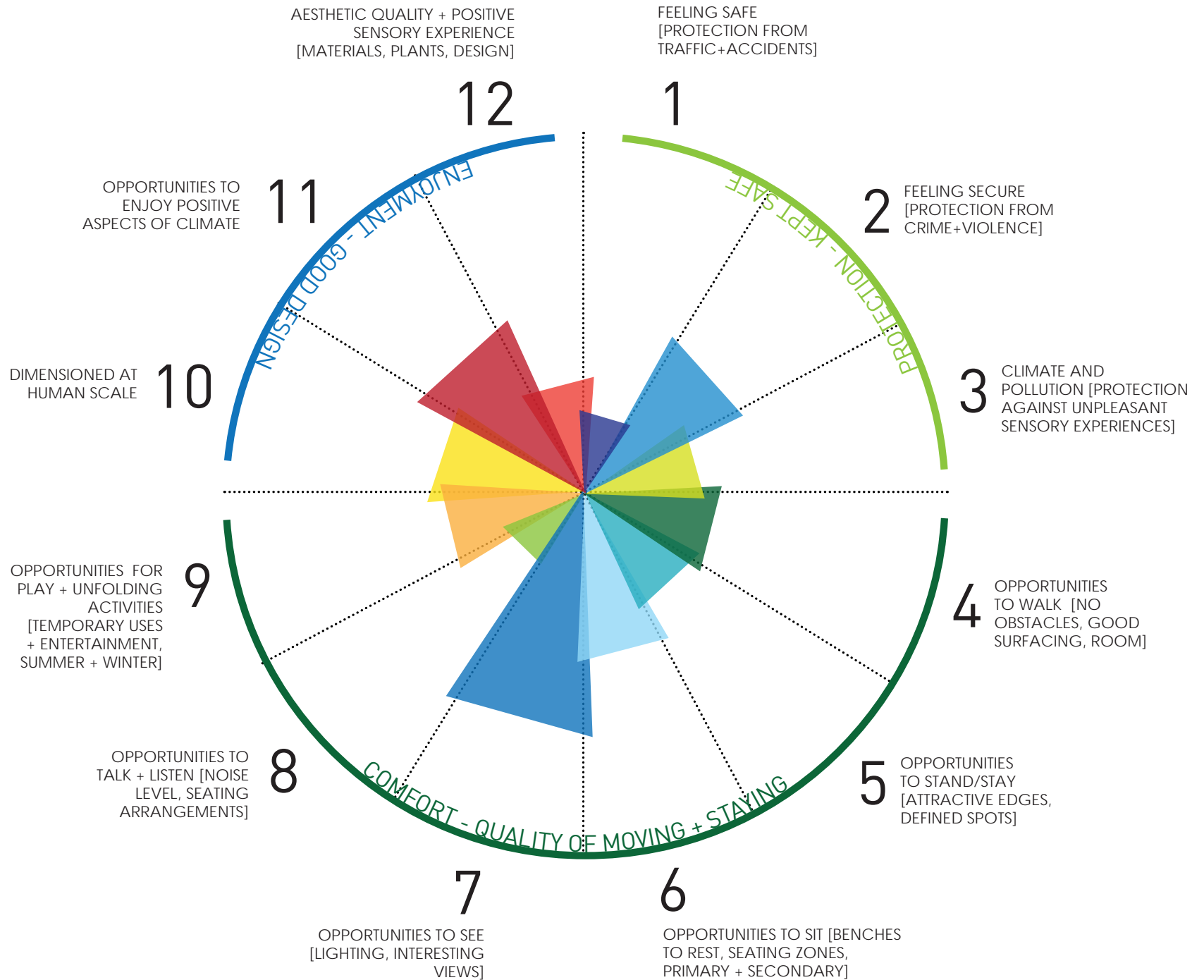
- Opportunities to see (lighting, views)
- Opportunities to enjoy positive aspects of climate

MEDIUM

- Dimensioned at human scale
- Feeling secure (protection from crime)

LOW

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



MOVEMENT FUNCTION

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

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

Overall the Nicolson St and Clerk St town centre could be improved in terms of pedestrian and cycling movement function. At present the town centre length seems to favour cars and buses along this arterial traffic route over and above the pedestrian and cycling experience. Many users commented they did not feel safe either crossing the road as pedestrians, walking on uneven surfaces (particularly to the South of the town centre), or cycling amidst heavy traffic and buses.

Pedestrian movement function scored averagely for

obstacles and hindrances - with narrow pavements in places combined with unnecessary street clutter, poles, and poorly positioned bus shelters causing frequent pinch points. However, some parts of the town centre do have wider pavement widths, which help to ease pedestrian congestion somewhat. The Nicolson St town centre also scored averagely for movement function for cycle facilities (whilst some are present these were lacking in places), and enough pedestrian crossing points (whilst there are a moderate number along the town centre length, frequent jaywalking was observed where pedestrians would like to cross sides of the street but pedestrian crossings were not frequent enough, positioned with desire lines or had long waits). Pedestrian movement function scored less favourably in terms of pedestrian waiting points (with several larger junctions causing long waiting periods), pinch points, for continuous level surface (with frequent trip hazards observed) and perception of safety from traffic.

Test cycle rides along the town centre length revealed several key threats. These included potholes - both along Nicolson/Clerk St and adjacent side road entry points to the town centre - causing cyclists to swerve dangerously and focus attention on the road surface rather than other traffic - as well as cars parked in the bus/cycle lane which cyclists have to pass in the 'door zone'. This, combined with a lack of dedicated separated cycle path sheltered from traffic creates a threatening atmosphere for cyclists and may deter users from regularly cycling this route through the town centre. Research also revealed a low perception of safety from traffic by cyclists, some bike racks but not enough to meet demand in many locations, and a lack of dedicated cycle lanes.

HIGH MOVEMENT SCORE

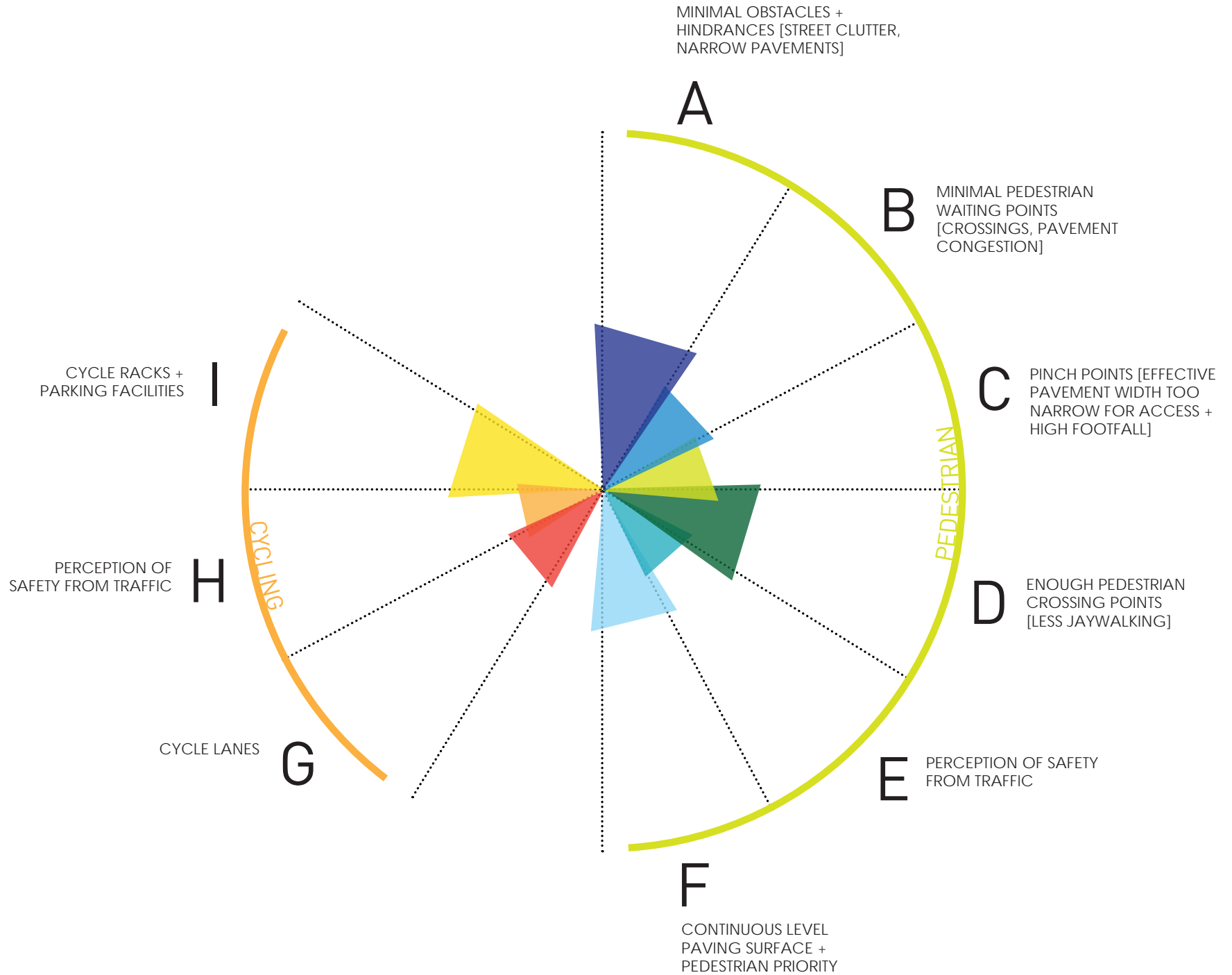
- None observed from research results.

MEDIUM

- Pedestrians - Minimal obstacles and hindrances.
- Pedestrians - Enough pedestrian crossing points.
- Cyclists - Cycle racks and parking facilities.

LOW

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



LAND USE

OVERVIEW OF TOWN CENTRE

A land use study was conducted at the Nicolson Street and Clerk Street town centre. This land use study researched the mix of uses present in the town centre, including shops, professional services, eating-related uses, assembly and leisure uses and vacant / residential / other.

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 Nicolson Street and Clerk Street town centre shows a wide variety of land use. It consists of a mix of primarily smaller shops, grocery stores and eating places, bars and different types of takeaway combined with a few bigger cultural institutions. This variety of land use helps enable the city centre to be active both in the daytime and in the evenings and by different groups of people.

Compared to the other town centres Nicolson Street and Clerk Street was found to have a remarkably high number of electronic repair shops and takeaway / fast food establishments. This might be a result of the town centre's close connection to the University and its students. A diverse range of eating places are also well represented throughout the town centre. These ranged from cafés, to restaurants, bars, pubs and takeaways. These are spread out fairly evenly throughout the town centre, with no division or prioritising of these activities in a particular location.

A high number of vacant shops was also observed. Where vacant shops are present the activity along a frontage is reduced and less public life is observed. As such schemes or initiatives to help fill these vacant shops and activate these frontages, even temporarily as pilots for start up local businesses or shops wanting to test a concept, or alternatively for use by community initiatives, would help foster a sense of vibrancy throughout the town centre.

Shops are diverse and well represented in this town centre. Notably, most of the shops recorded were in the 'general' or 'grocery' shop categories and include the many kiosks and electronic repair places. This predominance of grocery and electronics based 'general' shops implies a high number of 'needs'-based retail, both for the nearby University and its students and those living in the adjacent residential areas.

Retail activity along the main thoroughfare is supported by the extension of the town centre down side streets to the west of Nicolson St/Clerk St towards the University and the Meadows (e.g. W Nicolson St).





OVERALL LAND USE STUDY RESULTS

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





● ASSEMBLY + LEISURE
 (for example, churches,
 surgeries, libraries and
 schools)



EATING
 ● Café & Bakery
 ● Restaurant
 ● Pub & Bar
 ● Takeaway



● PRIVATE HOUSES



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



- OTHER



- VACANT

FACADE STUDY

OVERVIEW OF TOWN CENTRE

A facade study was completed for the Nicolson Street / Clerk Street town centre to gain insight into how the facades vary throughout. These were categorised as either 'active' (small units, visually interesting and diverse with many doors and windows), 'friendly' (small units, some diversity in function), 'boring' (often larger, more passive units with few doors or windows), or 'inactive' (often larger units, passive frontage, few if any doors/windows, little or no visual interest) dependant on how active these frontages onto the street were.

In general, the facades along Nicolson St/Clerk St were considered 'friendly' and some 'active' (1, 2) though some of these were in poor condition. There were also some critical areas of poor frontages where abandoned buildings and vacant shops result in less active frontages (3).

Shop frontages were observed to be generally narrow. This has a positive impact in creating variation in the townscape and visual interest. However, it was observed that shop frontages sometimes change very frequently, making it difficult for those passing by to distinguish the different functionalities. Some of the shops were difficult to identify due to their windows being covered with items or window-wrap, which can make it difficult for newcomers to navigate.

To the South of E/W Preston Street the facades change notably. The ground floor shops face onto the street with a mix of residential building use above, which are often set back from street level (4). This change is significant as it is unique to the southern end of the town centre and reduces the perceived

passive surveillance from upper floors. The change in character along the town centre area studied, combined with more inactive facades and vacant shopfronts or those undergoing renovation, may indicate a potential to shorten the Nicolson St/Clerk St town centre to those more active areas. In focusing regeneration or town centre functionalities, it may be appropriate to exclude the residential East end with its more local shop typologies from the town centre study.



1: Active facade.

2: Friendly facades.

3: Abandoned buildings and vacant shops result in less active frontages.

4: Shops face onto the street, and the homes above are stepped back from the street.



OVERALL FACADE STUDY RESULTS

- Facades**
- Active
 - Friendly
 - Boring
 - Inactive



ACTIVITY STUDY

OVERVIEW OF TOWN CENTRE

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

As identified by the land use study, the Nicolson St/Clerk St town centre has a varied mix of uses. These include smaller shops, grocery stores, restaurants, bars, and takeaways combined with a few larger cultural institutions which all are open predominantly during the day but with some occasional evening use.

The town centre is most active between the hours of 9am and 6pm, though there are also a significant number of active uses between 6pm and 10pm, which includes the electronic repair shops and some grocery stores with 24 hour opening times.

However, given the diverse mix of land use and hours of activity, the Nicolson St/Clerk St town centre experiences activity at almost all times of day and evening. Types of users are varied throughout these times, with peak times of people visiting shops, cafes, restaurants, professional services and leisure uses being during the day-time. Reduced numbers of users were seen in the evening and these people were primarily visiting the takeaways, restaurants, pubs and cultural institutions.



OPEN 7AM - 9AM



OPEN 9AM - 12PM



OPEN 12PM - 6PM



OPEN 6PM - 10PM



OPEN 10PM - LATE

DEMOGRAPHIC ANALYSIS

NICOLSON ST/CLERK ST

During the study days, a timed ten-minute demographic mapping exercise was conducted at each time slot in the Nicolson St and Clerk St town centre. The analysis of this study provides a good indication of the proportion of male to females occupying the space and a pattern of the different age groups.

Overall, men and women were equally represented in the Nicolson St/Clerk St town centre with 50% men to 50% women. This could indicate that this environment is perceived as relatively safe from crime, resulting in an equal representation of women and men occupying the public realm throughout the day. People between 19-25 years old were found to be the most prevalent group, making up 31% of all users. This group was followed by people between aged 26-35 years who visually represented a further 26% of users in the town centre.

Full detailed graphics summarise this data on the following pages, however here we summarise verbally some of the key trends observed by location.

LOCATION A

Location A is at the junction of South Clerk St and Bernard Terrace/Hope Park Terrace. The gender ratio at this location saw slightly more females (53%) represented than males (47%).

On weekdays, all age groups were represented, however those aged 19-25 years were particularly active at this location (especially on Saturday at 3pm and 7pm research slots). This group were followed by the 26-35 year olds who also featured prominently. On weekdays, children were not visibly present in the street until 3pm on their way home from school, and only a small number of children were observed during weekends, particularly around midday. Children were markedly absent at most times of day and on both weekdays and weekends at this location. People in the older age groups (55-54 and 65+ years old) were most active in the middle of the day on both weekdays and weekends.

LOCATION B

Location B is found at the junction of Nicolson Street and West Crosscauseway. The gender ratio at this location showed slightly more men (54%) represented than women (46%).

During the week, all age groups were represented but especially 19-25 year olds were present - on both weekdays and weekends, and at all times of

the day. This may be due to the location's proximity to the university, indicating this is a key East-West route for students. On weekdays, children are not visibly present in the street until between 12pm and 3pm, and only a few children were observed during the weekend, particularly absent at 8am and later time slots. This was one of the more active locations for those in the age group 55-54 and 65+ years old compared to the other locations across the town centre.

LOCATION C

Location C was located at Nicolson Square. The gender ratio observed here included slightly more men (53%) than women (47%).

During the week, all age groups of adults were represented. The groups of 19-25 and 26-35 year olds represented the majority of users recorded. There were almost no children in the age group 10-18 years present at this location. More mixed groups of adults of different ages were observed at this location. The visual representation of different age groups does not change a lot across different times of day or between weekdays and weekends. The most significant pattern is the increase in proportion of 18-25 year old people observed at this location at 8am on both weekdays and weekends compared to more even splits between different groups (except the very young and old) at other times of day.

LOCATION D

Location D was located at the junction of Chambers Street and South Bridge. Women and men were equally represented at this location during the day.

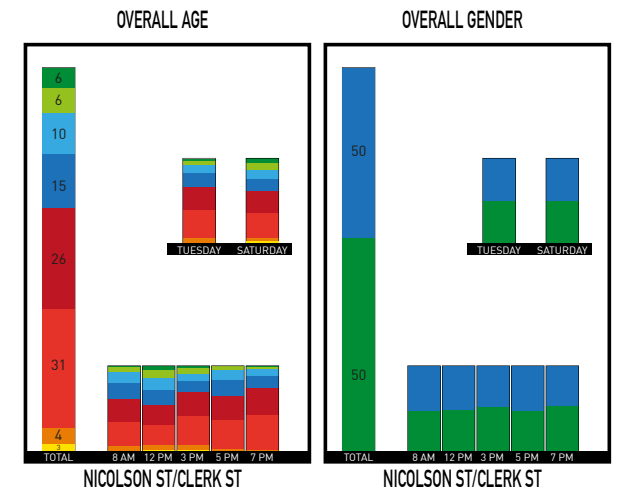
During the week, all age groups were represented but especially the 19-25 year old group were active at this location - both on weekdays and weekends, with a peak on weekdays at 3pm. Only on Saturday morning was the range of age groups of adults visible in the street more varied. On weekdays, children are not visibly present until noon and into the afternoon. A few children were observed during weekends at all time slots with the exception of the 8am study slot. The 36-45 and 46-54 years age groups were notably active on Saturday at 12pm. There are a few people active in the age group 55-54 and 65+ years old and this is one of their more active locations in the Nicolson St/Clerk St town centre.

LOCATION E

Location E was located at Hunter Square. The gender ratio saw an equal representation of women and men, across the day and through the week at this location.

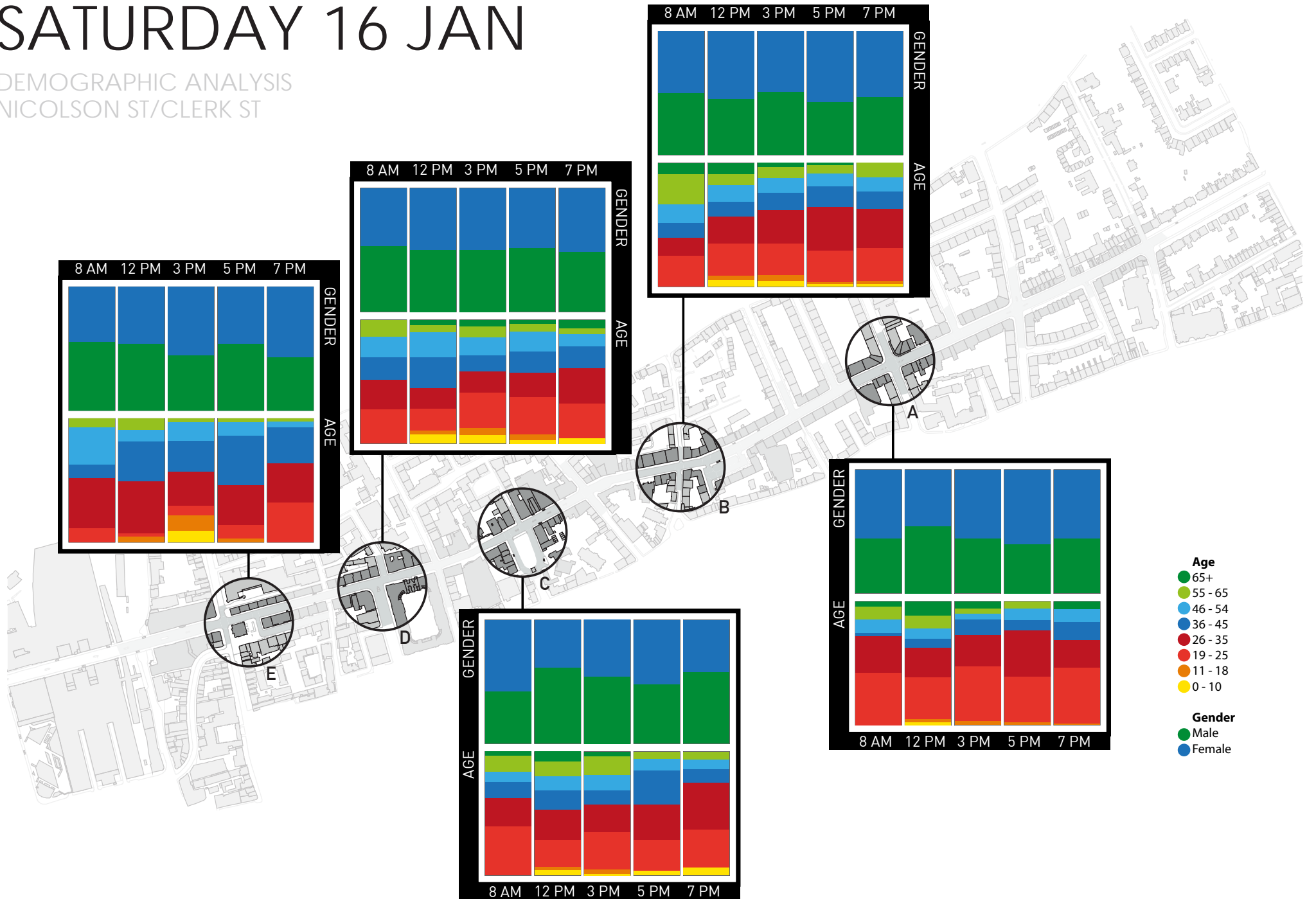
All age groups were represented but especially people between 19-25 and 26-35 years old are active at this location on weekdays. On weekdays

and weekend children were rarely recorded as being present in the street, with the exception of the 12pm and 3pm time slots when their numbers were still small but present. Few people were visually represented in the street in the age group 55-54 and 65+ years, with those present being seen in larger numbers earlier in the day on both weekdays and weekends.



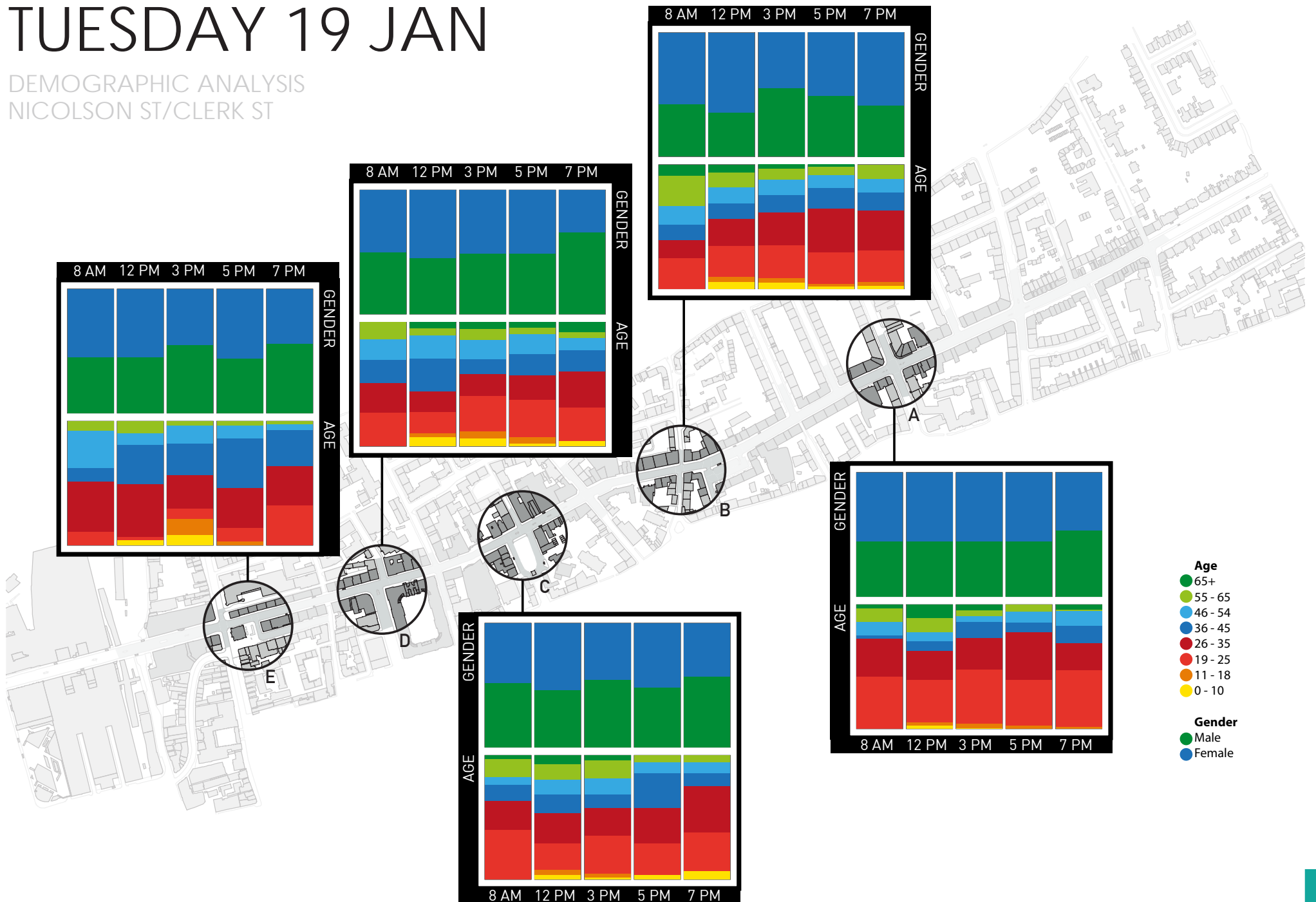
SATURDAY 16 JAN

DEMOGRAPHIC ANALYSIS
NICOLSON ST/CLERK ST



TUESDAY 19 JAN

DEMOGRAPHIC ANALYSIS
NICOLSON ST/CLERK ST



PEDESTRIAN ANALYSIS

NICOLSON ST/CLERK ST

During the research days a timed ten-minute pedestrian count was undertaken at each of the five locations in the town centre. By counting how many people are passing by the study location, it is possible to get a picture of the daily rhythm of the town centre. The following graphic summarises this data from the pedestrian count.

In general, the Nicolson St and Clerk St town centre was found to be a very active area with a large number of pedestrians during the week. This demonstrates its use as a key movement corridor for those walking between the city centre and Newington or other local destination to the East and West en route. The flow of people passing through the town centre is highest on a weekday and the number increases during the day and peaks in the late afternoon when people are going home from work.

Overall, Location B (West Crosscauseway/East Crosscauseway and Nicolson St/St Patrick St) and D (South Bridge and Chambers St/Infirmary St) were found to have the highest footfall during the week,. These locations were closely followed by key Location E (Hunter Square), which includes significant visitor and tourist footfall.

At all locations, the total number of pedestrians walking throughout the day was found to vary, with the town centre generally being most active from noon to 5pm and less active in the morning and the evening. The total figures from the count at each location are nearly equal to one another, suggesting the town centre area is equally active throughout the week.

LOCATION A

A nearly constant flow of pedestrians was observed at Location A - the junction of Bernard Terrace/ Hope Park Terrace and South Clerk St. Pedestrian flow numbers were slightly higher on weekend afternoons (3pm) and weekdays later in the afternoon when people are starting to walk home from work (5pm). Compared to the other locations in the town centre, this location was least active in terms of pedestrian numbers.

LOCATION B

Location B - at the junction of West Crosscauseway and Nicolson St - was active throughout most of the day on both weekdays and weekends. The exception to this was first thing in the morning (8am) when pedestrian numbers were significantly reduced, and also later in the evening. Weekdays were found to be busier than weekend days, with a peak at 5pm on weekdays. This is presumably when people are starting to walk home from work or university, indicating this location's importance as a key East-West and North-South movement link for pedestrians.

LOCATION C

The flow of pedestrians varies during the day at Location C - Nicolson Square. On weekdays pedestrian flows peak at 5pm and to a lesser degree 12pm. There are some takeaway places in the area, which could explain these peaks as it was observed

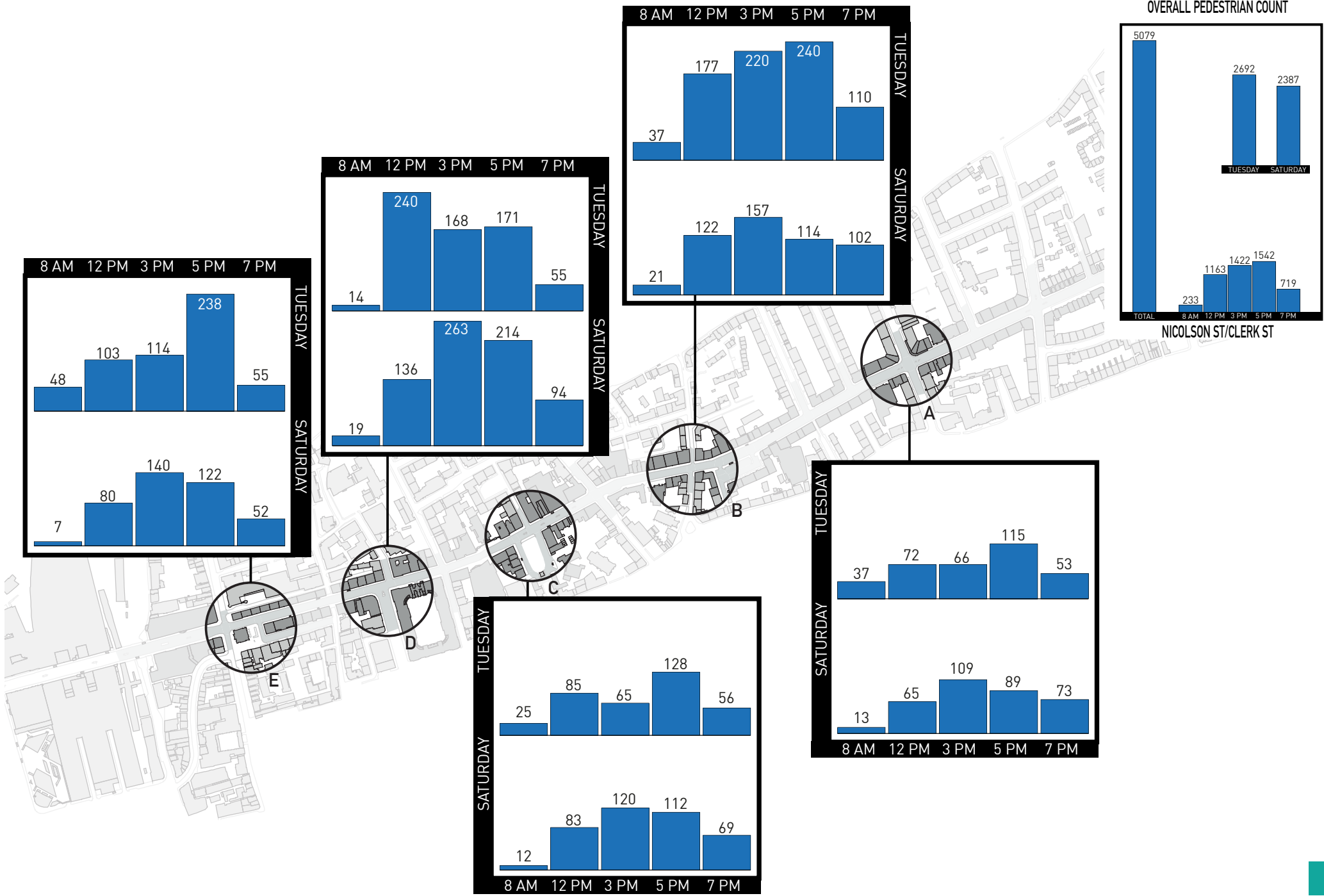
that students would use these local businesses on their way home from the university and at lunchtime. At the weekend the highest footfall was a 3pm. Compared with other locations in the town centre, this location was less active.

LOCATION D

Location D - at the junction of Chambers Street and South Bridge - is active throughout the day but particularly quiet in the morning (8am). Peak pedestrian flows were at 12pm on weekdays and mid afternoon on weekends (3pm). This pattern might be explained its connection to the university and cultural institutions nearby, drawing visitors on the weekend in particular and workers walking to buy lunch on weekdays.

LOCATION E

Location E at Hunter Square has a moderately high flow of people during the day but is significantly quieter during the morning (especially on weekends) and in the evening. Pedestrian flow spikes with a high peak on weekdays at 5pm, presumably when workers are walking home past Hunter Square to the South from the city centre.



TEST WALKS

NICOLSON ST/CLERK ST

Within the structure of the research days, each researcher conducted a 'test walk' down the entire length of the town centre on one side of the street and then back up the other side. On the first study day the researchers walked this length as if they were a member of the public, noting down any obstacles, hindrances, waiting points, and other frustrations as well as the sensory experiences they perceived.

On the second study day the researchers each focused on a different element of their experience as they walked the town centre in terms of existing conditions and opportunities for improvement.

- Awnings / A-frames / wall-mounted signs
- Bins and street clutter
- Bollards and poles
- Waiting points
- Materials
- Pinch points
- Seating
- Trees and soft landscape

The map opposite shows a summary of observations relating to each researchers' experience of walking the Nicolson St/Clerk St town centre. These are an overview of all the findings conducted during the test walks. The following pages show more detailed information relating to the themes.

One of the most frequently noted observations was how different the feel, quality of materials and experience of the northern section of the town

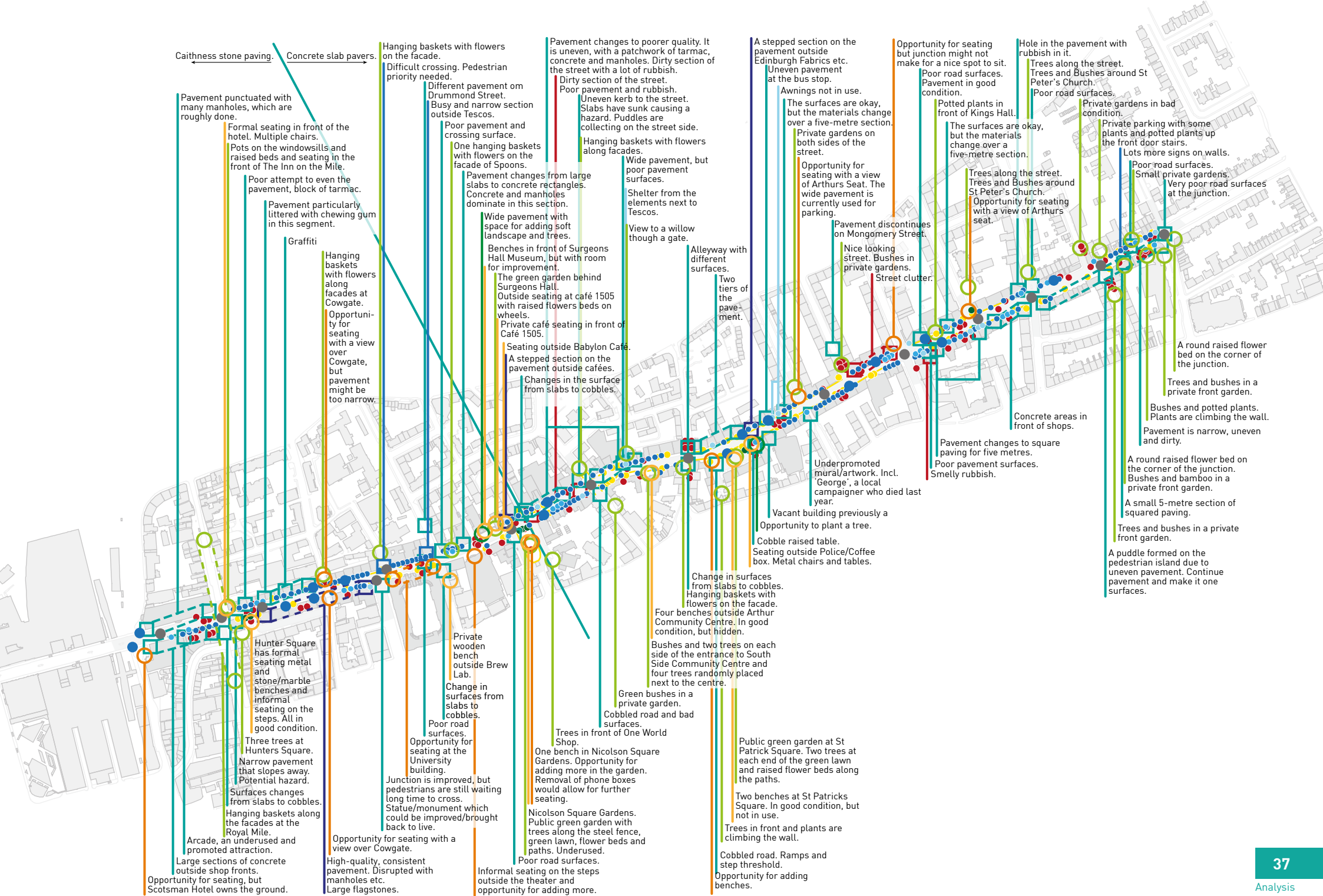
centre was compared with the southern part. The change was observed around the Festival Theatre/Surgeons' Hall where there was an evident shift in the quality of environment due to paving materials, cleanliness, bin storage, bollards, etc. This results in a much higher quality of streetscape in the area North of the Festival Theatre/Surgeons' Hall compared to the southern section towards Newington.

The activity and traffic seem to be very different during weekends when compared to the weekday test walk. The streets are a lot quieter on a Saturday than expected, with less traffic noise and fumes. The pavements are also less busy and there is plenty of space to walk and pass by people during the weekend. This changes dramatically on weekdays where it becomes a busy main route leading both traffic and pedestrians to and from the city centre.

A couple of areas along Nicolson St/Clerk St show potential for further development such as Hunter Square, views of Cowgate from South Bridge, Nicolson Square Gardens, and St Patrick Square. Within this town centre there are several little spaces which can not be seen from the street but could offer excellent break away spaces from the noise of the road, for example at University Edinburgh Old College Quad or the areas south of Festival Theatre. There are also statues, street art and arcades in the town centre which are under-promoted and have potential as landmarks to punctuate the Nicolson St/Clerk St town centre.

The town centre feels most connected to the wider townscape area West of the main street. The land use of the town centre is extended to the West side streets and there are shortcut routes linking the West side to the town centre, e.g. through the Mosque Kitchen, a route which seems well known by locals. On the East side of the town centre street corridor there are beautiful views to Arthur's Seat which make people stop and take photos. These strong views are also under-realised.

- SEATING
 - Existing
 - Opportunity
- BINS, STREET CLUTTER AND POLLS
 - Bins
 - Phone box
 - Bollards
 - Polls
- AWNINGS AND STREET FURNITURE
 - Awnings
 - A-frames
 - Wall mounted signage
- TREES AND SOFT LANDSCAPE
 - Existing
 - Opportunity
- MATERIALS
 - Good examples
 - Opportunity for improvement
- WAITING POINTS
 - Signal crossings
- PINCH POINTS
 - Bus stops



AWNINGS, A-FRAMES AND WALL-MOUNTED SIGNAGE.

Few awnings were observed along Nicolson St/Clerk St and those present were often not in use. There is an opportunity to add more awnings along Nicolson St/Clerk St on both sides of the street where the pavement is widened (most notably in the southern portion) to create more shelter for pedestrians. This would also open up the facades and extend the shops further out in the street.

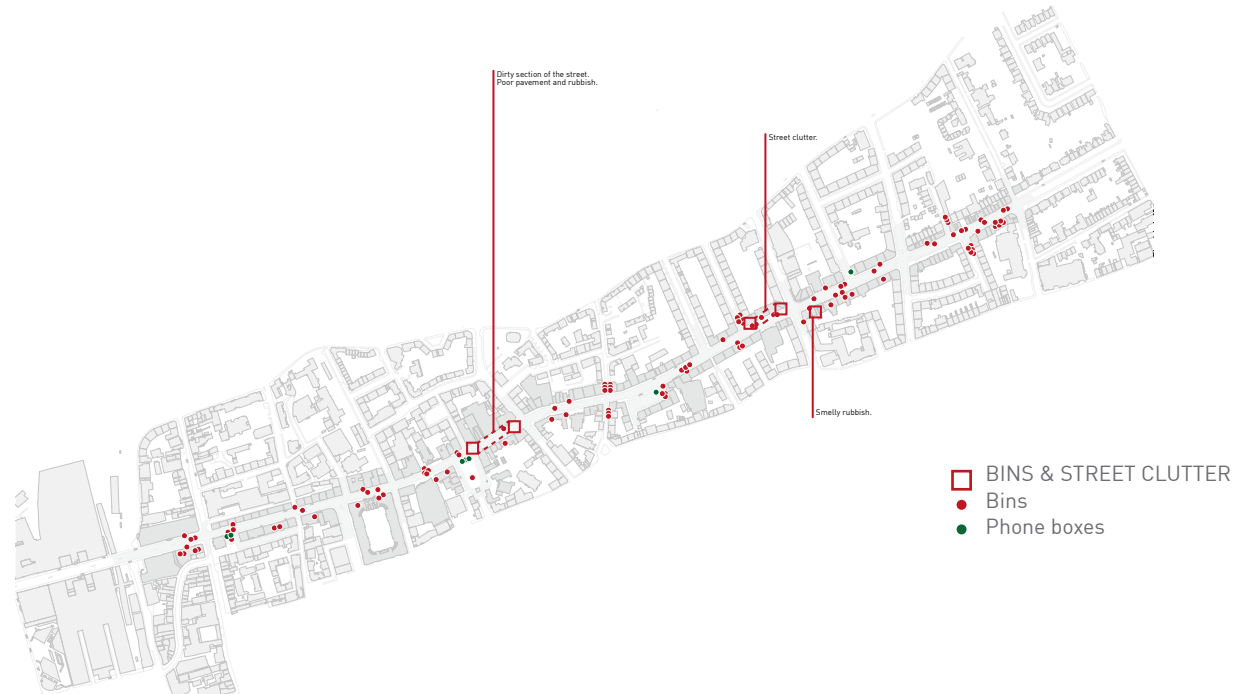
Clusters of signage and A-frames were noted especially toward the south of Clerk Street and in gaps between other street furniture, especially outside the civic amenity buildings. The A-frames are sometimes in the way of pedestrian desire lines and can create situations where street users have to move to avoid them while walking on the pavement.



BINS AND STREET CLUTTER.

Bins, trade waste and rubbish bags were observed in clusters on the street (the research was conducted before collection time). These take up space on the pavement and have an unpleasant smell. The commercial containers do not appear to have been placed in a system and so detract from the overall character of the street.

The bins present are mostly small but in different sizes, colours, and models, which detracts from the streetscene. As with the free standing signage described above, the bins are often in the way of pedestrian desire lines and interrupt the flow of walking. Integrating the bins better within the setting, creating an open structure to contain them, and 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 AND POLES.

Bollards without an evident function were noted especially in the section South from the Festival Theatre/Surgeons' Hall towards Newington. These narrow the pavement further, making it difficult for pedestrians to navigate. By removing the bollards, there would be more space for the pedestrians on the pavement and a more natural flow is encouraged.

There are a number of unused poles, railings and bollards which could be removed. Some of the poles have traffic information and are placed without taking opportunities to rationalise with other pole mounted signage / street lighting. By reducing and rationalising the number of traffic poles there will be more space for the street users on the pavement and it will create a constant and easier movement of pedestrians.



WAITING POINTS.

Waiting points were noted throughout the Nicolson St/Clerk St town centre, particularly at signalised crossings. Along the town centre there are several signalised crossings - these are relatively frequent, which combined with busy traffic preventing jaywalking at most times of day means pedestrians were frequently observed choosing to wait and use these.

During the test walk, most researchers did not experience having to wait before crossing a side street. This is because of the good visibility down side streets with pedestrians able to look and perceive hazards easily before crossing the road. In contrast with this, it was noted by several researchers that cars turn quickly out of side streets causing unsafe situations for people at these junctions.



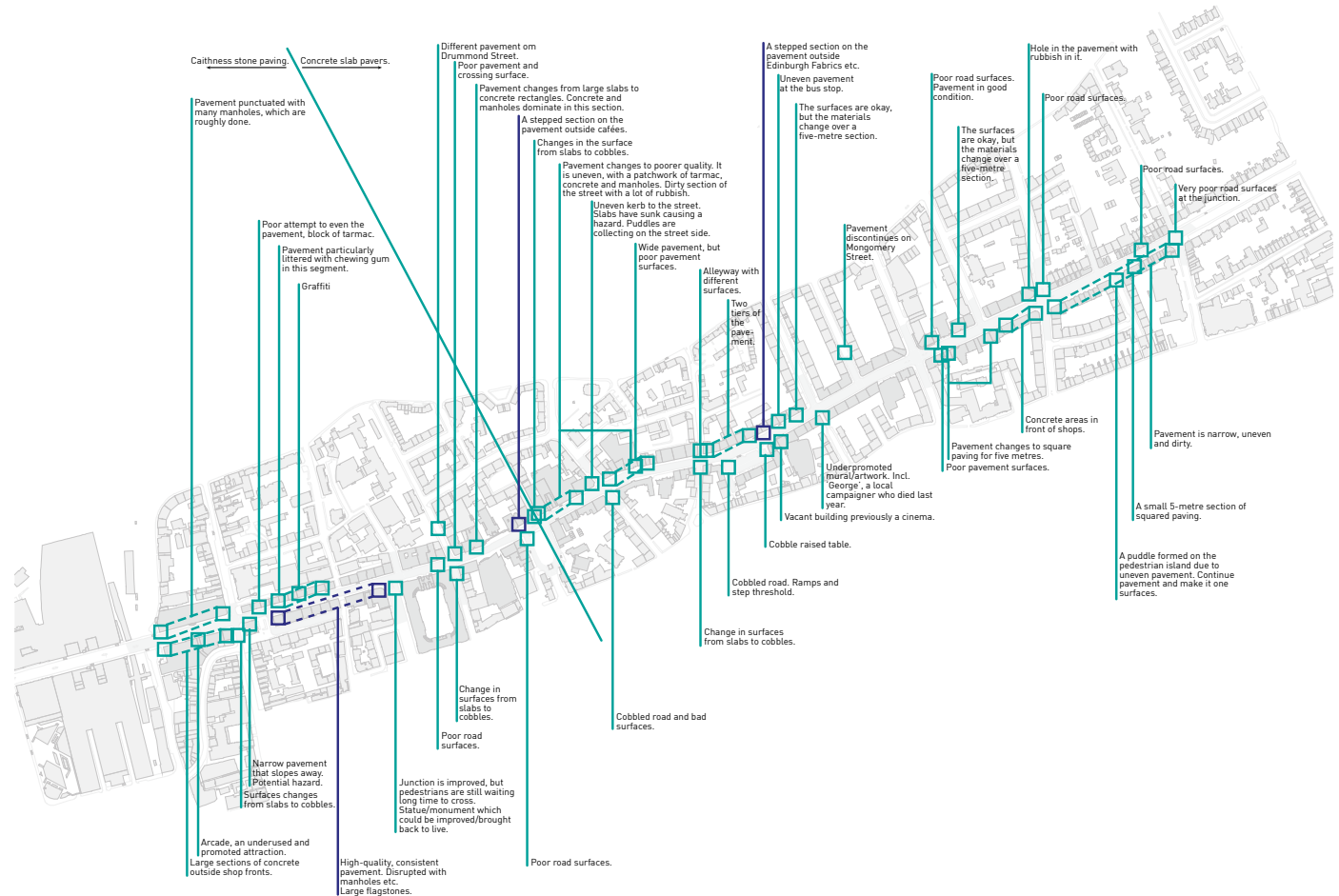
MATERIALS.

The materials used in the northern section of Nicolson St/Clerk St town centre are generally in good condition, higher quality, well laid and with fewer service covers causing uneven surfaces. There are featured areas in this townscape which are treated differently - heritage areas which are paved with Caithness flagstone referencing a more historic character.

There is a significant deterioration in quality and often uneven surfaces toward the southern section of Nicolson St/Clerk St. Precast concrete slabs replace the natural stone. These are generally good but in places are broken or uneven, and missing slabs are often patched with areas of tarmac causing trip hazards. The street and especially the pavement was observed to be dirty with cigarettes and in places vomit and garbage. The pavement materiality and quality divides the town centre and detracts from a sense of unity.

In general the road surfaces are damaged in numerous areas in particular at junctions and bus stops making the traffic both very noisy and the road environment hard to cycle whilst avoiding significant pothole hazards. In combination with a lack of cycle lanes and prevalence of large buses, this creates a hostile atmosphere for cycling.

The pedestrian experience of Nicolson St/Clerk St town centre could be improved through the use of the same pavement materials across the town centre and a palette which serves to unify the town centre as a whole. The cycling experience could be improved in the short term with ensuring potholes are swiftly dealt with, and longer term more durable road materials are used, in addition to dedicated cycle lanes.



PINCH POINTS.

Pinch points along the Nicolson St/Clerk St town centre are primarily created by street clutter such as bins, trade waste receptacles, bus stops, poles, and A-frames. This, combined with sections of narrow pavement (mainly the southern section) disrupts the easy flow of pedestrian movement. It was observed that people sometimes have to walk on the street to pass bus stops because the pavement is too narrow and creates a pinch point.

In places the pavements are narrow and the main issue arises from bus stops reducing the effective street width. Widening pavements and consideration of bus bulbs as an alternative design may help reduce pedestrian pinch points.



- PINCH POINTS
- Bus stops

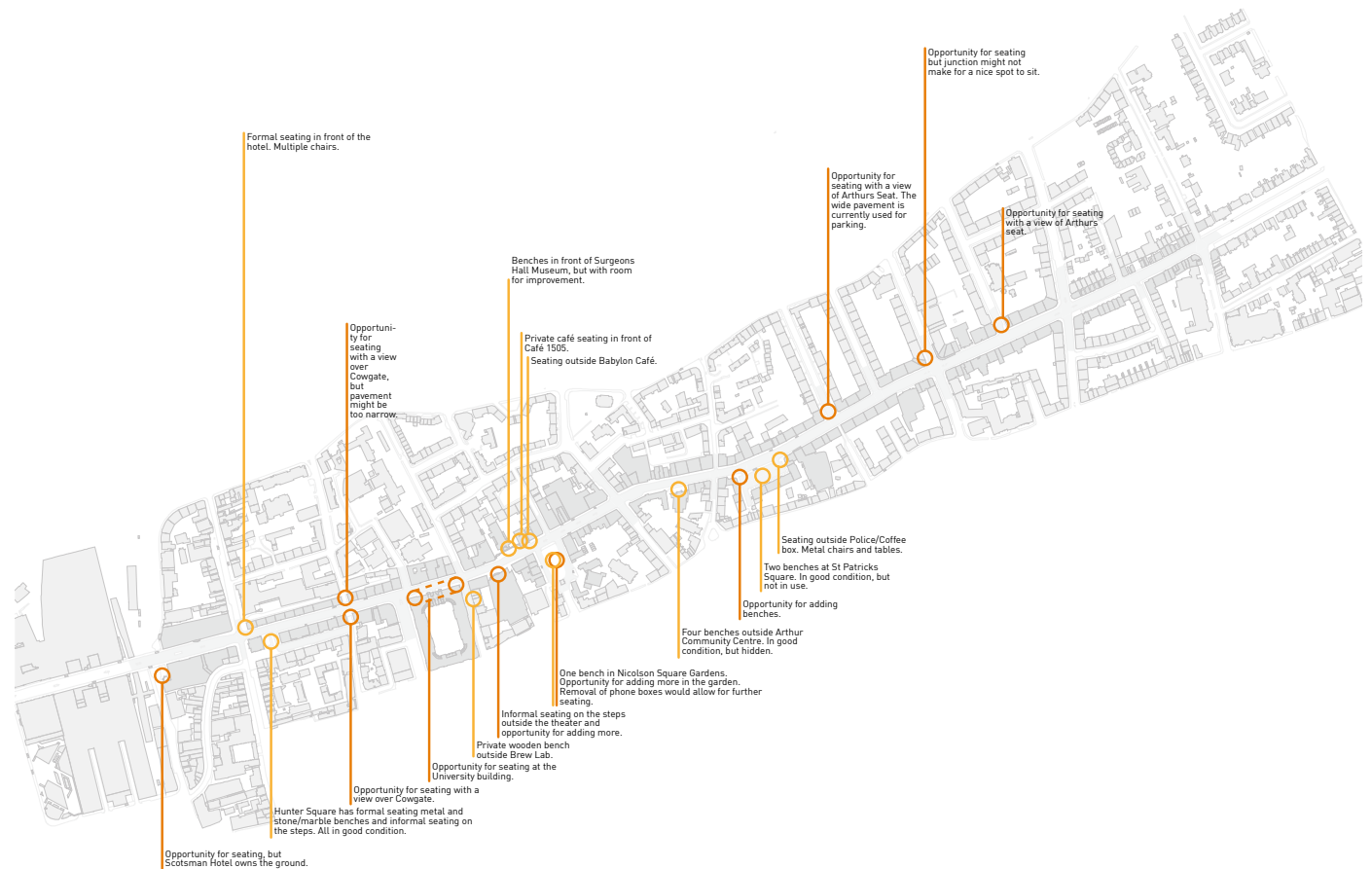
SEATING.

There is not very much provision of seating within the Nicolson St/Clerk St town centre. That seating which is there is often poorly positioned, unwelcoming and therefore infrequently used for all but necessary activities such as taking a rest. There is very little seating on the East side of the street. Most of the seating is privately owned with only two public benches which are situated outside Surgeons' Hall. There is more seating on the West side of the street, specifically at Hunter Square and the two parks. In total, there are thirteen benches in Nicolson St/Clerk St town centre, six of which are located at Hunter Square. This does not give older people or those with poor mobility the opportunity to rest frequently along the length of the town centre - particularly to the South and may have a negative impact on accessibility as a result.

The quality of the seating opportunities is high but the material used is often cold and unwelcoming. For example seating at Hunter Square was underused on research days, and predominantly attracts street drinkers rather than more diverse user groups. This contributes to perceptions of the area as potentially dangerous at night. The two public parks have additional benches around trees although these are both fenced off and not obviously for public use.

There are good opportunities for additional seating in Nicolson St/Clerk St town centre as it offers some good views of the surrounding townscape. There is a good viewpoint to the Cowgate, and the side streets offer excellent view of Arthur's Seat. In both cases is there space on the pavement for additional seating.

The pavement outside the University Building (Chamber Street) and The Festival Theatre is wide enough to accommodate benches and it would be possible to add extra seating at Nicolson Square Gardens and St Patrick's Square.



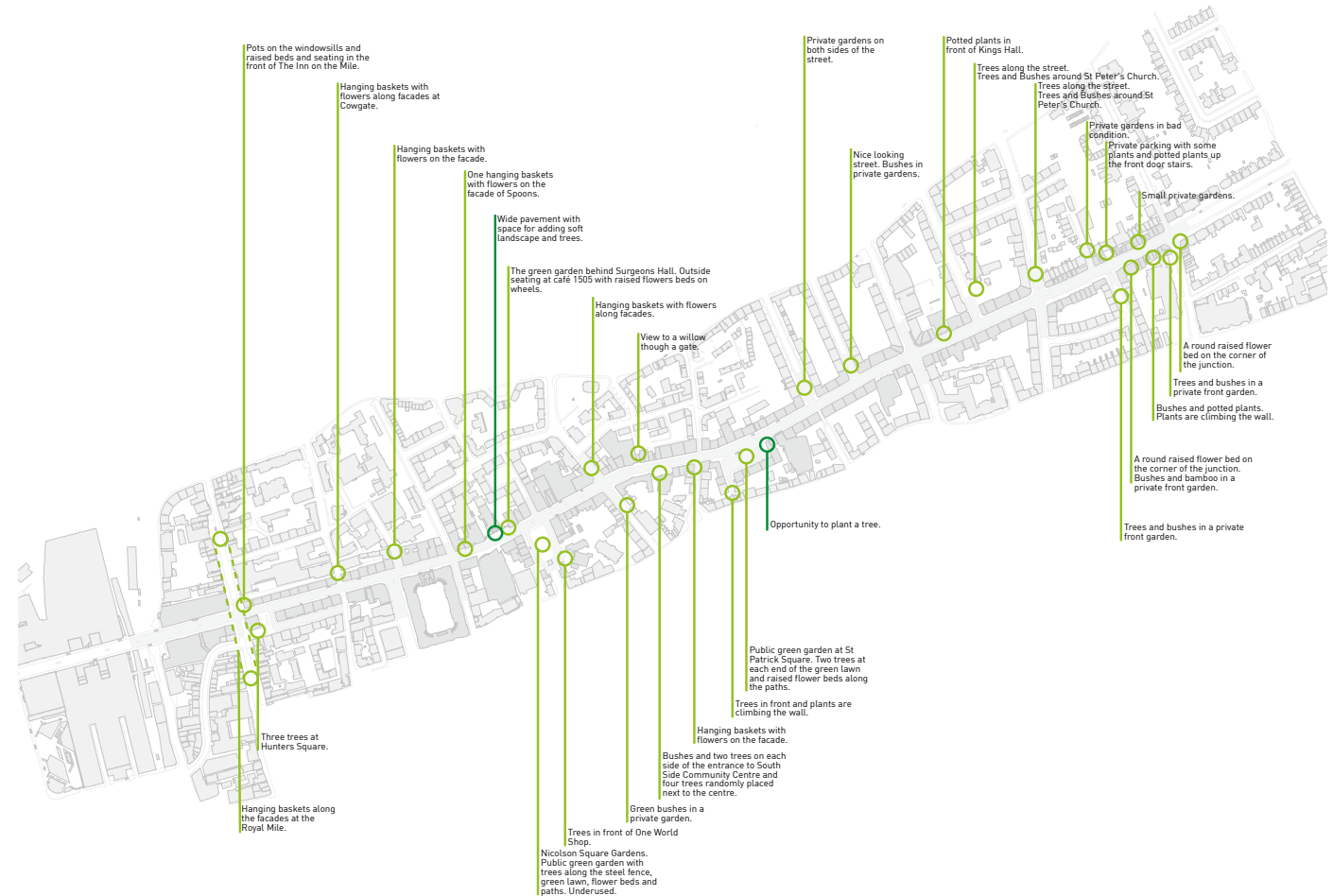
SEATING
 ○ Existing
 ○ Opportunity

TREES AND SOFT LANDSCAPE.

Overall there is relatively little vegetation or soft landscape within the town centre. There are clusters of existing vegetation at relatively defined points on the street, private gardens and the two public parks.

In the South part of the Nicolson St/Clerk St town centre the green areas, trees and soft landscape are privately owned. The pavement is narrow so it will be difficult to add more planting into the streetscape environment, and it calls for alternative solutions.

Along the street, researchers noticed that a few shops, restaurants and bars had hanging baskets with plant and flowers on the facade. This was more common nearest the Royal Mile and on the Royal Mile itself. It could be an idea to include it in the whole street design. The pavement in general is too narrow to add more planting. There might be space for trees and soft landscape in front of the institutions as Surgeons' Hall.



TREES AND SOFT LANDSCAPE

- Existing
- Opportunity



“

I only stop here to see the kids - they're Muslim so go to the Mosque here. I'm here every week, sometimes more for gatherings. Otherwise I don't spend time here, just pass through.

Marjory, user interview, corner of West Crosscauseway and Nicolson St, 2016

“



biblos

& diner

biblos
BREAKFAST
LUNCH
DINNER

biblos
BREAKFAST
LUNCH
DINNER

taxi
Mon - Fri
7.30 - 9.30 am
4.00 - 8.30 pm

“

Traffic is the biggest annoyance here. ... Very disruptive. ... It makes it hard to walk and the main crossroads here isn't great. I don't like the traffic.

“

George, user interview, corner of Chambers Street and South Bridge, 2016

HOW ARE PEOPLE USING THE STREET?

ANALYSING THE BALANCE OF NECESSARY, OPTIONAL AND RECREATIONAL ACTIVITIES

User interviews were conducted at each town centre. Up to three users were interviewed at each of the five time slots and on three different days of the week, typically giving a sample size of between 90 and 150 interviews per town centre.

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

NECESSARY, OPTIONAL OR RECREATIONAL?

Users in the Nicolson St/Clerk 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. Whilst necessary activities dominated across all five locations research was conducted in the town centre, Locations C (Nicolson Square) and E (Hunter Square) showed a better mix of activity types. It is worth noting whilst Location B (West Crosscauseway) shows entirely necessary activities there were very high numbers of users reporting they were going to the shops or shopping. It was not clear from all interview responses whether this was shopping for leisure at the row of shops on Nicolson St or necessary grocery shopping. As such there may be more optional or recreational activities present at Location B than the data suggests.

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, walking their dog or stopping to take a seat to rest. Locations A (Bernard Terrace), C (Nicolson Square) and E (Hunter Square) had the largest amount of optional activities indicating more public life and higher place functions. However it is worth noting many of the optional activities at Bernard Terrace (A) were due to those walking their dogs en route to other green space destinations such as Arthurs Seat or The Meadows. As such it may be the quality

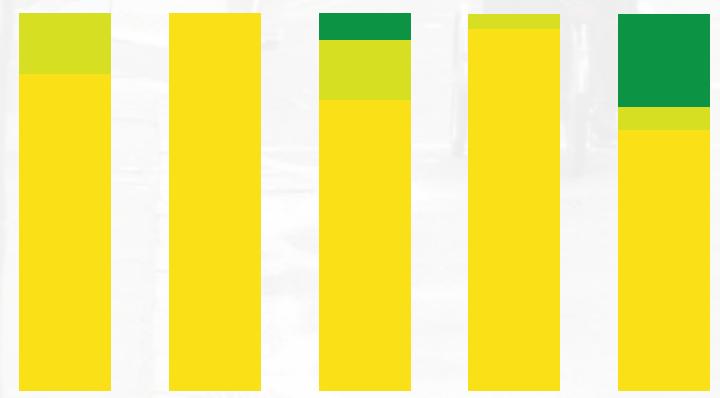
of the surrounding green spaces rather than the town centre itself which encourages these optional activities at this location.

Very few recreational or 'social' activities were found. These activities involve the presence of others, for example a user making an active choice to spend additional time in the public realm to stop and have a conversation with others, children playing or those sat people-watching. Presence of these activities indicates a public space that acts as a meeting point. At Hunter Square (E) the recreational uses were largely due to tourists sightseeing given its proximity to the Royal Mile and train station, and at Nicolson Square (C) recreational users was primarily those either sat in the park feeding pigeons or window shopping toward Clerk St.

Currently the Nicolson St/Clerk St town centre is dominated by necessary activities. It acts primarily as a movement route to/from necessary errands for cars and pedestrians, prioritising vehicles and thereby restricting room for pedestrians and cyclists. Narrow congested pavements, poor material qualities (especially to the South), busy loud traffic and few wider more generous spaces mean the environment is not conducive to sitting or spending time activities and provides hindrances for active travel movement, with several cyclists and pedestrians reporting they use side streets instead. 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 along the town centre length.



NECESSARY ●
OPTIONAL ●
RECREATIONAL ●



A B C D E



“

The biggest threats are noise, people [anti-social behaviour], and crowding on the pavement. It's really difficult to pass at the bus stop.

“

Jan, user interview, Nicolson Square, 2016

“

It's really bad trying to walk through here - busy traffic, pedestrians in the way, too much congestion on the pavement. Reminds me of East London.

“

Anon, user interview, Nicolson Square, 2016



“

I think the biggest shame is empty shops, local people and businesses should be allowed to use them for free - it makes it safer.

Anon, user interview, West Crosscauseway, 2016

“

“

Traffic is a pain, but I know the order and timings of the traffic lights so I can jaywalk across.

Tasha, user interview, South Bridge / Chambers St, 2016

“

HOW ARE PEOPLE USING THE STREET?

ANALYSING SPECIFIC USER-REPORTED ACTIVITIES

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

The most common user activities across the whole town centre included going to/from work, home or the shops. These more 'necessary' uses were particularly seen toward the Southern end of the town centre and at Chambers St/South Bridge. Other common uses included walking for leisure/sightseeing - particularly at Hunter Square and Nicolson Square to the North - and also walking the dog, meeting someone or just 'passing through'.

USER ACTIVITIES BY LOCATION

Users interviewed at Location A (Bernard Terrace) were most commonly on their way to/from work, walking the dog or going to the shops, closely followed by uses such as going to the gym, Queens Hall or going home. A smaller number of users were taking their children to school or meeting someone. This shows this end of the town centre is commonly used for its movement function - a street to use to get somewhere (most commonly toward the city to the North or via cross-links to nearby destinations to the East or West). Those destinations within the town centre that users do spend time at were found to be indoors - such as the Queens Hall, work or cafes, rather than the public realm. Users instead cut through this area to get to open space destinations such as The Meadows or Arthurs Seat.

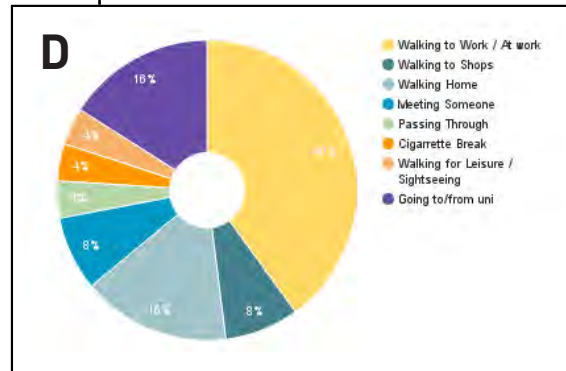
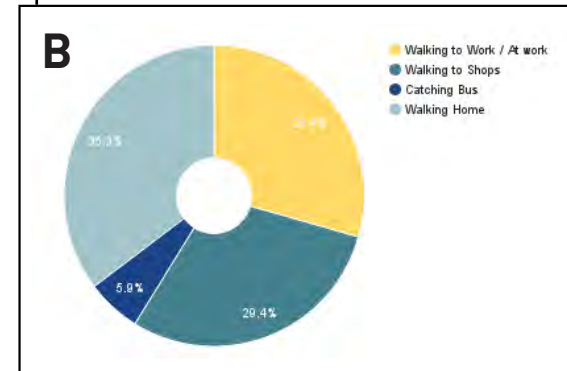
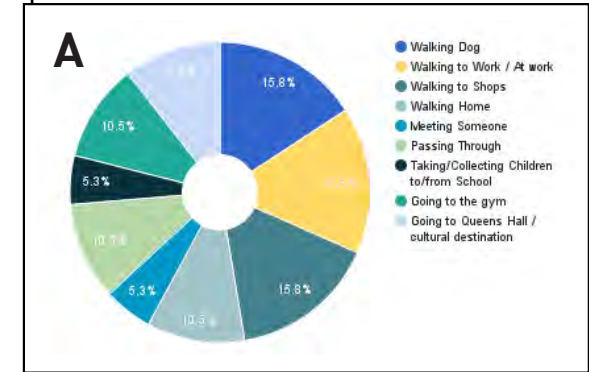
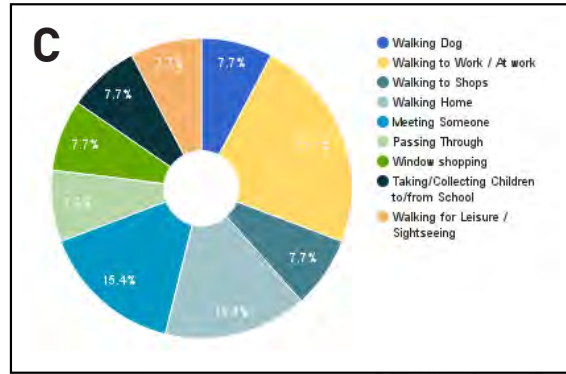
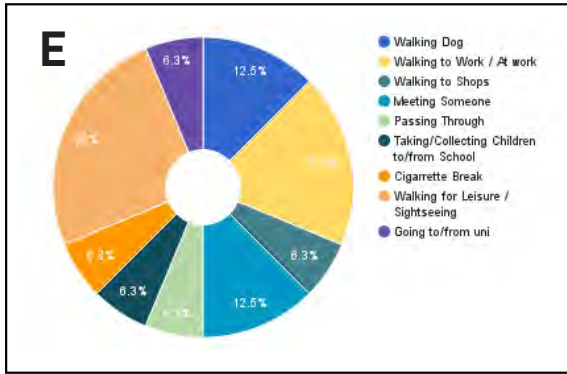
At Location B (West Crosscauseway) remarkably few yet dominant uses were found. Users at this location were mostly walking home, to the shops or to work. A smaller number were catching the bus. This shows the importance of this location as a movement route, perhaps given its position on a key East-West link for pedestrians and cyclists at West Crosscauseway as well as the pedestrian traffic moving in both directions along a North-South axis between the city centre and more residential areas to the South. The presence of the row of independent and charity shops at Clerk Street was mentioned by many users as a positive feature of the area and was frequently their destination when

saying they were en route to 'the shops'.

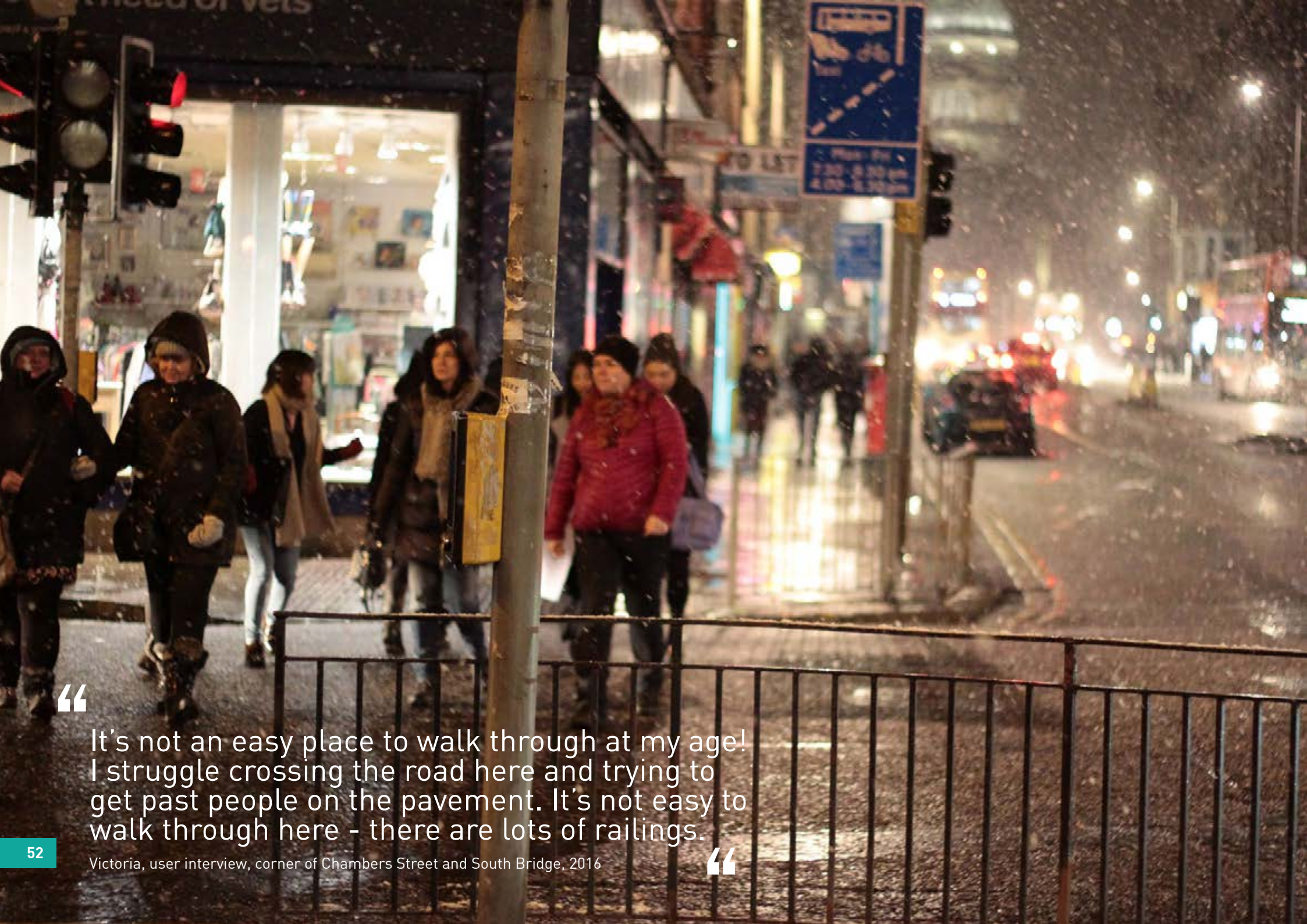
At Location C the most dominant uses were for those walking to work, meeting someone or walking home. A number of other users reported that they were either walking for leisure, walking the dog, collecting their children from school, window shopping, passing through or going to the shops. This highlights the importance of this section of the town centre as both a movement route but also a local destination and place for shopping and leisure. This is possibly due to the presence of both Nicolson Square and the nearby shops and cafes.

At Location D (junction of Chambers St/South Bridge) the most dominant activity was walking to/from work (40% of users), followed by those going to uni or walking home. This indicates this busy junction is primarily used as a movement corridor rather than feeling like a 'place' or destination in its own right.

The dominant uses at Location E (Hunter Square) were either walking for leisure/sightseeing, or walking to/from work, walking the dog or meeting someone. This indicates a higher place function and is likely due to the proximity of the Royal Mile area and other tourist destinations. Other uses included going to/from university, taking a smoke break, passing through, going to the shops and taking children to school.



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



“

It's not an easy place to walk through at my age! I struggle crossing the road here and trying to get past people on the pavement. It's not easy to walk through here - there are lots of railings.

“

Victoria, user interview, corner of Chambers Street and South Bridge, 2016



“

Better paving. Potholes and patchy paving are a real hazard for the elderly. ... It's okay Nicolson St to the city, but the Southern end of this street is rubbish.

”

Pat, user interview, West Crosscauseway, 2016

“

We need bike lanes, wider pavement, and bike racks!

”

Anon, user interview, West Crosscauseway, 2016

WHAT DO USERS FEEL IS LACKING?

OVERVIEW OF TOWN CENTRE

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

Whilst results varied dependent on location along this lengthy town centre, some common patterns emerged. The most frequently mentioned aspects perceived as lacking by users overall included a desire for improved materials and surfaces, slowed or reduced traffic, prioritisation of pedestrians, better cycle facilities, more activities and things to do and more seating.

By starting to look in detail at the spatial trends, some additional findings are revealed. For example, the desire for more activities and things to do, as well as more trees/soft landscaping, was found to be particularly commented on by users in the middle section of the town centre (locations B, C, and D). In interviews users often spoke in detail saying they felt Nicolson Square and St Patrick Square - both within this central area - could be improved with a redesign to increase soft landscaping, remove 'gating' and railings, adding more seating and shelter, and to better buffer these spaces from the visual and noise pollution of traffic. Users commented that they felt there was a lack of 'destinations' along the town centre and activities or things to do at these green spaces.

In addition, Locations A at Bernard Terrace and Location E at Hunter Square showed greater numbers of users wanting to see traffic reduced/slowed and a more pedestrian priority environment created. This is perhaps not a surprise as both these locations are large junctions. Particularly Location

A at Bernard Terrace was observed by researchers to be very much at a vehicular scale prioritising cars over cyclists and pedestrians which would benefit from a street redesign to create a more conducive and welcoming environment for pedestrians and cyclists. This was supported by user interviews, with 31.8% of users commenting they would like traffic slowed or reduced and a more pedestrian priority street, and an additional 9.1% specifically mentioning need for better pedestrian crossings. Users commented in interviews that those who were elderly or less mobile struggle to make it across the road in one 'green man', instead having to perch vulnerably on the traffic island between lights. Users at Location A (the corner of Bernard Terrace and South Clerk Street) also highlighted a need for better cycle facilities, improved paving materials and surfaces, more seating and less anti-social behaviour. This was supported by researcher observations of frequent potholes in the road creating an unsafe environment for cyclists and uneven pavement surfaces for pedestrians.

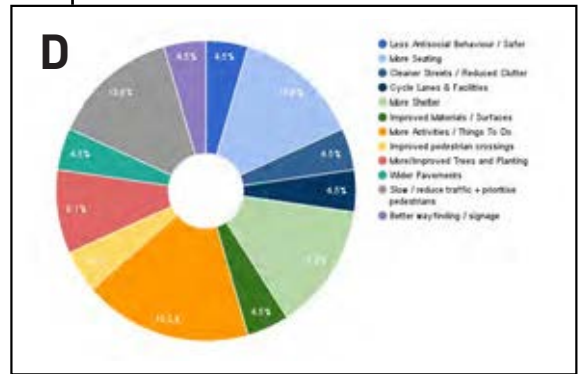
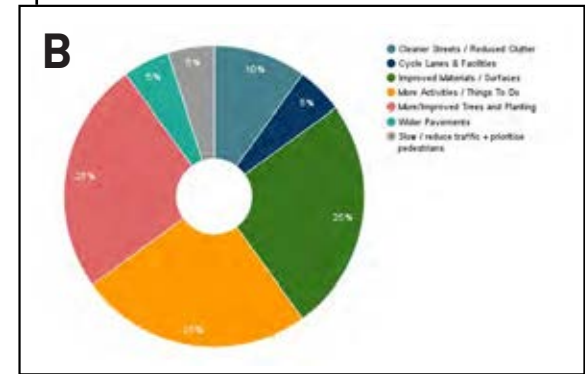
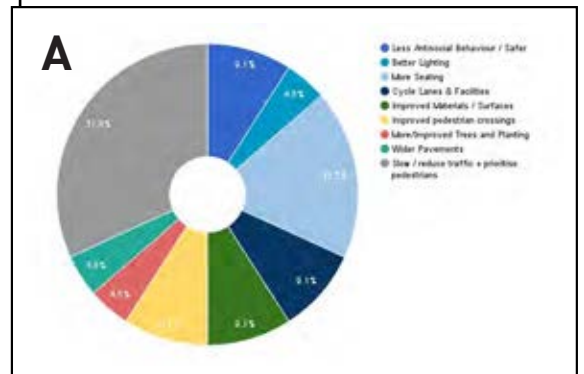
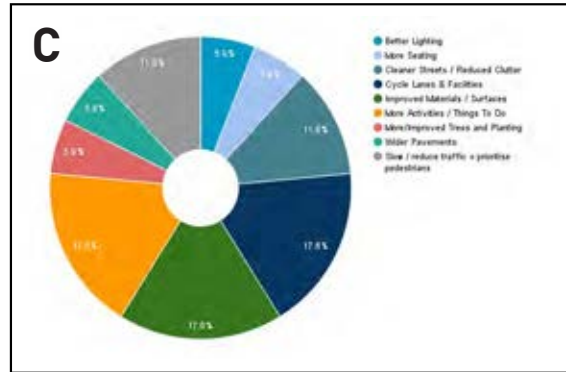
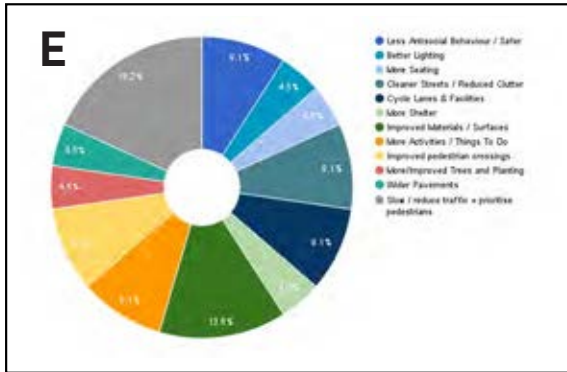
Location B at West Crosscauseway showed the majority of users comment they would like improved paving materials and surfaces, more trees and soft landscaping and more activities/things to do. Users frequently mentioned St Patrick Square and Nicolson Square as nearby green spaces they do not currently spend time either due to fear of anti-social behaviour, traffic noise, lack of seating or poor design with railings and gating. Many users mentioned they would instead walk a little further to more 'destination' spaces such as The Meadows, Arthurs Seat and The Causey on lunch breaks or to spend time which were seen as more attractive (and quieter) options. However not all users can walk as far as these other spaces and may simply

need a pleasant environment to take a seat along the town centre. Whilst enhancing pedestrian and cycle cross-links to these nearby 'destination' leisure spaces is important, creating opportunities for new or enhancing existing smaller spaces along the town centre (such as Nicolson Square, St Patrick Square and The Causey) would also be of great benefit.

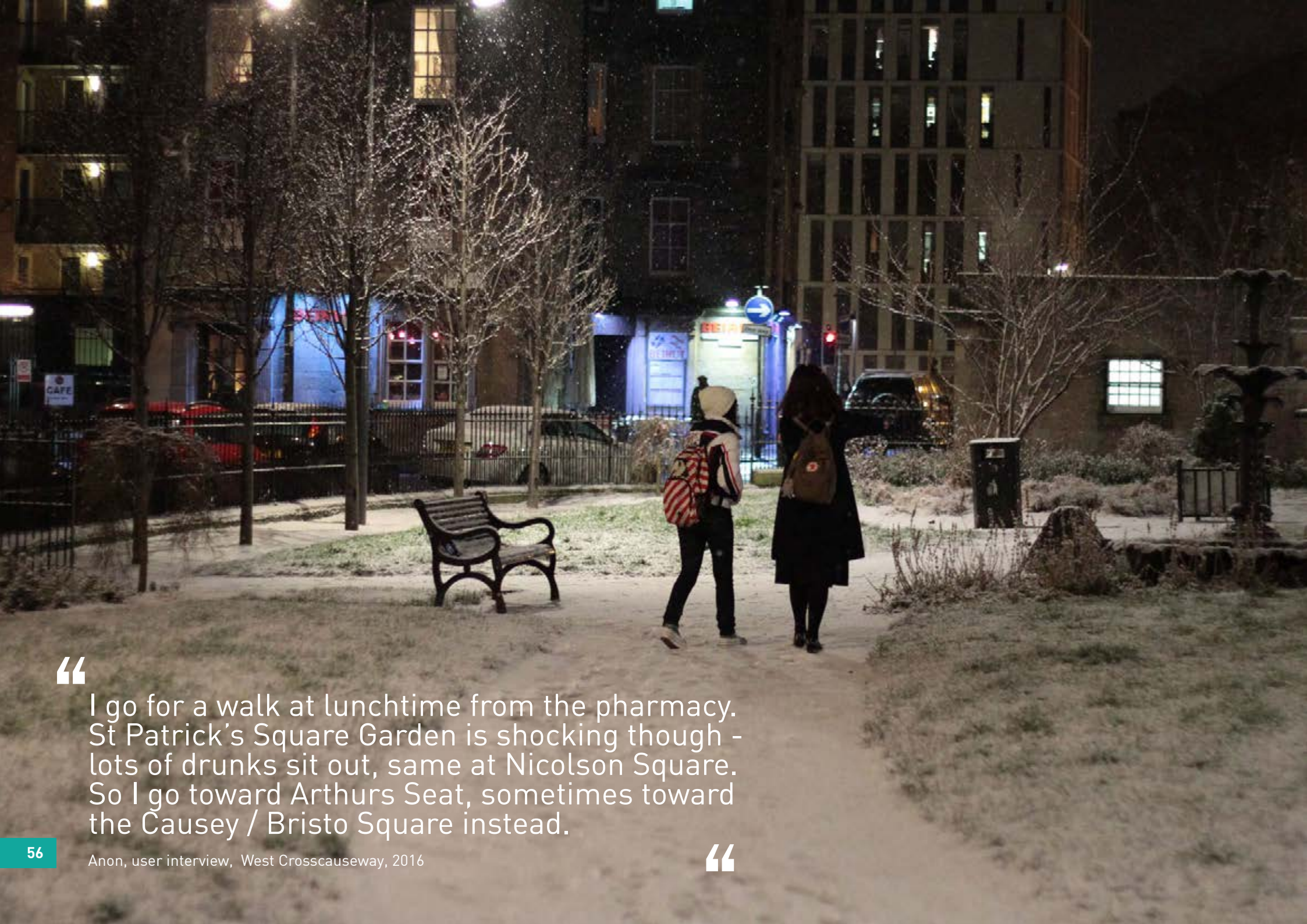
Location C at Nicolson Square showed most demand for better cycle facilities, more activities and things to do (particularly with reference to Nicolson Square itself), and improved materials and surfaces which were observed by users and researchers to deteriorate South of Nicolson Square. Creating cleaner streets was also important at this location as well as a more pedestrian priority environment.

Users at Location D - the Chambers St and South Bridge junction - showed most demand for slowed/reduced traffic, a more pedestrian priority environment, more shelter, seating and activities or things to do. Rationalisation of the junction to remove railings, creation of continued even paving surface for pedestrians, and transformation of parking along Chambers Street into usable seating and space to spend time may help address these concerns.

Location E at Hunter Square showed users are most keen for slowed/reduced traffic and a pedestrian priority environment (18.2%) followed by improved materials/surfaces (13.6%), and cleaner streets, better cycle facilities, improved pedestrian crossings and more things to do.



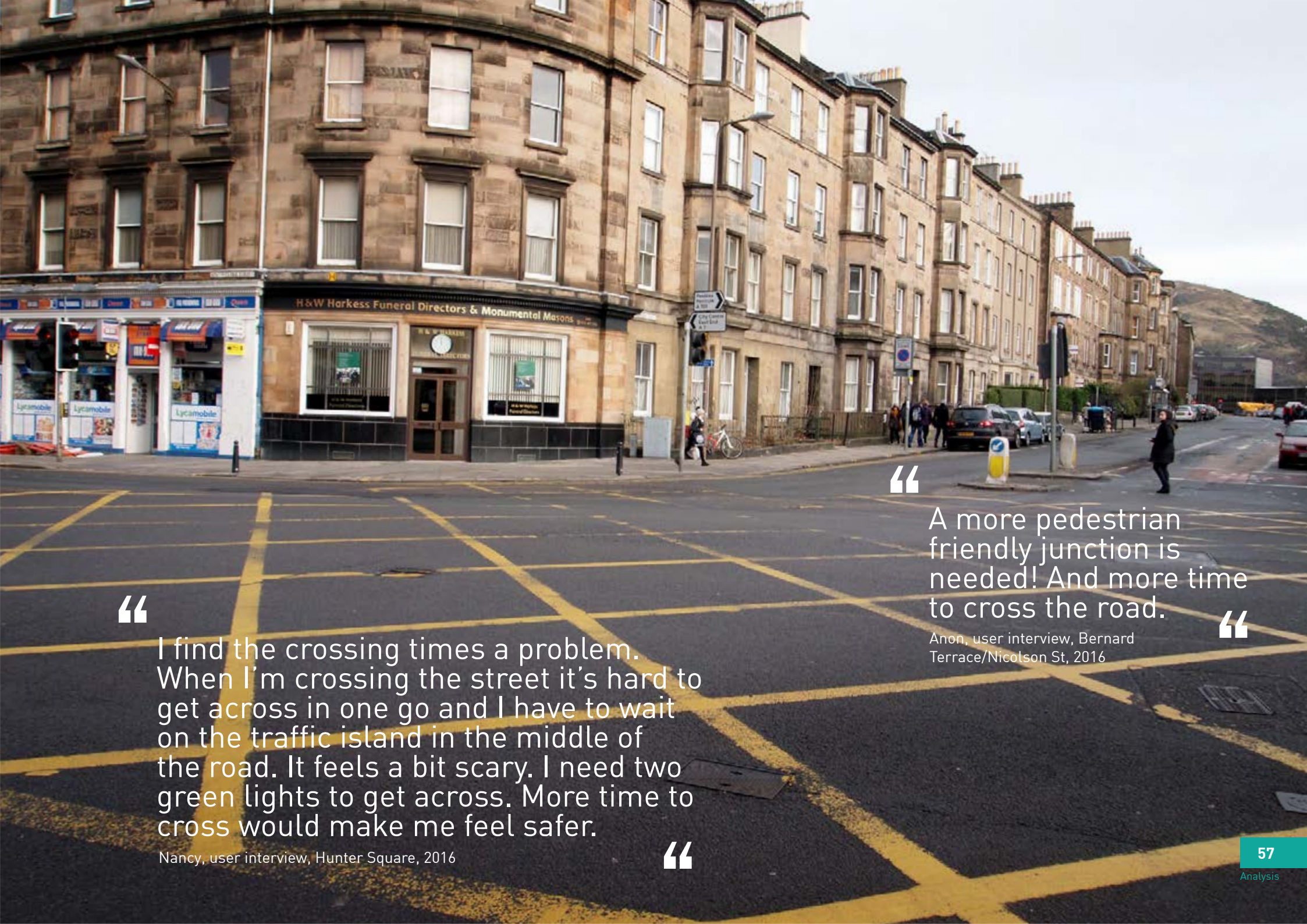
- Improving pedestrian crossings
- More activities / things to do
- More trees / planting
- Better cycle facilities
- Cleaner streets / reduced clutter
- More seating
- Better lighting
- Wider pavements
- More shelter
- Improved materials / surfaces
- Slow/reduce traffic / prioritise pedestrians
- Better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



“

I go for a walk at lunchtime from the pharmacy. St Patrick's Square Garden is shocking though - lots of drunks sit out, same at Nicolson Square. So I go toward Arthurs Seat, sometimes toward the Causey / Bristo Square instead.

“



“

I find the crossing times a problem. When I'm crossing the street it's hard to get across in one go and I have to wait on the traffic island in the middle of the road. It feels a bit scary. I need two green lights to get across. More time to cross would make me feel safer.

Nancy, user interview, Hunter Square, 2016

“

“

A more pedestrian friendly junction is needed! And more time to cross the road.

“

Anon, user interview, Bernard Terrace/Nicolson St, 2016



“

I don't cycle here because of the traffic and road condition. It doesn't feel safe. It's hard to cross the road too, takes ages. I never cross the road! It's a main and interesting road though - vibrant.

“

Caroline, user interview, West Crosscauseway, 2016

“

It's mostly easy to walk through here - apart from potholes and patchy paving - they're a real trip hazard for the elderly!

“

Pat and John, user interview, Nicolson Square, 2016



“ It’s difficult to pass around the bus stops.

Sam, user interview, Hunter Square, 2016

“

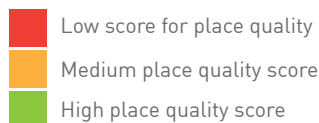
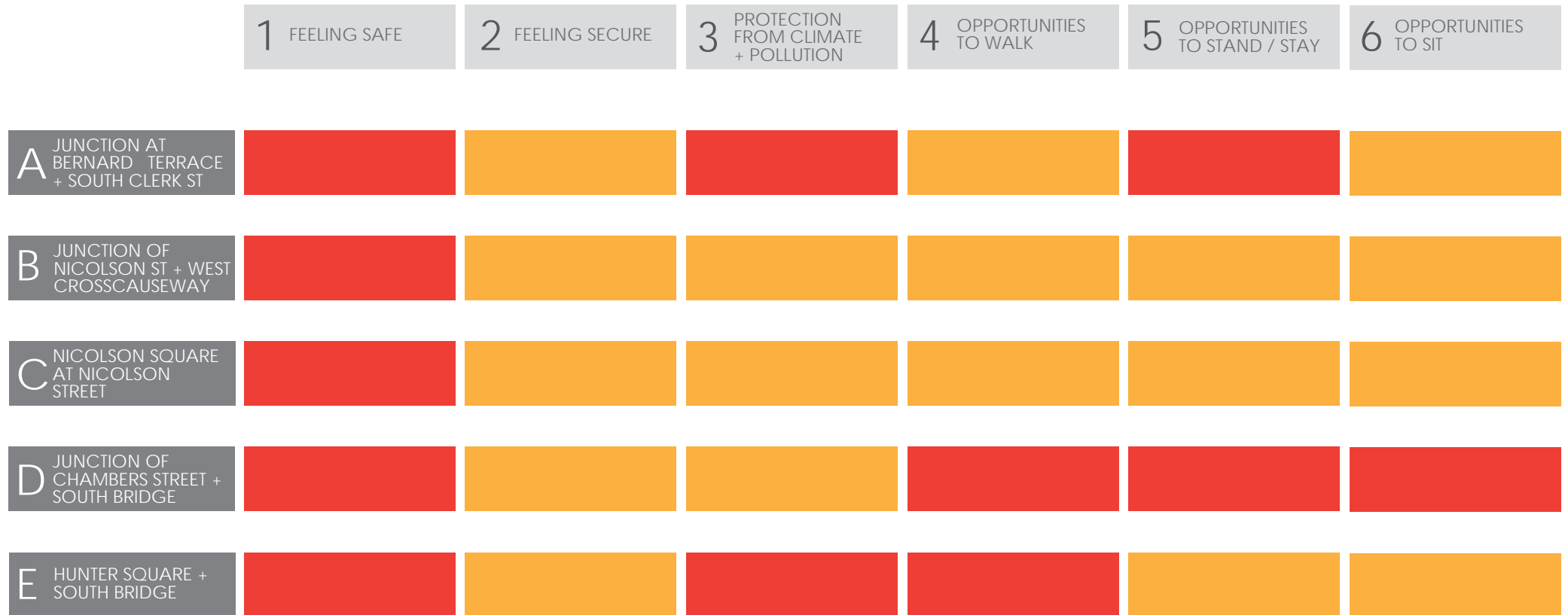
“ I worry about [traffic] a lot. I’m a lorry driver usually, pedestrians walk across the road everywhere and I worry I’ll hit them.

Anon, user interview, West Crosscauseway, 2016

“

OVERVIEW: PLACE QUALITY BY LOCATION

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



7 OPPORTUNITIES TO SEE	8 OPPORTUNITIES TO TALK + LISTEN	9 PLAY, EXERCISE + UNFOLDING ACTIVITIES	10 DIMENSIONED AT HUMAN SCALE	11 OPPORTUNITIES TO ENJOY POSITIVE CLIMATE	12 AESTHETIC + SENSORY QUALITIES
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KEY LOCATIONS

DETAILED RESEARCH FINDINGS BY KEY LOCATION

A: JUNCTION AT BERNARD TERRACE + SOUTH CLERK ST



A: BEHAVIOURAL MAPPING

JUNCTION AT BERNARD TERRACE + SOUTH CLERK ST

Behavioural mapping showed the most dominant stationary activity was those standing in the street. Standing activities observed were primarily those waiting to cross the road. On the corners of the junction between Hope Park Terrace/ Bernard Terrace and South Clerk St, more people were observed standing during the weekdays than during the weekend. This could indicate that more people are moving through the space during the week, pausing at junction corners waiting to cross. Alternatively it could indicate that people are not waiting for the traffic lights to change before they cross on weekend days - possibly enabled by reduced traffic volumes at the weekend. It may be a combination of both these factors.

Standing behaviours observed also included those waiting to catch a bus. No playing or almost no sitting activities were observed at this location. The only sitting activity observed in the street or vicinity was a homeless person observed sat outside Sainsbury's. When people are waiting to cross the street they do not only stand at the pedestrian crossing, but wait around the corners to try to preemptively shorten their route in the direction they wish to head once they have crossed at the lights. Sometimes the pedestrian islands are in use by those unable to make it across the road in one go with the green man due to short crossing times, or those trying to jaywalk across in between lights.

On weekdays, this location is equally busy throughout the day, and there is no direct indication of a peak time of use. At weekends, fewer people stand to wait to cross in the morning, but as the



SATURDAY 16 JANUARY



TUESDAY 19 JANUARY

traffic increases in the beginning of the afternoon and during the evening (3pm - 7pm), more people are waiting to cross. There are four key nodes at this location: the corner of the junctions, Queens Hall, and the two bus stops on each side of South Clerk St. At the bus stop on the east side of the street there is an ATM which attracts some users.

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



Some pedestrians wait for long periods for the green man, others jaywalk rather than waiting.

Cyclists walk through the junction or cycle over on the green man to avoid cars.

Large junction designed at car scale creates a barrier to pedestrian movement, noise and air pollution, reducing the place function.

Large corner radii enable faster car speeds and decrease room for pedestrians.

Uneven and poor quality paving surfaces cause trip hazards for pedestrians.



Four storey mixed use buildings with residential above retail ground floor create active frontages along the street.

Sainsbury's provides an active frontage on the junction corner.

Some pedestrians interviewed said they wait on the median as can't cross in time on one green man.



Awning provides shelter from rain but can be dark at night.

Pedestrians jaywalk between traffic.

Cyclists do not have a dedicated lane and feel threatened by buses and cars.

Cars park in the bus lane reducing its effectiveness in prioritising buses and cyclists over cars.

Large scale junction prioritises cars and vehicles over pedestrians and cyclists.

Frequent significant potholes create hostile hazardous cycling environment.

A: TRACING STUDY - SATURDAY 17 JAN

JUNCTION AT BERNARD TERRACE + SOUTH CLERK ST



8AM

- Pedestrian movement along all thoroughfares with predominant movement towards the City Centre.
- Sainsbury's as a focal point in the area.
- Desire lines between the SE corner and the NW corner of the junction.



12NOON

- Uniformly spread pedestrian flows along all thoroughfares with a more moderate intensity on the North side of Bernard Terrace.
- Heavy use of traffic islands to aid crossing.
- Noticeable diagonal crossing from all directions.
- Density of road crossing desire lines in close proximity to junction.



3PM

- Primary pedestrian flows along Clerk Street. Consistent flow also registered along Hope Park Terrace and the Meadows.
- Desire lines of pedestrians crossing in proximity to the junction.
- Less frequent diagonal crossing.
- Sainsbury's as a focal point.



5PM

- Uniform flows along all thoroughfares though with less intensity on the North side of Bernard Terrace.
- No diagonal crossing registered within the junction, possibly due to higher traffic volumes.
- Desire lines when crossing the road are further away from the junction cutting corners and at times covering considerable lengths.



7PM

- Visibly increased intensity along all thoroughfares.
- Richness of desire lines to cross the road spread across the junction.
- Diagonal crossing within the junction with Sainsbury's as a focal point.
- Desire lines mainly along Hope Park Terrace and Sainsbury's.

LOCATION A, SATURDAY 17 JANUARY



Foot traffic is intense along all routes throughout the day with a slight predominance along Clerk Street and a focal point of activity around Sainsbury's. The North side of Bernard Terrace is a quieter route despite its more favourable microclimate. There is a constant pedestrian flow to and from the Meadows.

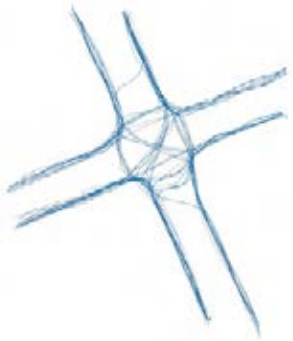
Diagonal crossing is present across the junction during the day with a peak of intensity at 12noon and at 7pm. There was no diagonal crossing of the junction observed during the 5pm slot, most likely due to road traffic volume. Generally, desire lines across the road are visible throughout the day, taking place both within the junction and further each of the intersecting streets. They were mostly noted in close proximity to the junction with individual cases at different points along Clerk Street.

Jaywalking was recorded by researchers during the study on all time slots, together with a heavy use of traffic islands. These traffic islands are narrow and become overcrowded at times. Their function could be enhanced to accommodate more pedestrians to create a better pedestrian environment. Alternatively, shorter waits at the junction for pedestrians to cross, and longer 'green man' crossing times would help reduce pedestrians reliance on median traffic islands.

Considering the richness of desire lines and diagonal crossing in this location, the junction would benefit from more even paving which would facilitate crossing movement from all directions. Pedestrian flows from the Meadows would benefit from a visual continuation of the character of the green space along Hope Park Terrace.

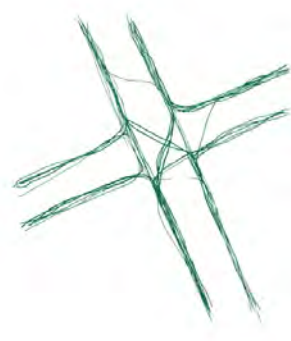
A: TRACING STUDY - TUESDAY 19 JAN

JUNCTION AT BERNARD TERRACE + SOUTH CLERK ST



8AM

- Uniform foot traffic along all thoroughfares.
- Diagonal crossing from all corners of Location A with desire lines in proximity to the junction.
- Foot traffic mainly heading towards the City Centre.
- Large numbers of jaywalkers.
- Cyclists crossing with pedestrians.



12NOON

- Crossing between Hope Park Terrace and Bernard Terrace is less busy.
- Activity around Sainsbury's.
- Less jaywalking compared to other time slots.
- Diagonal crossing and desire lines visible when pedestrian signals turn green.



3PM

- Pedestrian flow is heavier along Clerk Street, both sides.
- Foot traffic now starting to come from the city centre towards Newington.
- Visible jaywalking causing disruption.
- Diagonal crossing and desire lines within the junction and along Clerk Street.
- Cyclists cross with pedestrians on the green man to avoid cycling with traffic.



5PM

- Majority of foot traffic along the East side of Clerk Street.
- Foot traffic from City Centre towards Newington.
- High number of jaywalkers.
- Diagonal crossing from all corners of the junction.



7PM

- Less foot traffic at this time, focused on the East side of Clerk Street.
- Diagonal crossing within the junction and desire lines along all thoroughfares, with individual cases covering considerable lengths on road along Hope Park Terrace and Bernard Terrace.



LOCATION A, TUESDAY 19 JANUARY

Pedestrian movement across within this location is busy at all time slots with a slight decrease from 7pm onwards. The East side of Clerk Street appears to be used more heavily than the West side. This might be linked to the presence of key nodal shops such as Sainsbury's and its location on the North-East side of the road - facing South-West - creating a more favourable microclimate overall.

Diagonal crossing is visibly intense within the junction from all corners at all time slots with a slight scattering from 7pm onwards. All crossing directions are heavily used.

The researchers noticed that during the day there is a lot of jaywalking, at times making hazardous crossings in close proximity to the junction and further down the intersecting streets. Jaywalking is especially prevalent on Bernard Terrace and Clerk Street. Hazardous behaviour also recurs among cyclists who were observed to cross the junction using both vehicular and pedestrian lights to avoid traffic.

Considering the intensity of crossing around this junction it would be beneficial to diversify and formalise more opportunities to change sides of the road further down the streets. Crossing could also be made safer by improving the traffic islands and increasing them in size or better prioritising pedestrians at the junction to reduce need for use of them whilst jaywalking across or trying to make it across on the road on short green man lights.

A: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



1. FEELING SAFE / TRAFFIC

Traffic was cited by many users as a nuisance. Traffic was felt to be too busy, with noise from sirens, beeping horns and the noise of tyres on the road considered loud and a nuisance. Users felt there were hazardous conditions for cyclists trying to get across the junction safely or cycle on this street. Busy traffic and car priority was seen as a barrier to cycling activities, with some users stating that they would not cycle at all on this street as a result. One user stated they would not even drive here due to the busy traffic. Some older users cited short pedestrian crossing times that meant they felt vulnerable and had to pause on traffic islands to cross the street over two sets of green lights, waiting precariously on the traffic island in between. Other users mentioned large traffic volumes restricting their ability to walk with their desire lines down the street, interrupting the walking flow and instead prioritising cars. These user responses were supported by researcher observations. Researchers noted cyclists getting off their bikes to walk over the junction rather than try and make right-hand turns against busy traffic, or simply to cross the street in what was perceived to be a safer manner on foot. One near miss with a bicycle moving from Bernard Terrace toward Hope Park Terrace was observed, with a car turning right from Hope Park Terrace toward Clerk St almost hitting them. Many pedestrians were observed using traffic islands. This was due to short pedestrian crossing times meaning the road could not be crossed in one go, as well as a desire to cross the road without having to wait a long time for the green man.

2. FEELING SECURE / CRIME

Some users mentioned their perception of safety and subsequent use of the street environment changed depending on time of day. For example a number of users cited risk of drunk people and potentially threatening behaviour as a reason they would not use the street at night, or would feel more fearful if they did. This attitude was particularly prevalent among women. Drunken people on the street was the most commonly cited concern in terms of crime in the area. However, a large number of users also expressed that they did not worry about crime at all in this location and considered it safe. There seems to be a split in attitude as to whether this is a very safe location, or whether there is a risk of violence, crime or threatening behaviour particularly at night due to drunken behaviour.

3. CLIMATE + POLLUTION

Weather does not appear to affect how many people use the space, with most users seeing Nicolson St/Clerk St and Location A as a walking route for necessary activities, i.e. those that have to happen regardless of weather or street environment. Few users expressed they would engage in standing/staying activities here, instead using the town centre for necessary activities that would occur regardless of weather such as walking to work or uni. However, weather affected some users who stated they would take the bus or minimise how far they would walk outside if raining. When asked about use of this street during more favourable summer weather, large numbers of users instead talk of using other nearby green spaces such as The Meadows and Arthurs Seat as places to spend time. These green spaces are seen as more desirable locations to spend time nearby, in contrast to this town centre. This highlights the importance of pedestrian and cycle cross-routes to connect nearby popular spaces with the town centre and build on these desired routes. The lack of green spaces or plazas set back from the main trafficked road mean little protection can be sought from pollution and noise at present here along the town centre itself.

4. OPPORTUNITIES TO WALK

User interviews and researcher observations revealed use of Nicolson St/Clerk St at Location A as being a key North-South walking and movement route. Large numbers of pedestrians were observed walking North in the morning, and to the South in the late afternoon, often in large groups congesting the pavement. Whilst North-South movement was observed as being dominant, significant numbers of users also expressed that they cut across Nicolson St/Clerk St to reach other nearby locations to the East and West of the town centre. At Location A these cross-routes primarily included The Meadows to walk the dog, as an alternative quieter route to their destination or to spend leisure time outside. Arthurs Seat was also mentioned as a desirable place to spend time but to a lesser extent. By better connecting the dominant North-South town centre route for pedestrians and cyclists via higher quality secondary cross-links to East/West and high quality pedestrian priority junctions, movement between the main thoroughfare of the Nicolson St / Clerk St town centre and nearby destinations could be maximised. Pedestrians at the junction of Hope Park Terrace and Nicolson St/Clerk St were observed crossing the junction diagonally true to their desire lines using single phase crossing, however many users were also observed jaywalking on the red light, frustrated waiting for long periods. This was supported by user interviews - some users stated they felt the junction interrupted the flow of pedestrian movement and that they experienced frustration waiting for the lights or not being able to cross during short pedestrian crossing times. Where pedestrians jaywalked, car drivers were observed being very aggressive to pedestrians and honking horns. Cyclists were observed frequently getting off their bikes to walk across the junction to avoid cycling and/or turning at the busy junction, with users stating this junction was viewed as unsafe with busy traffic.

5. OPPORTUNITIES TO STAND/STAY

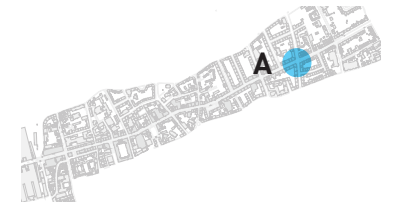
Interesting retail facades provide opportunity to stay and window-shop or spend time in the area. However standing and staying opportunities mentioned by users and observed by researchers were limited to window-shopping only in favourable weather conditions and/or activities within the shops and cafes themselves rather than outside in the street. This was stated by users as being due to a lack of shelter, seating or perception that was a suitable 'place' to spend time outside. Most users felt the town centre was a place to either walk through or go to the shops or bars present rather than spend any time longer than necessary outside. There are however certain exceptions to this, for example a small number of cafes who provide seating outside and/or have awnings that provide shelter and a place to spend time outside along the town centre and particularly on South Clerk St nearby to Location A and further North on Nicolson St. However, these are relatively few and far between. More outdoor seating and awnings or other protection from harsh weather conditions would help improve public life and increase standing/staying activities. Users generally stated that they like the mix of independent shops and that this was an attractor to the town centre and Location A, however they would not stand or spend time outdoors due to a perceived lack of opportunity to do so in a street environment conducive to this.

6. OPPORTUNITIES TO SIT

Some cafes and bars nearby with outdoor seating were used particularly in better weather e.g. The Southern, however many people see The Meadows and Arthurs Seat as primary destinations to sit and spend time rather than Nicolson St / Clerk St due to a more conducive environment including both informal and formal seating options and a greener more welcoming aesthetic. Some users expressed that they would be happy to spend time sitting outside along Nicolson St / Clerk St away from the junction at Location A, however they felt there was not opportunity to do so due to a lack of available seating or places to take a rest away from the main thoroughfare. Additional places to stop and take a seat in those more generous width places along the main North-South route or at key spots off the main route would help encourage this behaviour. Many users commented on the lack of seating along the Nicolson St/Clerk St town centre and felt there were few or no places to spend time enjoyably outside here. This indicates potential for more staying/sitting outside activities along this town centre if a more conducive environment is created, with seating and places seen as desirable to spend time, with shelter from busy traffic and which take in sunny conditions. These might build on or improve existing spaces such as Nicolson Square or St Patrick Square, additional bench seating along the town centre length in spots with better microclimatic conditions and a view of activity, or be achieved through more informal opportunities such as encouraging additional on-street outdoor cafe and restaurant seating.

A: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



7. OPPORTUNITY TO SEE

Researchers noticed glimpse views toward the Meadows from the Southern corners of the junction at Location A toward the West, and of Arthurs Seat when looking toward the East. These views could be enhanced with greater ability to enjoy these cross-views through careful positioning of seating and places to pause at various quiet secondary roads perpendicular to Nicolson St/Clerk St and junction corners.

8. OPPORTUNITY TO TALK + LISTEN

Loud traffic noise including sirens, car horns and general road noise (from the contact of car tyres with the road surface) were cited as key nuisances at Location A of the Nicolson St/Clerk St town centre. Loud heavily trafficked locations can be a hindrance to providing a conducive environment for talking and conversations.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

No opportunities for play, exercise or unfolding activities were mentioned specifically by users at Location A or along the Nicolson St/Clerk St town centre as a whole. These types of activities are not perceived as occurring along the street town centre length. Instead those larger less linear spaces East or West of the town centre are seen as the destinations for leisure, play and temporary activities and spending time. Those spaces with most potential for these types of activities seem to be the 'breathing spaces' along this linear town centre movement route - St Patrick's Square, Nicolson Square, and Hunter Square, in combination with those spaces nearby to the main street but to the East/West of the town centre such as The Causey and Deaconess Garden, as well as smaller opportunities to engage in street life along Nicolson St/Clerk St itself.



10. DIMENSIONED AT HUMAN SCALE

The busy junction at Location A - the cross-roads of Clerk St and Hope Park Terrace/Bernard Terrace - prioritises cars over pedestrians or cyclists and has been predominantly designed to suit car proportions. Pavements could be more generous to suit heavy pedestrian congestion at peak times, and a safer environment and street layout for cyclists is very much needed to help promote active transit at this location. Cycle lanes, rectifying of frequent severe potholes and better cyclist and pedestrian priority with the junction and nearby street designed at more human scales would help promote active transit and have a positive impact on public life.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

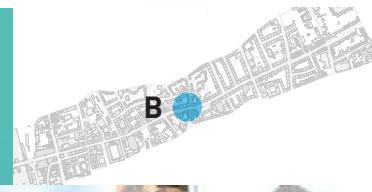
The building overhang at the Sainsburys on the South-East junction corner provides some shelter from rain and inclement weather. This was cited by a small number of users as being a positive feature offering protection from the climate. Researchers observed this being a spot that homeless persons would often sit to take shelter from the rain. The Southern Bar at 22-26 South Clerk Street features outdoor seating which users mentioned using in warmer drier weather conditions. A small number of similar outdoor seating opportunities were observed along South Clerk St and Clerk St/Nicolson St outside cafes and bars, however encouraging more of these opportunities to sit outside would help enable use of the outdoor space for staying activities in sunny warmer weather.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Users commented on poor quality paving materials resulting in slippery surfaces and trip hazards walking. The street was perceived to be very dirty and 'ugly' by users with researchers observing frequent litter and vomit on the pavement. Some users commented on a lack of light underneath the building overhang at Sainsburys and that this could be improved. Many users found Nicolson St / Clerk St unattractive but commented positively on nearby places such as the Meadows as being a positive in that they are close by to Nicolson St / Clerk St. these nearby desirable locations have a positive impact on the town centre.



B: JUNCTION OF NICOLSON ST + WEST CROSSCAUSEWAY



B: BEHAVIOURAL MAPPING

JUNCTION AT WEST CROSSCAUSEWAY + NICOLSON ST

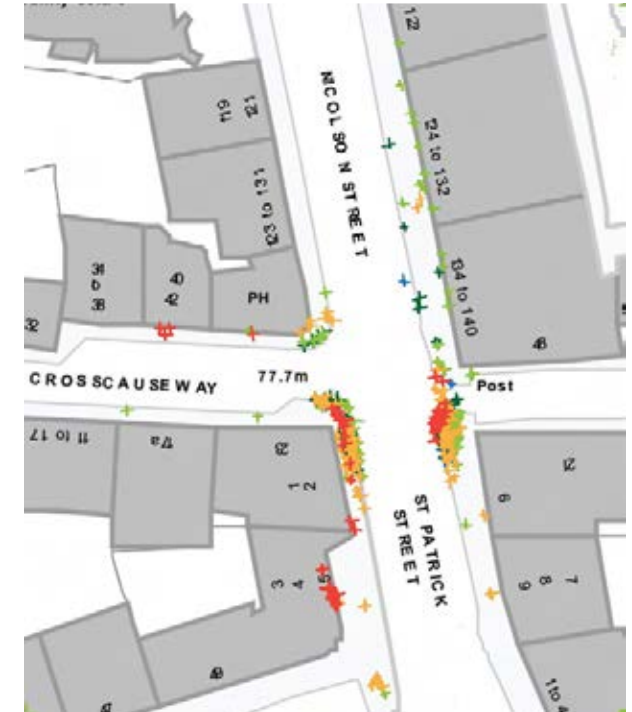
Location B is at the junction between West Crosscauseway/East Crosscauseway and Nicolson Street/St Patrick Street. The primary staying behaviour mapped at this location was standing. These standing activities primarily related to those waiting to cross the road, though other stationary activities included those stood outside smoking, window shopping, taking photos (of the view through East Crosscauseway to Arthurs Seat) or waiting for friends.

Two nodal points of pedestrian activity are observed within this location: The corners of the junction and the facades along the east side of Nicolson St. The junction is unique because only pedestrians and cyclists can pass East-West as East Crosscauseway is closed for cars. Their priority and this route could be enhanced. Researchers noticed that pedestrians cross West Crosscauseway as if it was a pedestrian street and are often taken by surprise by moving cars. Researchers observed that pedestrians do not need to wait too long for the signal to change before crossing the street, though this could be improved. There was no one playing or sitting at this key location with the exception of a homeless person at the corner of Nicolson St and East Crosscauseway.

More people were observed standing on weekdays than at weekends. This difference might indicate that more people want to cross the road on weekdays compared to the weekend, or alternatively that people are not waiting for the traffic lights to change before they cross on weekend days due to lesser traffic volumes. During the weekdays, the standing activity in this location peaks between 3pm-5pm. At the weekend the location is quiet throughout the day, and there is no direct indication of a peak period.



SATURDAY 16 JANUARY



TUESDAY 19 JANUARY

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



Connection to The Causey could be improved for pedestrians and cyclists.

Pedestrians walk over the minor road on a raised table. This street could be further made pedestrian-friendly with a shared surface connection to The Causey.

Pedestrians often jaywalk across the road rather than wait for the pedestrian crossing.

Letting Agent window attracts some staying activities by passers by.



Some pedestrians wait to cross, others jaywalk in between cars rather than wait.

Awning provides some shelter from rain to passers by. More awnings could be encouraged.

Bins create an unpleasant smell and aesthetic, and are positioned in place of a wider pavement.

The cycle and pedestrian link across to West Crosscausey could be enhanced.



Views to Arthurs Seat to East.

Pedestrians frequently walk down the road rather than diverting away from desire lines down narrow awkward pavements.

Pavements are narrow with bins and parked cars making these feel hemmed in.

Bus shelter positioned facing the street creates more of a pinch point. This could be repositioned to face the opposite direction to help minimise this.

Pedestrians struggle to pass one another and hold a conversation due to pinch point.

Uneven stepped surface in front of shops.



31 667 1900

The East-West link between the university and Nicolson St is frequently used by students, tutors and others.

Narrow pavements mean there is often not enough room to pass when people are waiting at the lights.

People frequently walk down the middle of this road due to low traffic levels and narrow pavements that don't match their desire lines.





Large overspilling bins line both sides of the street.

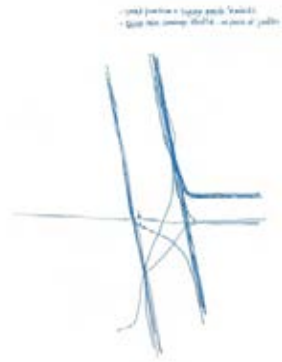
This is a popular cycle and pedestrian 'cut through' East-West, but the quality of the experience is currently poor. Unclear navigation, no cycle lane, bins and parked cars, this feels like a neglected 'back route' rather than a popular cared-for active transit route.

Connection to The Causeway and university could be enhanced.

Unattractive bins create unpleasant smells and aesthetic.

B: TRACING STUDY - SATURDAY 17 JAN

JUNCTION OF NICOLSON ST + WEST CROSSCAUSEY



8AM

- Foot traffic is predominantly on the East side of Nicolson Street with considerable movement along East Crosscauseway.
- Individual cases of crossing at the traffic lights with desire lines stretching along Nicolson Street.
- Quiet pavements.



12NOON

- Equally intense foot traffic on both sides of Nicolson Street.
- Secondary pedestrian traffic along East and West Crosscauseway with a predominance along the South pavement.
- Crossing clustered around the existing traffic lights with desire lines around it.
- Pedestrians treat West Crosscauseway as a shared space pedestrian route, often walking down the middle of the road.



3PM

- East side of Nicolson Street busiest at the junction.
- Moderate foot traffic along East and West Crosscauseway
- Desire lines cross the road along West Crosscauseway and around the traffic lights.
- Individual cases of jaywalking.



5PM

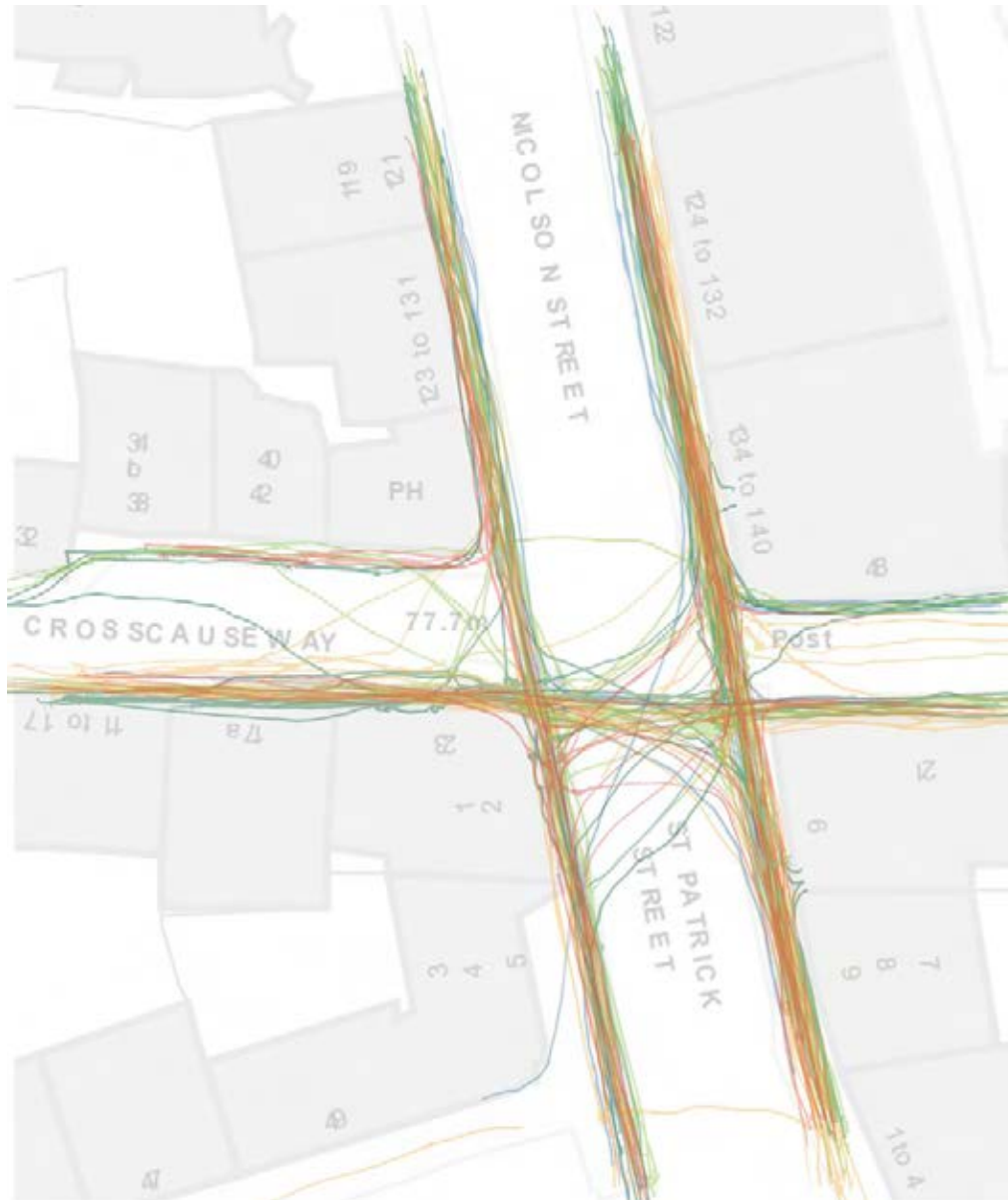
- Both sides of Nicolson Street and the South side of East and West Crosscauseway as the most walked routes.
- No noted pedestrian movement along the North pavement of West Crosscauseway.
- Desire lines spreading from the West side of Clerk street at different points along the street.
- Significant numbers of cyclists, particularly using the East-West cross link.



7PM

- Busy foot traffic along both sides of Clerk Street.
- North pavement of West Crosscauseway is now used.
- Variety of desire lines spreading from both sides of the signalised crossing on Clerk Street.

LOCATION B, SATURDAY 17 JANUARY



Both sides of Nicolson Street are heavily used by pedestrians throughout the day with slight predominance of use on the East side which has more active frontages and a more favourable microclimate.

Constant pedestrian flows were recorded from the secondary routes of West Crosscauseway and East Crosscauseway especially on the South pavement. Use of the North Pavement on these streets is limited to morning slots and individual cases after 7pm. Snow might have limited the number of pedestrians on the street from 3pm onwards on this weekday although a pattern of usage still emerges.

As noted by the researchers, movement along the North / South route along Clerk Street is constant and moves smoothly due to the existing raised table crossings. The positive impact of these pedestrian priority crossings could be further expanded around the junction.

Movement along the East / West axis is clustered around the existing pedestrian crossing, intersected by many desire lines. The SW and SE corners of the junction are particularly active and would benefit from the widening the corner radius to accommodate pedestrians waiting to cross. Pedestrians treat West Crosscauseway and East Crosscauseway as shared spaces that they can walk down the road to use. Given this is already many pedestrians assumption, there may be a case to create a higher quality shared space East-West link for pedestrians and cyclists along these roads and over an improved pedestrian/cyclist-priority junction. This would help promote this link East-West and to the university and The Causey.

B: TRACING STUDY - TUESDAY 19 JAN

JUNCTION OF NICOLSON ST + WEST CROSSCAUSEWAY



- Intense movement around the area with foot traffic along the established pavement down Nicolson Street and making use of the road surface especially down West Crosscauseway
- Pedestrians crossing in between parked cars.
- Particularly prevalent use of desire lines.

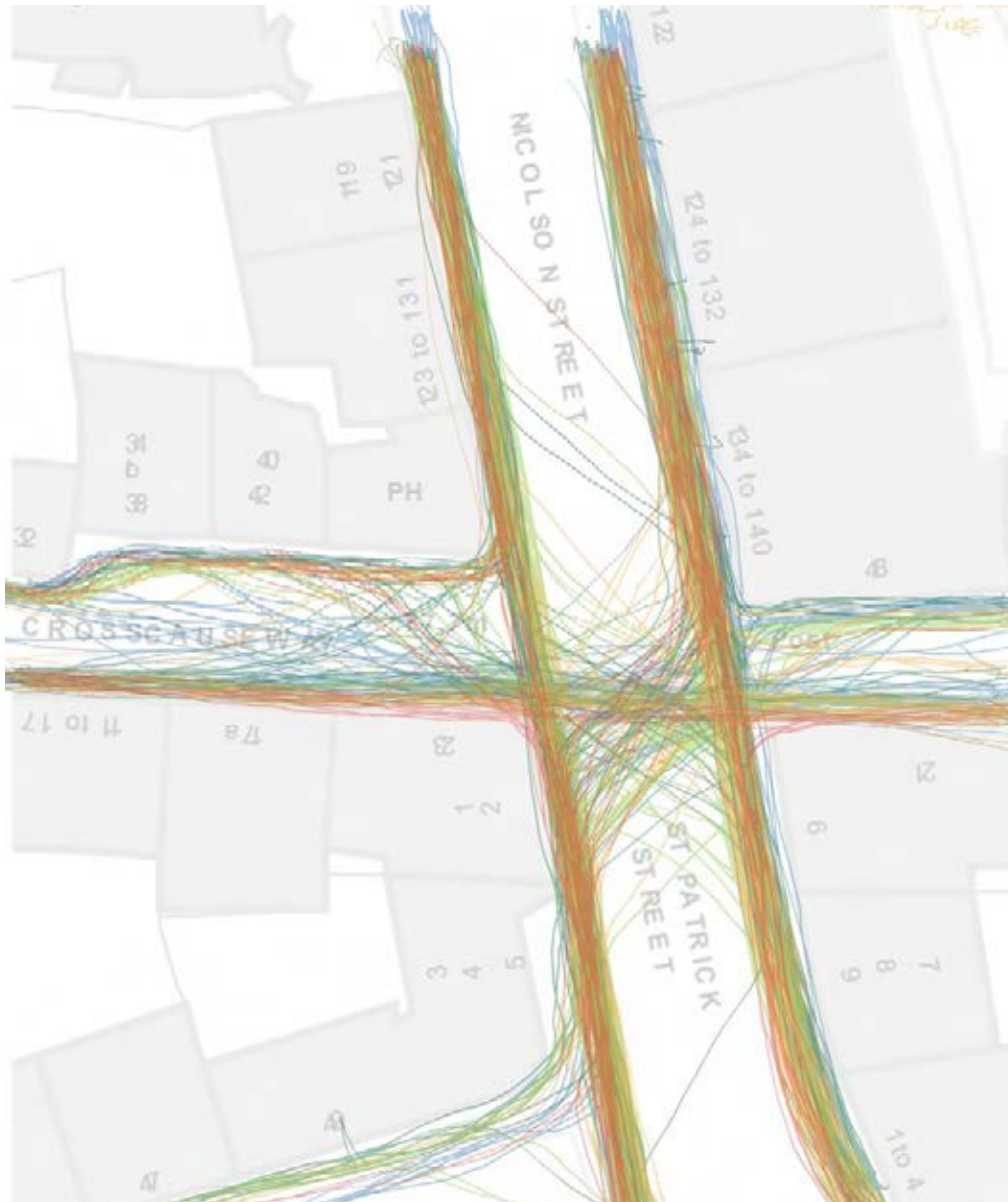
- Very intense foot traffic along Nicolson Street, especially on the East side.
- Quieter movement along East and West Crosscauseway.
- Desire lines through the junction from all directions.
- South side of West Crosscauseway is the most widely used secondary route.

- Nicolson Street is the primary thoroughfare for foot traffic.
- SE corner of the junction is focal for desire lines.
- Both sides of East Crosscauseway and the North side of West Crosscauseway are more busily used.

- East side of Nicolson Street presents intense primary foot traffic compared to a less crowded West side.
- Signalised crossing is heavily used maintaining a steady flow on the South side of East and West Crosscauseway.

- East pavement is the most used along Nicolson Street.
- Desire lines focused between the SW and NE corners of the junction.
- Secondary foot traffic on West Crosscauseway
- East Crosscauseway is the quietest route.

LOCATION B, TUESDAY 19 JANUARY



Both sides of Nicolson Street are heavily used by foot traffic throughout the day. A particularly busy flow of pedestrians was observed along East Crosscauseway and West Crosscauseway during the early slots, making an intense use of the road to zig zag between parked cars and switch sides with desire lines. This pattern shows pedestrian and cyclists use of East and West Crosscauseway as quieter routes that are treated as shared surfaces. This existing behaviour supports a case to improve this East-West link a pedestrian and cyclist priority route with a shared surface that permits cars but prioritises pedestrian and cyclist movement.

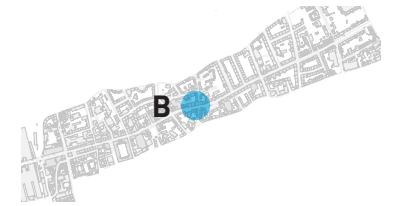
Desire lines are visible across Nicolson Street at all times clustering around a SW/NE diagonal crossing movement over the junction. In limited cases, desire lines cover considerable lengths further away from the junction with pedestrians walking in the road.

Considering the intensity of road crossing along West Crosscauseway by pedestrians and university students, this thoroughfare in particular would benefit from a more even road surface and wider pavement. Designing the street environment for the pedestrian as the main user would benefit many street users. Wider corners at the road junction would accommodate the volumes of pedestrian movement more comfortably and safely.

As noted by the researchers, there was a noticeable presence of cyclists moving in all directions at the junction, and more efficient cycling facilities tailored to this user group would benefit a lot of street users.

B: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



1. FEELING SAFE / TRAFFIC

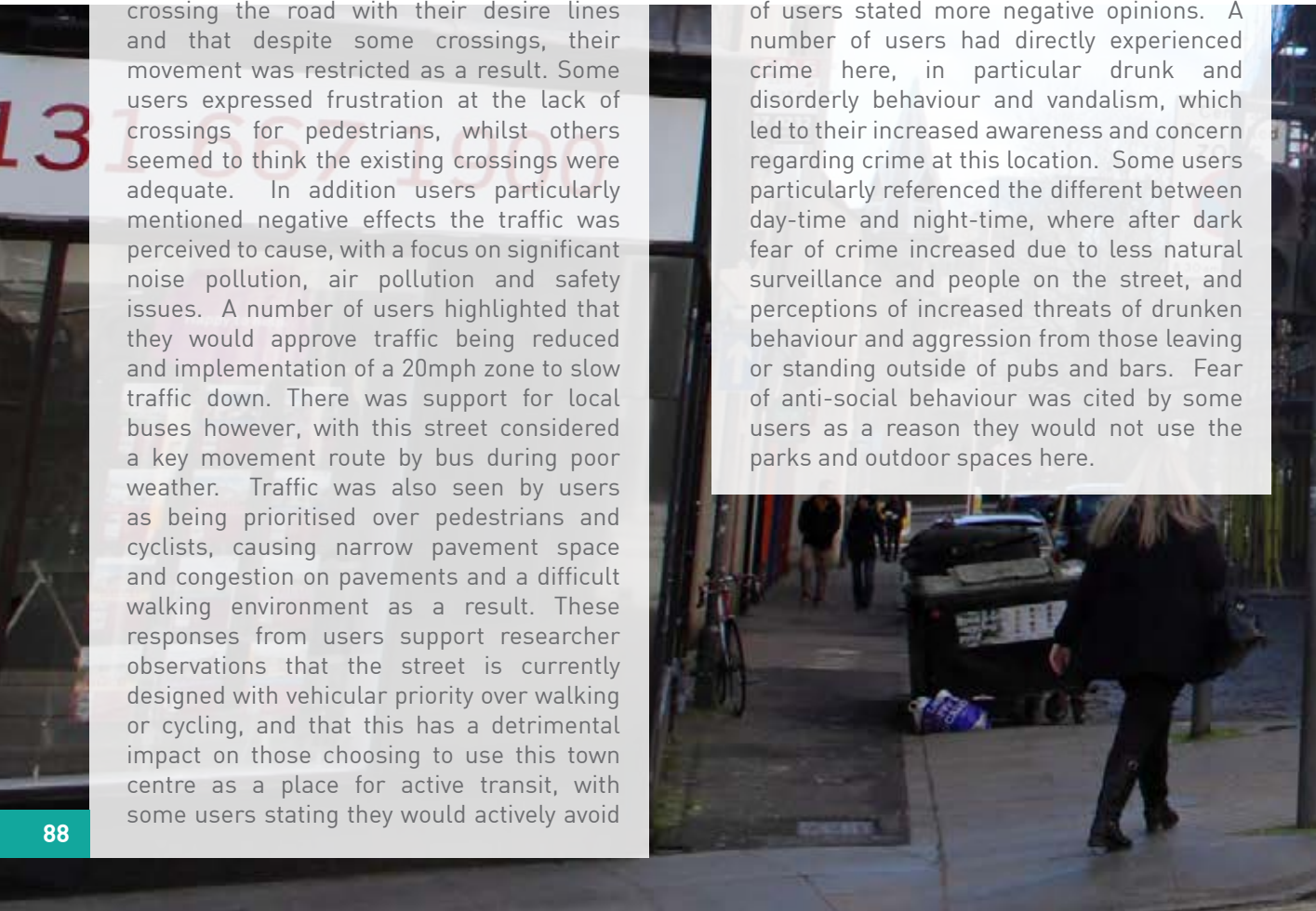
Traffic was considered by users to have a negative impact on ways they might use the street. For example users cited traffic as a key reason they would not cycle down Nicolson St/Clerk St. Equally, road traffic was also seen as an obstruction to pedestrians crossing the road with their desire lines and that despite some crossings, their movement was restricted as a result. Some users expressed frustration at the lack of crossings for pedestrians, whilst others seemed to think the existing crossings were adequate. In addition users particularly mentioned negative effects the traffic was perceived to cause, with a focus on significant noise pollution, air pollution and safety issues. A number of users highlighted that they would approve traffic being reduced and implementation of a 20mph zone to slow traffic down. There was support for local buses however, with this street considered a key movement route by bus during poor weather. Traffic was also seen by users as being prioritised over pedestrians and cyclists, causing narrow pavement space and congestion on pavements and a difficult walking environment as a result. These responses from users support researcher observations that the street is currently designed with vehicular priority over walking or cycling, and that this has a detrimental impact on those choosing to use this town centre as a place for active transit, with some users stating they would actively avoid

2. FEELING SECURE / CRIME

A division of opinions by users was observed in terms of feeling secure and safe from crime at this location. Whilst many users stated they felt very safe here, often comparing the area favourably in contrast to other areas of Edinburgh and Glasgow, a significant number of users stated more negative opinions. A number of users had directly experienced crime here, in particular drunk and disorderly behaviour and vandalism, which led to their increased awareness and concern regarding crime at this location. Some users particularly referenced the difference between day-time and night-time, where after dark fear of crime increased due to less natural surveillance and people on the street, and perceptions of increased threats of drunken behaviour and aggression from those leaving or standing outside of pubs and bars. Fear of anti-social behaviour was cited by some users as a reason they would not use the parks and outdoor spaces here.

3. CLIMATE + POLLUTION

Users at Location B expressed mixed views about Nicolson St/Clerk St as a place to spend time outside. The majority of users felt that there were few opportunities for spending time outside, even in more favourable weather, with one user exclaiming "Where would I go to spend time outside here?!" when asked. Most users spoke of the weather having a large impact on the time they might spend outside here due to a lack of shelter and protection from unpleasant sensory experiences. Whilst one user said they would use St Patrick Square, others said they either would not spend time outside here or would go to other nearby green spaces instead (such as The Meadows) which were seen as more attractive. Other unpleasant sensory experiences highlighted by users included that they felt Nicolson St/Clerk St had an issue with cigarette butts on the floor and smell. The street was not considered a conducive environment for spending time even in good weather in part due to these factors but also as there were seen to be few pleasant places to sit outside in all weather without fear of anti-social behaviour and away from traffic. Whilst more protection from climatic factors such as rain and wind are needed, the presence of smaller green spaces or more generous public realm such as at The Causeway nearby, does allow some opportunity to offer respite from traffic and pollution. However, these areas could be significantly improved with additional buffering with soft landscaping from the main thoroughfare. Additional shelter should be created along the street through encouraged use of awnings.



4. OPPORTUNITIES TO WALK

Nicolson St/Clerk St was seen by many users as a key movement route either into the city centre, to the South or to a lesser degree to the West. A common issue cited by users was that the volume of pedestrians on the pavement causes congestion and restricts the ease of movement on foot. Users with buggies highlighted that this congestion combined with pinch points due to street clutter made it difficult to move on foot up and down Nicolson St/Clerk St. Other users mentioned that poor paving quality and trip hazards due to uneven surfaces caused a barrier to their ease of movement on foot. Researchers noted that the street environment and street design prioritises cars and vehicular travel as a priority over cycling or walking. A number of users highlighted the importance of local green space destinations to the East and West of Nicolson St as key walking destinations from this town centre (The Meadows, Arthurs Seat) as those smaller green spaces already present along the town centre (St Patrick Square, Nicolson Square) were seen as undesirable places to spend time due to the perceived threat of anti-social behaviour from those drinking. As such it is important to also consider not just walking up and down the linear Nicolson St/Clerk St but also the ease with which users can get on foot to other nearby green spaces and destinations. User interviews also highlighted that additional crossings to further prioritise pedestrians and their desire lines whilst de-prioritising car movement would be supported. At Location B the signalised pedestrian crossing was very popular with both pedestrians and cyclists using this as a key point at which to cross between sides of the street and/or move East-West between The Causey and East Crosscauseway.

5. OPPORTUNITIES TO STAND/STAY

A key draw for people to spend time and stand/stay in Nicolson St/Clerk St was found to be the range and diversity of local independent shops nearby. This was stated by many users as a key reason for visiting and spending time in this local town centre. User interviews highlighted the importance of these shops for local everyday shopping and grocery needs. However, no users expressed that they would choose to spend time outside here, instead visiting shops or other destinations where they would spend their time indoors. Reasons given included that they felt there was no-where to spend time (one user cited the example that even St Patrick Square only has one bench and an uninviting design), that those public spaces where there is more potential for standing/staying activities (such as Nicolson Square, St Patrick Square) felt unwelcoming, unprotected from the climate and frequently used by those drinking, and that the street felt too busy. Researchers observed standing/staying activities at Location B in relation to the local shops, which people would often stop and look in the windows of, or outside the Greenmantle pub smoking, however very few other standing/staying activities were observed.

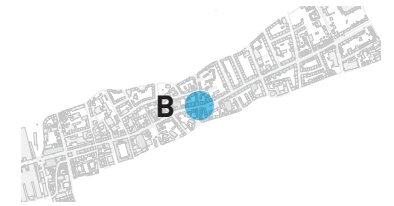
6. OPPORTUNITIES TO SIT

User interviews highlighted the perception that there are few attractive green spaces or places to sit along the Nicolson St/Clerk St town centre. Nicolson Square and St. Patrick Square were seen as being “uninviting” with inadequate quantities of benches, and too loud from traffic noise. Other users cited their use by those drinking as making them unappealing to spend time and sit in. Despite this, these two small squares were seen as the key locations that one might take a seat in this part of the town centre. Users were not aware of any other opportunities for sitting in the public realm.



B: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



7. OPPORTUNITY TO SEE

The local shops were seen by users as the key visual interest and feature at Location B in the Nicolson St/Clerk St town centre. No users mentioned any other appealing vistas or sights at this location. These were only seen negatively where shops were vacant, with one user suggesting that these should be given to local businesses and people to use for free to enliven the town centre and make it more attractive whilst supporting local people.

8. OPPORTUNITY TO TALK + LISTEN

Traffic was cited by users at Location B as the primary factor prohibiting talking and listening activities. Traffic noise was mentioned in terms of reducing the appeal of using local smaller green spaces such as Nicolson Square and St Patrick Square, where this was felt to contribute to them being unattractive choices for spending time. This was seen as just the status quo for a busy road leaving the city.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

During snowy conditions, children were observed by researchers playing and making snowballs in St Patrick's Square, and making shapes on the path. Many people were observed stopping to take photos during snowy weather. This highlights the importance of localised green spaces to enable these unfolding activities and play in all seasons. However, with the exception of the snow few opportunities for play were either observed by researchers or mentioned by those users



10. DIMENSIONED AT HUMAN SCALE

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

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

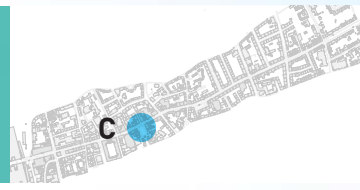
Researchers observed few awnings to provide cover and shelter in case of rain and enable lingering activities in front of shops or cafe seating, though one or two occurrences of this were noted to the North of Location B. There is some public seating nearby to Location B at Nicolson Square and St Patrick Square, which might provide some opportunity to enjoy the positive aspects of climate on a sunny day. However, users at Location B felt that whilst some seating was provided at these two squares the overall environment (loud traffic noise, anti-social behaviour) meant that few people actively stayed outside at these locations to enjoy more positive aspects of the climate.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Despite the attractiveness of smaller scale independent shops to the North of Location B on the East side of the street, which have more human-scale detail, the overall sensory experience was found by researchers and users interviewed to be in need of improvement. Some users mentioned poor sensory qualities in terms of a perception of the street environment being dirty or smelly. Many other cited poor quality pavements with 'patches' causing trip hazards and a vulnerable and intimidating environment for cyclists. Cyclists were observed by researchers actively using the signalised crossing over to The Causey across Nicolson St. This is a popular route, however the condition of the cycling environment is quite poor to the East along East Crosscauseway in terms of aesthetic and material quality and presence of large numbers of bins. As such this route does not feel like a welcoming or intended route for cyclists and pedestrians despite its frequent use.



C: NICOLSON SQUARE AT NICOLSON STREET



C: BEHAVIOURAL MAPPING

NICOLSON ST/CLERK ST

At Nicolson Square Gardens the behavioural mapping showed that standing activities were the dominant stationary activity and were spread out over the area. This is the only location in the town centre where standing activities were not centred only around junctions, crossing the road and bus stops, but instead were also associated with the layout of the garden.

Nicolson Square Gardens has more people standing in or around it the area during the weekends than during the weekdays. Even though the garden is public, only a few people use it during the day, with railings creating a barrier and many people perhaps not perceiving this as a public space they could spend time. In contrast to this, the area surrounding the gardens is consistently active with the most lingering and other behavioural mapping recorded. Much of this activity was due to people standing in front of shop fronts talking or smoking, those waiting to cross the road, at the ATM or waiting for the bus. During the research study day on Saturday 16 January, it was snowing in the afternoon and evening and people started to use the garden for playing and taking pictures of each other in the newly fallen snow.

This location does not clearly have a peak of activity across the day, but is observed to be less active with stationary behaviours during the morning observations (8am) and the evening observations (7pm).

There are a number of nodal points within this location: the crossing point, and the bus stop located adjacent to Nicolson Square. There is an opportunity



SATURDAY 16 JANUARY



TUESDAY 19 JANUARY

to better integrate the garden into the urban landscape to create a more cohesive and extended public realm for public life. This could be done by bringing the surrounding roads into the public realm through creation of a shared space (still allowing buses, taxis and loading), removing the railings around the park, restricting parking and making small landscape improvements to the gardens to better screen the main road and traffic.

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



The road combined with rows of cars on both sides of the street create a visual and perceived barrier to the park.

This bench was often occupied by either people drinking outside or by a broader range of users on sunnier days.

Nearby cafes have some outdoor seating which adds to public life.

Pigeons are an attraction for some users but seen as a nuisance by others.

Lack of informal seating results in people sitting on the ground.



Additional trees and planting would help to filter the park from the noise of traffic.

Railings and cars create a barrier around the park making it feel less welcoming.

Parked cars dominated the street space at present, though many pedestrians walk down the centre of the road here as this better suits their desire lines toward Marshall St.

Opening up the park by removing railings, reducing car parking and limiting traffic to buses and taxis around the Square, and creating a shared space around the park would increase public life and a more pedestrian and cycle friendly public realm. It would also allow nearby cafes/restaurants to spill out to create more of a plaza feel.



Awning provides some shelter in poor weather. These should be encouraged.

Bus shelter with back to road does not obstruct pedestrian movement as much as others near here.

Creating a better pedestrian and cycle link to the university and Potterow would be of benefit.

Outdoor trading gives passers by a reason to stop and look, and should be encouraged.

Pedestrians often treat this part of the road as a shared space already, cutting across with their desire lines.

Bins and litter left on the street give an untidy and uncared for aesthetic.



Many cyclists avoid Nicolson St due to perceived lack of safety from traffic and buses.

Large numbers of buses, though the bus lane is often blocked by parked cars.

Bus stops create pinch points, exacerbated by many of these 'facing the wrong way', turning their back on the pedestrian movement route and creating more of an obstruction.

Lack of adequate cycle facilities, including loops/racks.

Lack of seating, shelter, and waiting points for all bus users.

C: TRACING STUDY - SATURDAY 17 JAN

NICOLSON SQUARE AT NICOLSON STREET



8AM

- Primary foot traffic along Nicolson Street.
- Generalised jaywalking to cross Nicolson Street using official crossing and traffic islands especially during quiet times.
- Zig zagging between cars at the junction North of Nicolson Square and on the South edge of the square to avoid congestion at the bus stops.



12NOON

- More noticeable foot traffic along Hill Place and the South side of Nicolson Square.
- SE corner of Nicolson Square used as a short-cut.
- Three main crossing points on Nicolson Street, only one is formalised.
- Variety of movement around and within Nicolson Square Gardens.



3PM

- Foot traffic more uniformly spread along all routes and across Nicolson Square as a short-cut.
- Heavy use of traffic islands and unofficial crossing points.
- Wide variety of desire lines along the sides of Nicolson Square.



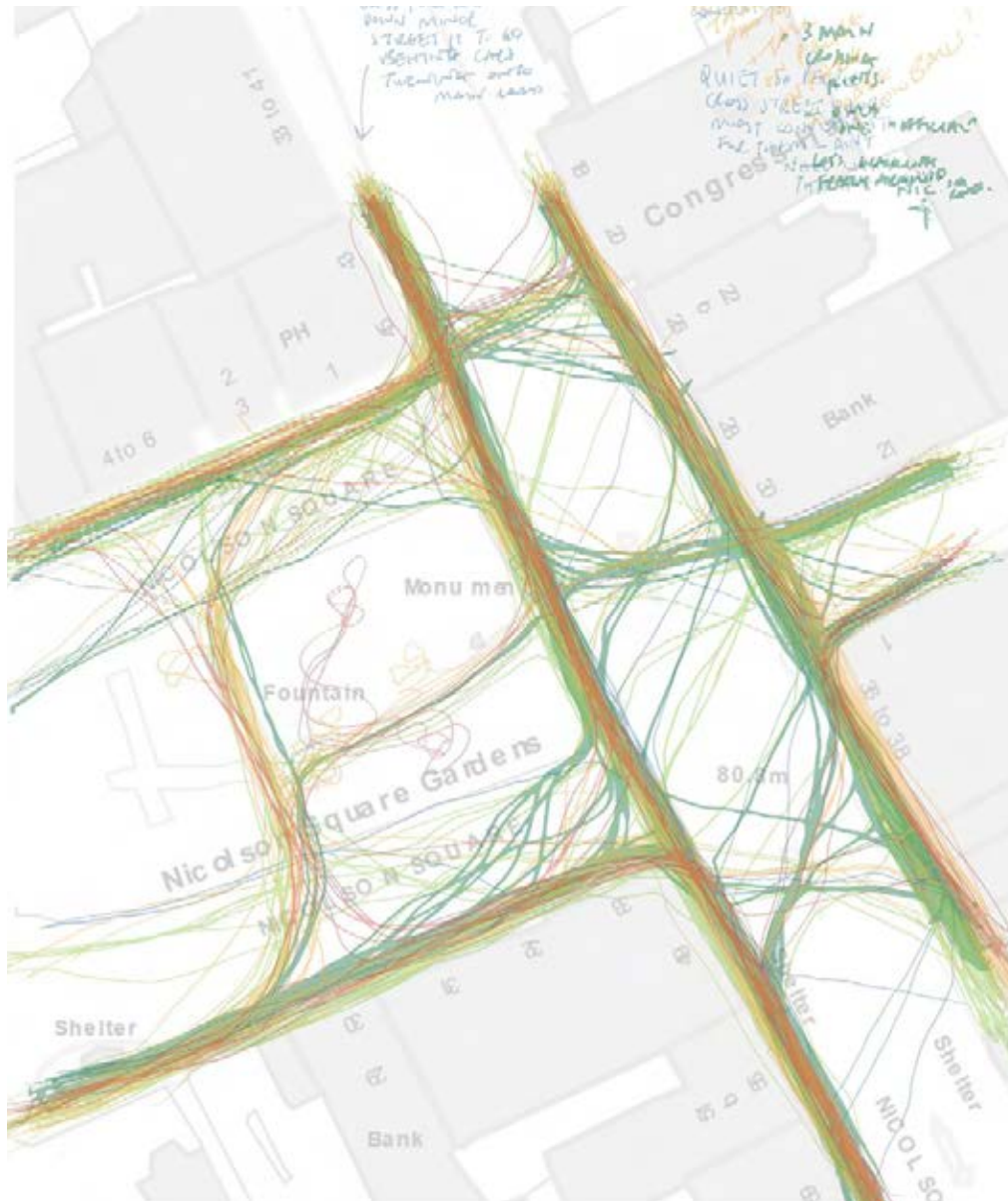
5PM

- Nicolson Square used for play and users taking pictures of the snow.
- Foot traffic is less intense, but still uniform along all thoroughfares.
- Crossings concentrated around three locations.



7PM

- West side of Nicolson Street is the busiest pavement in this study location.
- Variety of movement inside the square due to snow.
- Pedestrian crossings still focused on three points along Nicolson Street.



LOCATION C, SATURDAY 17 JANUARY

Pedestrian flows across the area are generally busy throughout the day especially between 12noon and 5pm. The pavements along Nicolson Street are the primary pedestrian route, with the outer edges of the Square adjacent to the existing buildings gaining importance during the day. Secondary pedestrian flows come from Hill Place especially between 12 and 3pm.

Immediately evident across this location are desire lines and diagonal crossing of the streets. Nicolson Street presents three main crossing points: at the pedestrian traffic lights to the North and at two sets of traffic islands further down. All three crossing locations are heavily used and would benefit from clearer signage and a more even and wider surface, especially in the traffic islands. The junction with Hill Place would benefit from a clearer pedestrian crossing considering the intensity of flows.

The sides of Nicolson Square are particularly active with desire lines and zig zagging around parked cars and along the fencing. The roads around Nicolson Square are already used to some extent as a shared space, official implementation of which would be beneficial to public life, allow opening up of the gardens and encourage more outdoor seating and public life activities. Activity was also noted later during the day on the Square itself due to the newly fallen snow. It would be beneficial to maximise the potential of the existing activity both inside and outside the square and merge these spaces by removing the boundary railing.

C: TRACING STUDY - TUESDAY 19 JAN

NICOLSON SQUARE AT NICOLSON STREET



8AM

- Both sides of Nicolson Street present primary flows.
- The SW corner of the junction and the outer edges of the Square are also busy.
- Heavy flows getting off buses.
- Very little movement across the square.
- Crossing via both traffic lights and traffic islands.



12NOON

- Primary foot traffic on both sides of Nicolson Square.
- Milder flows on Nicolson Square spreading across the edges and the park.
- Crossing on Nicolson Street limited to the traffic lights and individual cases North of Hill Place.
- People noted waiting outside the railings of Nicolson Square rather than inside the green space.



3PM

- Primary traffic along the West side of Nicolson Street and on the South edge of Nicolson Square towards Bristo Square.
- Sporadic movement across Nicolson Square with use of its SE corner as a short-cut.
- Crossing using all traffic islands.



5PM

- Intense foot traffic along both sides of Nicolson Street.
- Considerable secondary pedestrian traffic along the South edge on Nicolson Square and the South side of Hill Place.
- Square used as short-cut in different directions.



7PM

- Intense foot traffic along both sides of Nicolson Street and both sides of Nicolson Square.
- Secondary lighter pedestrian flow from Hill Place.
- No foot traffic walking through the square.
- Only one traffic island used to cross Nicolson Street.



LOCATION C, TUESDAY 19 JANUARY

Primary foot traffic along Nicolson Street is visibly more intense on the West pavement and splitting into flows on the North and South corner of Nicolson Square to and from Bristo Square. Considerable movement along Hill Place.

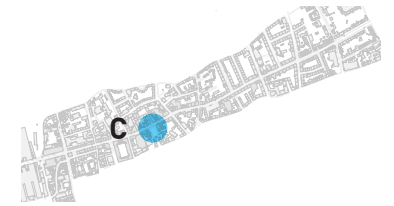
Crossing at Nicolson Square is concentrated at the traffic lights and scattered across a wider area towards Clerk Street. The existing traffic islands are heavily used and would benefit from a higher visibility and a wider raised surface.

Despite the wide pavements, Nicolson Square is only sporadically used, and mostly functions as a short-cut. There are no noticeable flows walking through it during the 8am study slot and a decrease from 5pm onwards outwith daylight hours. The researchers noted a lack of varied seating opportunities and the presence of anti-social behaviour.

Considering the levels of activity and movement at the edges of the square, it would be beneficial to promote more proactive use of this public space for seating and leisurely walking to allow it to better integrate with the surrounding public realm and support more public life. This could be achieved by opening up its edges whilst retaining a screen and buffer to the main traffic on Nicolson St, and increased street and public realm lighting.

C: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



1. FEELING SAFE / TRAFFIC

User interviews revealed that most people felt traffic was a significant nuisance here - both in terms of noise, crossing the street and creating a car dominant environment that did not leave enough room for pedestrian movement. However, some users stated that whilst they felt traffic was bad, it was 'okay' for a main road, with some saying 'it is what it is'. This highlights the perception of some users that nothing can be done about traffic volume and noise on busy streets such as this. In practice noise and volume might be reduced through measures such as decreasing speed limits or tweaking street design/layout to better accommodate pedestrians whilst disincentivising the extent of car use which is presently seen.

2. FEELING SECURE / CRIME

The user interviews conducted at Nicolson Square gave a mix of opinions about perceptions of safety here. Whilst many felt safe here, others gave factors such as time of day, whether people were 'loitering' in the park and how busy the public realm was as affecting their perception of safety. Night-time, when the street and park were quieter and/or when more people were observed staying and drinking in Nicolson Square were seen as factors that made users feel unsafe. Day-time, when no drinking activities were observed in the park and the street environment was busier (and therefore with more natural surveillance) were seen as making the environment feel safer.

3. CLIMATE + POLLUTION

Many users interviewed mentioned that they primarily use Nicolson St as a key movement route, rather than spending time in Nicolson Square, and are therefore little affected by positive or negative weather or climatic factors. Researchers also observed that most people were moving through en route to somewhere i.e. using the street as a way to go about 'necessary' activities rather than a place to spend more time during favourable weather. This may also be due to a dearth of protective elements in the street to mitigate unpleasant sensory experiences and climate (rain, wind, litter, smell, air pollution and noise from traffic). Protection from these unpleasant sensory experiences may help encourage more staying behaviours, particularly in Nicolson Square. More protection from the noise of Nicolson St would help turn the focus of Nicolson Square back around to create a more internalised quieter space with grass and more pedestrian friendly shared space (still allowing taxis/buses) that would help create a more conducive environment for staying activities and encourage cafe seating outdoors.



4. OPPORTUNITIES TO WALK

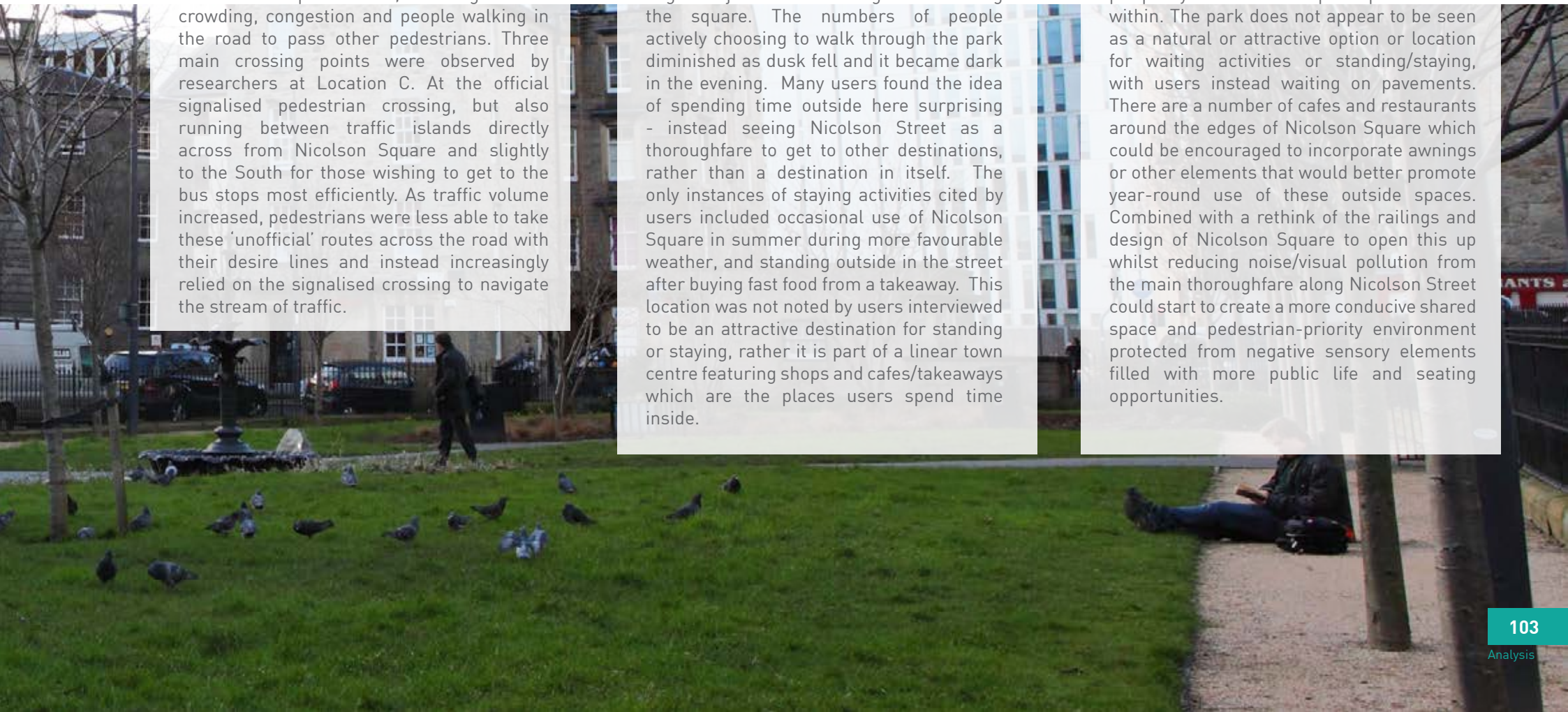
Researchers observed and user interviews supported, that most people use Nicolson Street as a key pedestrian movement route between both the city centre and South, and across to key destinations to the West in particular e.g. the university. Whilst this was seen as an important walking route, many users mentioned poor paving quality to the South of Nicolson Square being a problem that hindered their walking experience. Users also mentioned that pavement widths nearby were not adequate to accommodate the volume of pedestrians, resulting in overcrowding, congestion and people walking in the road to pass other pedestrians. Three main crossing points were observed by researchers at Location C. At the official signalised pedestrian crossing, but also running between traffic islands directly across from Nicolson Square and slightly to the South for those wishing to get to the bus stops most efficiently. As traffic volume increased, pedestrians were less able to take these 'unofficial' routes across the road with their desire lines and instead increasingly relied on the signalised crossing to navigate the stream of traffic.

5. OPPORTUNITIES TO STAND/STAY

Interviewees mentioned the reputation of Nicolson Square as including anti-social behaviour and drinking which made it an unappealing destination to spend time. This was supported by researcher observations of groups drinking cider in the park during the day on the Tuesday research day. However, Nicolson Square was frequently used as a shortcut during the day with people strolling through. People were also observed standing looking at their phones or in small groups on the pavement edges adjacent to buildings surrounding the square. The numbers of people actively choosing to walk through the park diminished as dusk fell and it became dark in the evening. Many users found the idea of spending time outside here surprising - instead seeing Nicolson Street as a thoroughfare to get to other destinations, rather than a destination in itself. The only instances of staying activities cited by users included occasional use of Nicolson Square in summer during more favourable weather, and standing outside in the street after buying fast food from a takeaway. This location was not noted by users interviewed to be an attractive destination for standing or staying, rather it is part of a linear town centre featuring shops and cafes/takeaways which are the places users spend time inside.

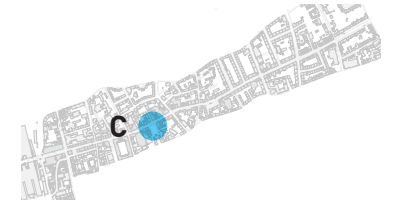
6. OPPORTUNITIES TO SIT

Researchers observed that there is only one bench in Nicolson Square and that when this is busy others lean against railings as the ground is too wet/cold to sit on at this time of year [Winter]. The gated railings around the square seem to act as a barrier for people coming in and using the square as a place to sit or stay for short periods. Researchers observed small groups of users - friends, school children, people on breaks from work, others, standing to talk and wait in small groups on the road/pavements around the periphery of Nicolson Square park but not within. The park does not appear to be seen as a natural or attractive option or location for waiting activities or standing/staying, with users instead waiting on pavements. There are a number of cafes and restaurants around the edges of Nicolson Square which could be encouraged to incorporate awnings or other elements that would better promote year-round use of these outside spaces. Combined with a rethink of the railings and design of Nicolson Square to open this up whilst reducing noise/visual pollution from the main thoroughfare along Nicolson Street could start to create a more conducive shared space and pedestrian-priority environment protected from negative sensory elements filled with more public life and seating opportunities.



C: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



7. OPPORTUNITY TO SEE

Researchers observed positive views from Location C at Nicolson Square to the North, where the tops of Old College and spire of The Tron church catch the morning sun due to the elevated position. Researchers felt Nicolson Square was a high point that marked the boundary between the popular independent shops and charity shops immediately to the South, the larger organisational buildings such as Festival Theatre, Old College and University to the North and cross-links to the West in particular. User interviews revealed that these connections to other destinations and desirable features such as independent shops are seen as important. However, the views present from this location were not commented on or noticed by users interviewed and could potentially be better highlighted and framed. However, when it snowed, the function of Nicolson Square was highlighted as a key green space that encourages more informal playing and visual experiences that are more diverse than the rest of the street and should be valued.

8. OPPORTUNITY TO TALK + LISTEN

User interviews revealed that the noise from traffic is a significant issue in terms of creating a conducive environment to talk and listen here. This, combined with narrow congested pavements along this main thoroughfare were felt by researchers to reveal that Nicolson Street is not currently reaching its potential to provide spots for conversations, talking and listening. Through opening up of Nicolson Square to create a more generous shared space and park bringing in the outdoor seating areas from cafes around, whilst removing railings and incorporating features such as raised grassed mounds to the East to start to create a visual and auditory barrier from the main traffic, a more conducive environment for staying activities could be created.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Researchers observed that Nicolson Square became a key focal point for play and unfolding activities when it snowed. Passers-by would stop and take photos of the snow in the park, run around chasing each other and playing with snowballs. The park created a quieter separate focal place separate from the main thoroughfare of Nicolson St and which provided a platform for these unexpected activities to occur. However, at non-snowy times Nicolson Square Gardens was much less frequently used. This may be different in Summer months. Researchers also observed significant numbers of pigeons. Some users spoke of these as a positive during user interviews - actively feeding them as an optional activity in the space, whilst others saw them as a nuisance. Whilst Nicolson Square was said to provide a welcome relief to users who currently use Nicolson Street as a main thoroughfare with congested pavements, many users spoke of reasons they would not wish to spend time or sit in the park, citing reasons such as an unwelcome atmosphere, 'not very exciting', or only one bench. Redesign of the park to accommodate additional features for play and create a more welcoming place that is flexible as a platform for different types of unfolding activities may help to improve public life at this location.



10. DIMENSIONED AT HUMAN SCALE

Researchers observed the car dominance of the general street environment, however Nicolson Square was seen as a welcome opportunity to stop and rest at a more human scale to the traffic dominated street. Some users commented on their fondness for this green space due to the health and well-being benefits green space can offer. However, researchers also observed Nicolson Square could be improved through removal of railings and better integration and connection with a more pedestrian-priority environment in the low-traffic-volume streets circling this green fenced off 'island'. Creation of a shared space and traffic restrictions in the roads surrounding Nicolson Square (off the main Nicolson Street thoroughfare) could help enable businesses to expand their cafe seating and trade outside, whilst providing a higher quality pedestrian cut-through between the university and Nicolson Street. Removal of railings and additional provision of benches and landscape features could help provide a place to stop and rest whilst increasing the buffer to the main road.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

User interviews and researcher observations revealed the park provides a valuable relief spot along the street within which people can get out of the rush of movement along narrow pavements and instead enjoy positive climatic factors such as snow in Winter or sunny warm days in Summer. For example, on the first research day it snowed, and researchers observed large numbers of pedestrians who had previously been walking along the main thoroughfare, instead stop, pause, take the time to take photos of, go into the park at Nicolson Square or throw snowballs at one another. The park became the focal point as soon as the snow started and provides a valuable location for people to enjoy these activities. However, some users highlighted that they wouldn't sit in the park when it wasn't Summer due to a lack of benches and prevalence of perceived anti-social behaviour. By providing more seating in Nicolson Square - and a mix of more formalised benches and alternative informal secondary seating - more opportunities would be presented for use of this location as a place to enjoy positive climatic aspects.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Researchers observed that whilst some trees and soft landscape are present in Nicolson Square and St Patrick Square, there are currently few trees along the main street length of Nicolson Street. This is presumably due to narrow pavements which are already congested with pedestrian volumes and street clutter. Trees and wider pavements might be incorporated through rationalisation of parking, bus stops and street layout to enable bus build-outs which incorporate bus stops out of the way of pedestrian movements with additional space for bike racks and trees and/or soft landscaping. The quality of the street aesthetic was noted by researchers to change at Nicolson Square, with the town centre to the South of Nicolson Square exhibiting much poor paving conditions, pot holes and trip hazards. From Nicolson Square to the North Caithness flagstone paving has been used with the street condition and quality markedly improved.

D:

JUNCTION OF CHAMBERS STREET AND SOUTH BRIDGE



D: BEHAVIOURAL MAPPING

JUNCTION OF CHAMBERS ST AND SOUTH BRIDGE

Standing behaviours were the most dominant stationary activity mapped at the junction of South Bridge and Chambers St/Infirmary St. No-one was observed to be playing or sitting at this location.

More people were observed standing during the weekdays than during the weekend. This could be an indication of the number of people crossing the streets during the weekdays, or that people are not waiting for the traffic lights to change before they cross on weekend days due to lower traffic volumes enabling freer pedestrian movement without using signalised crossings.

Most people observed standing in this area were waiting to cross the street. The behavioural mapping shows that they cluster together at the corners of the junction to do so. The railings along South Bridge prevent people from standing there and explain the gaps seen on junction corners where these are present. The railings are not beneficial and seem to frustrate users. The pedestrian island on Chambers St is often in use to enable pedestrians to cross this large road width in two attempts.

During the weekdays, this area is consistently busy with standing activities throughout the day with only a small decrease during the morning (8am) and evening (7pm) study slots. At the weekends fewer people stand to wait to cross the street, though there is a peak at 3pm.

All the pavement areas associated with this road junction collectively create a nodal point within the wider townscape at this location. This represents a significant pedestrian waiting point and frustrating



SATURDAY 16 JANUARY



TUESDAY 19 JANUARY

experience for those pedestrians trying to continue moving toward their destination. The junction would benefit from being tightened up, with wider pavements, removed railings, shorter crossing distances for pedestrians, and shorter waiting times between single phase crossing. More diverse stationary activities might be achieved through wider pavements enabling more outdoor seating on the North West corner and tying this in to improvement works along Chambers St to create a more attractive and vibrant public realm.

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



Restaurants like Biblos currently have no space for outside seating. Providing this through wider pavements at this end of Chambers St would be beneficial.

Unattractive railings restrict pedestrian movement.

Pedestrians currently have a long distance to cross the road at Chambers St with long waits between green men. Reducing road crossing distances and increasing frequency of single phase pedestrian crossings to every second round of lights would enhance pedestrian movement function.

Railings are unnecessary and literally fence in pedestrians on narrow pavements. A tightened up junction allowing wider pavements and no railings would be much better for pedestrians.

A nighttime photograph of a busy city street corner. On the left, a building features a large, illuminated 'biblos' sign. Below it, a sign reads 'bar & diner'. Further down, signs for 'biblos BREAKFAST LUNCH DINNER' are visible. The street is crowded with pedestrians, some waiting at a junction. A white van is parked on the right side of the road. The scene is lit by streetlights and building lights, creating a high-contrast, urban atmosphere. Several callout boxes with white text on a black background point to specific areas of the scene, highlighting urban planning issues.

biblos

bar & diner

Lack of room at this narrow corner causes conflict between those waiting to cross the junction, stop look or go in/out of Biblos restaurant, and those trying to walk past.

biblos
BREAKFAST
LUNCH
DINNER

biblos
BREAKFAST
LUNCH
DINNER

Busy narrow pavements become congested easily, with pedestrians struggling to pass one another and sometimes stepping into the road.

Additional cycle racks are needed in place of railings.

Pedestrians choose to jaywalk and run across in between cars rather than wait for lengthy lights.

Not enough shelter at bus stops in poor weather.

Busy car-oriented junction, with little space or priority given to pedestrians or cyclists.



Sunny microclimate on good weather days could provide a good environment for outdoor seating if pavements are widened.

Railings restrict movement to narrow routes with no 'outs' and go against pedestrian desire lines.

Lack of bike racks means people use railings instead.

Pedestrians run over on the red man frustrated by long waiting times between lights.

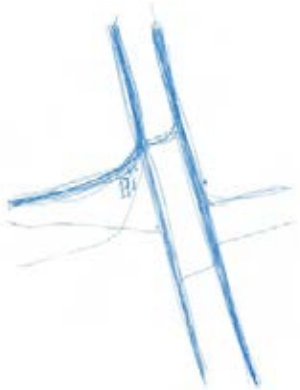


The junction with Chambers St sits between a high point at Nicolson Square and Hunter Square at the Royal Mile. It's proximity to Chambers St and the Royal Mile could be built upon to create a higher quality place with improved movement function, extending the attractive nature of the Royal Mile to create a pedestrian focussed dining and museum oriented area incorporating Chambers St, George IV Bridge, South Bridge and the High St.

Prior to 7am the roads leading to the junction are very quiet with few cars or pedestrians.

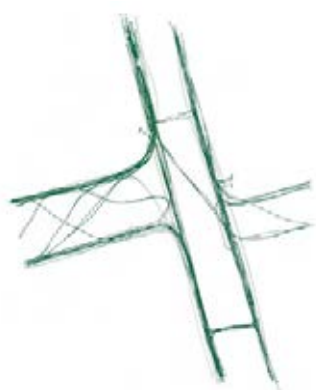
D: TRACING STUDY - SATURDAY 17 JAN

JUNCTION OF CHAMBERS ST AND SOUTH BRIDGE



8AM

- Primary foot traffic along both sides of Nicolson Street and on the North side of Chambers Street.
- Main crossing point for Nicolson Street North of the junction.
- Secondary pedestrian traffic from Infirmary Street.



12NOON

- More uniformly spread foot traffic along all thoroughfares with a slight predominance on the North pavement of Chambers Street and South Bridge.
- Regular crossing at the lights on Nicolson Street with cases of diagonal crossing.
- Richness of desire lines on Chambers Street.



3PM

- Corner of the Old College and Chambers Street as the most crowded pavement.
- Desire lines cross the roads with individual cases on Chambers Street and Infirmary Street and more formalised crossing points on South Bridge/ North Bridge where traffic volumes are higher.
- Limited diagonal crossing.
- Pedestrian lights are the main way of crossing the junction.



5PM

- Most intensely used pavement is on the West side of South Bridge and Nicolson Street, followed by the East side of the same thoroughfare.
- Secondary foot traffic from both Chambers Street and Infirmary Street.
- No predominant desire lines across the road. Pedestrians instead use formalised crossings.



7PM

- Heavy footfall along the North West side of the junction.
- Lighter flows along Nicolson Street secondary pedestrian inputs from Infirmary Street.
- No crossing registered at the lights between Old College and Infirmary Street.



LOCATION D, SATURDAY 17 JANUARY

Foot traffic is intense throughout the day along South Bridge and Chambers Street with a secondary contribution from Infirmary Street. The most crowded corner is the North West edge of the location studied with pedestrian flows from the main two thoroughfares merging.

As noted by the researchers, footfall is sporadic and generally comes in peaks and troughs. The existing width of the pavement is at times inadequate for the volume of people and could be expanded in places of congregation, for instance at the traffic lights where there appears to be a conflict between people waiting to cross and passers-by.

The available traffic lights are heavily relied on to cross the junction with individual cases of diagonal crossing along South Bridge and Infirmary Street. Pedestrians wait for long periods before being able to cross legitimately with the green man. More frequent single phase crossings that better prioritise pedestrians and a removal of railings would immediately benefit the pedestrian experience here.

Jaywalking is immediately noticeable on Chambers Street especially in the early time slots studied in the day. Considering the characteristic landmarks on this street and the variety of pedestrian movement along it, the pedestrian nature of this area could be enhanced by offering more occasions to pause and increase public seating and amenities.

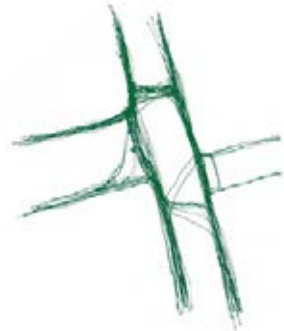
D: TRACING STUDY - TUESDAY 19 JAN

JUNCTION OF CHAMBERS ST AND SOUTH BRIDGE



8AM

- Whole junction is intensely crowded especially the North pavement of Chambers Street continuing to South Bridge.
- Jaywalking through Chambers Street and Infirmary Street.
- Some diagonal crossing.
- Dangerous crossing indicated by cyclists choosing to walk over with pedestrians.



12NOON

- Primary traffic along South Bridge. Slightly less intense on Chambers Street.
- Jaywalking on Chambers Street, Infirmary Street and in front of Old College.
- Clear desire lines across Chambers Street.



3PM

- Particularly intense footfall across the whole junction.
- High number of jaywalkers constantly registered.
- Individual cases of diagonal crossing.
- Desire lines spreading from the junction especially in front of Old College.



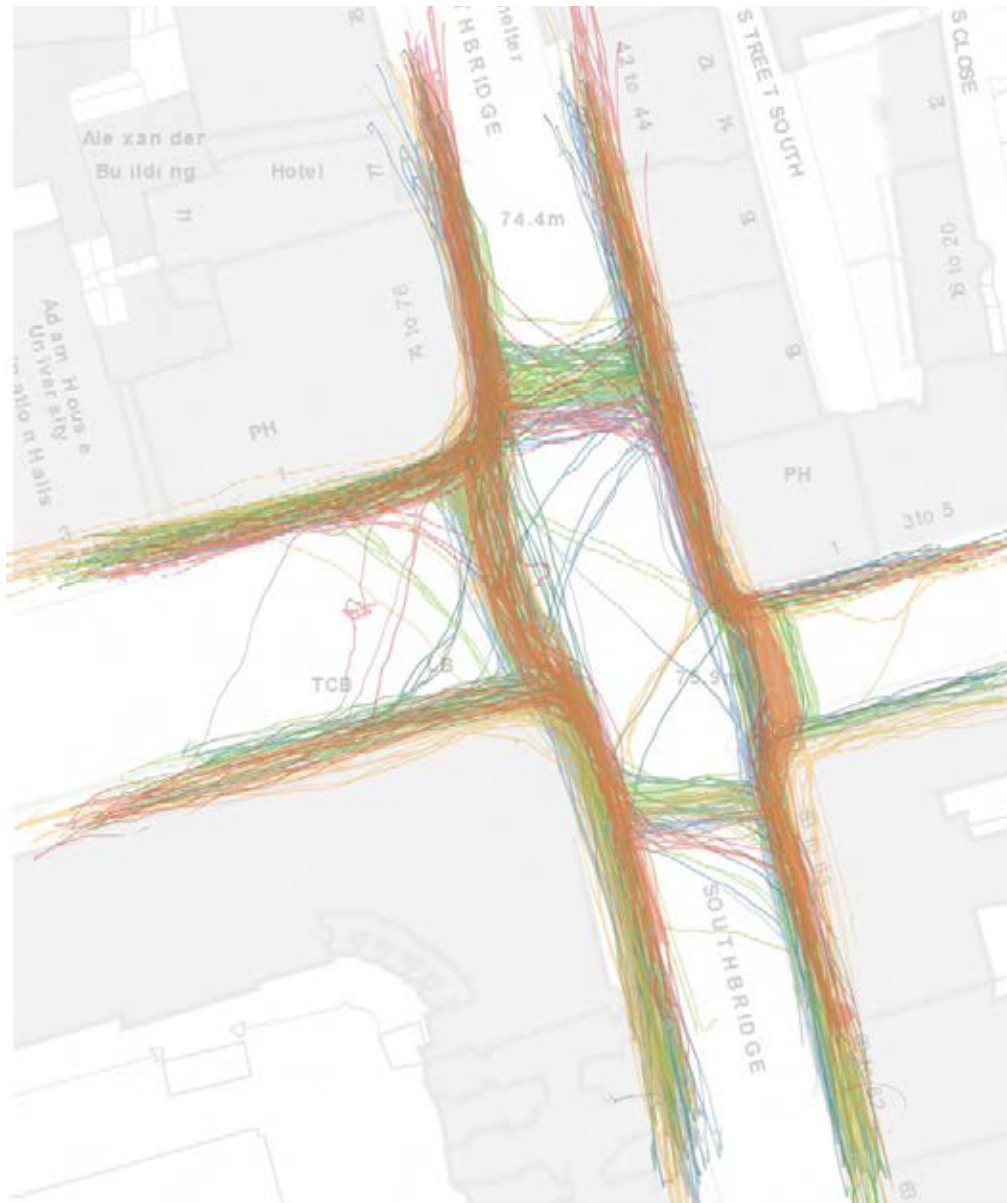
5PM

- South Bridge as the main thoroughfare with slight predominance of the West side.
- Chambers Street as the main crossing point.
- Diagonal crossing to and from Old College.
- Desire lines in close proximity to the junction on all routes.



7PM

- North pavement of Chambers Street and both sides of South Bridge as the main thoroughfares.
- Secondary foot traffic from South side of Chambers Street with a complexity of desire lines.
- North/South axis as the busiest pedestrian crossing over junction.



LOCATION D, TUESDAY 19 JANUARY

Primary sources of foot traffic within this location come from both sides of South Bridge and Chambers Street.

Particularly intense movement flows were recorded at the corners of the junction between these two roads, where flows merge creating congestion in foot traffic. This scenario could be improved by widening the corners of the pavement. Infirmery Street contributes secondary movement to the overall footfall.

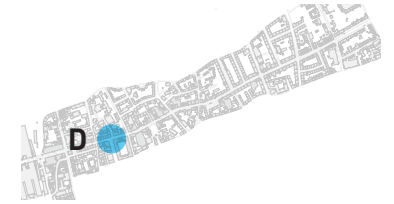
The road is principally crossed at the formalised traffic lights, however the number of jaywalkers in this location was particularly high with casual crossing noted throughout the day across Infirmery Street and in front of Old College. The researchers observed a high risk of collisions in particular in association with crossing of Chambers Street, where pedestrians make use of the existing traffic island at all times of the day.

By improving the visibility of crossings in the area, perhaps introducing a raised table crossing, the use of the junction could be made safer for both pedestrians and vehicular traffic.

Similarly the junction could be improved for use by cyclists, who use hazardous manoeuvres to get across the junction. Improved infrastructure for bikes could ensure a safer environment for road and pavement users.

D: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



1. FEELING SAFE / TRAFFIC

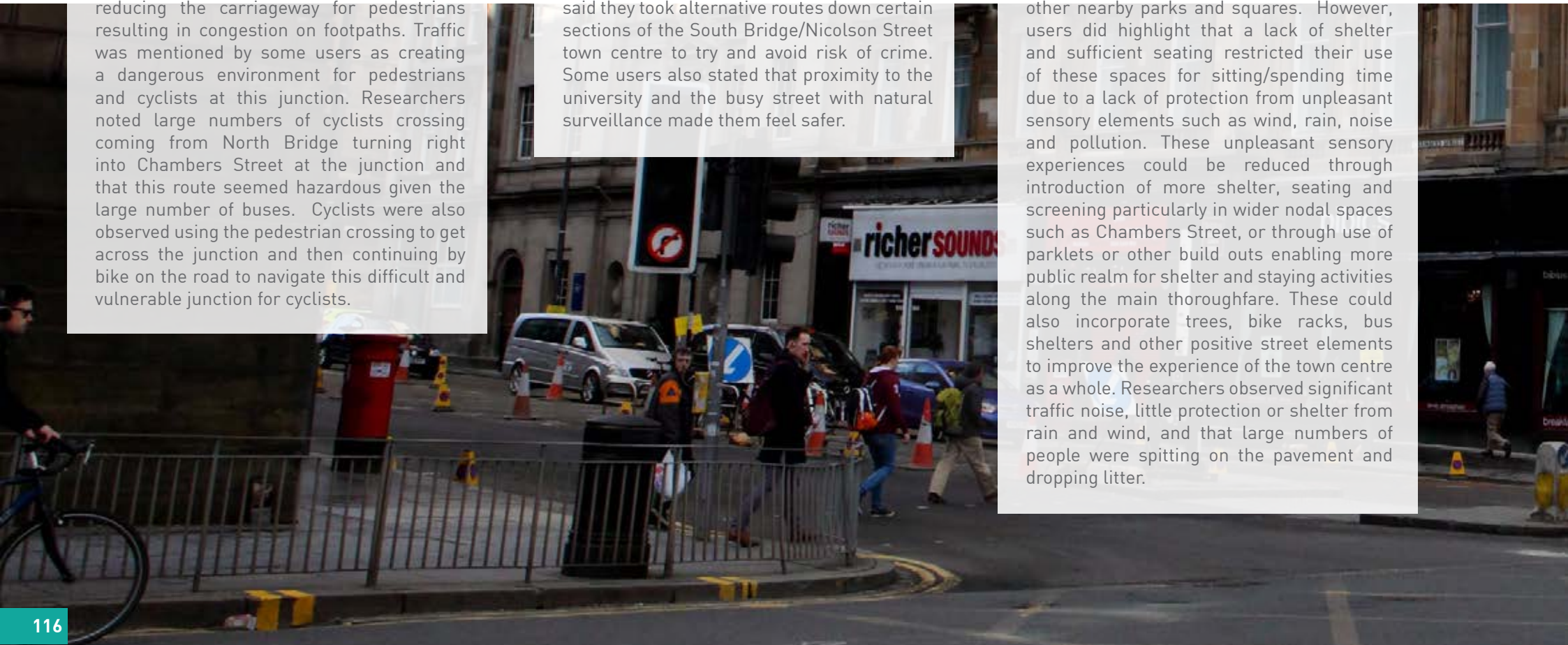
Traffic was cited by many users during user interviews as the largest annoyance or threat to the public realm here. Traffic noise was frequently mentioned, in addition to traffic volume and the dominance of vehicular transport (cars and buses) reducing the carriageway for pedestrians resulting in congestion on footpaths. Traffic was mentioned by some users as creating a dangerous environment for pedestrians and cyclists at this junction. Researchers noted large numbers of cyclists crossing coming from North Bridge turning right into Chambers Street at the junction and that this route seemed hazardous given the large number of buses. Cyclists were also observed using the pedestrian crossing to get across the junction and then continuing by bike on the road to navigate this difficult and vulnerable junction for cyclists.

2. FEELING SECURE / CRIME

User interviews at Location D showed a mix of perceptions of crime in the area. Many people, especially those who lived nearby, said they felt quite safe here. Others highlighted issues with 'unsavoury characters' and that drinking and violence were a concern. Some users said they took alternative routes down certain sections of the South Bridge/Nicolson Street town centre to try and avoid risk of crime. Some users also stated that proximity to the university and the busy street with natural surveillance made them feel safer.

3. CLIMATE + POLLUTION

User interviews at the junction of Chambers Street and South Bridge revealed the importance of quieter more generous spaces off the main thoroughfare as important for spending time away from traffic noise and pollution. For example Chambers Street and other nearby parks and squares. However, users did highlight that a lack of shelter and sufficient seating restricted their use of these spaces for sitting/spending time due to a lack of protection from unpleasant sensory elements such as wind, rain, noise and pollution. These unpleasant sensory experiences could be reduced through introduction of more shelter, seating and screening particularly in wider nodal spaces such as Chambers Street, or through use of parklets or other build outs enabling more public realm for shelter and staying activities along the main thoroughfare. These could also incorporate trees, bike racks, bus shelters and other positive street elements to improve the experience of the town centre as a whole. Researchers observed significant traffic noise, little protection or shelter from rain and wind, and that large numbers of people were spitting on the pavement and dropping litter.



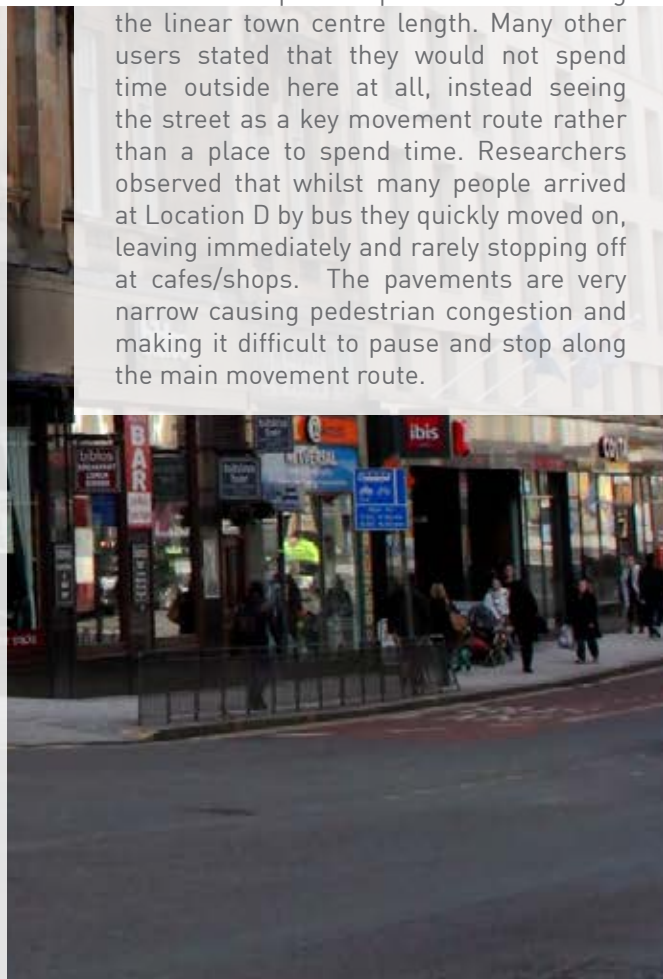
4. OPPORTUNITIES TO WALK

User interviews revealed that many users find this area of the town centre hard to walk through. Reasons for this included crowding on the pavement due to pedestrian crowds and volumes, prevalence of railings, and being a poor quality environment that impacted older people's mobility, reducing accessibility to all users. Many saw the street as simply a cross-roads or thoroughfare - a movement corridor rather than a place to spend time. Researchers noted the high pedestrian footfall, however most pedestrians seemed to be walking with purpose en route to another destination rather than walking more leisurely or spending time outside, with few stopping to look in shop windows along narrow pavements. The corner outside Biblos on the corner of Chambers Street was noted by researchers to be often overcrowded, with pedestrians often waiting in large groups to cross the road and creating congestion. Researchers also noted that pedestrian flow came in troughs and peaks rather than a continuous flow. When crowds of pedestrians are present the pavements are inadequate to cope with these volumes and would benefit from expansion. Researchers also noted that many pedestrians walk across the junction with Chambers Street and Infirmary Street without waiting for the lights, an indication that waiting times for the lights are too slow or pedestrians feel they should have priority here and do not want their desire line and movement route interrupted. Many large groups and people with suitcases were observed trying to navigate the street here and struggling due to uneven paving and pinch points. Researchers observed frequent use of pavements by cyclists intimidated by the vehicular road environment. Researchers were also frequently asked for directions by tourists confused by navigation through this area and its relation to Cowgate.



5. OPPORTUNITIES TO STAND/STAY

Users interviewed stated that they would not stand/stand in the immediate street vicinity due to a lack of opportunity in terms of seating, shelter and refuge from the busy pedestrian and traffic thoroughfare. However, many users mentioned that they enjoyed spending more time on side streets, nearby parks and places to stop and spend time. These included Chambers Street, which it was felt could be improved to build on existing desires to spend time here through the addition of seating, shelter and a place to pause and rest along the linear town centre length. Many other users stated that they would not spend time outside here at all, instead seeing the street as a key movement route rather than a place to spend time. Researchers observed that whilst many people arrived at Location D by bus they quickly moved on, leaving immediately and rarely stopping off at cafes/shops. The pavements are very narrow causing pedestrian congestion and making it difficult to pause and stop along the main movement route.



6. OPPORTUNITIES TO SIT

User interviews showed that people do not feel that South Bridge around Location D is a place to sit or spend time. This is seen to be due to a mix of lack of seating, loud traffic, 'nothing to do', lack of activities to make it an interesting place to take a seat, and an overall perception that the function of this part of public realm is as a thoroughfare rather than place to spend time. However, some users highlighted the need for seating for older people and that they would spend time off the main street if the environment was made attractive to do so. Locations off the main street such as the National Museum of Scotland along Chambers Street and Nicolson Square were given as examples of places people would be more likely to take a seat - away from the loud traffic. These areas, and other spots like them could be enhanced to provide relief and seating along this busy street to the benefit of all users but especially those who are older.



D: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



7. OPPORTUNITY TO SEE

The user interviews revealed that local landmarks such as the National Museum of Scotland, Old College, Blackwells and the other small independent book shops and interesting architecture were seen as attractions to the area. No users mentioned particular views or other features in the public realm that they found attractive. These findings show the importance of these features and aspects of the area, giving a local character which could be built upon to improve the public realm. Views were also noted by researchers down to Cowgate from the pavement at South Bridge which could be enhanced.

8. OPPORTUNITY TO TALK + LISTEN

User interviews frequently highlighted the issue of traffic noise. This was seen as creating too much loud noise for this area to be an attractive place to spend time or stop and have a conversation. By reducing traffic speeds or quantity, noise could be reduced. Traffic noise is primarily due to friction between car tyres and the road surface. In addition to reducing the number of cars and their speed, another way to mitigate traffic noise is to use a low noise road surface. For example two layered porous asphalt as opposed to HRA. However a weighing up of durability of road surface vs noise reduction needs to be balanced to prevent additional pot holes and hazards at junctions or where additional stress is placed on the road surface.

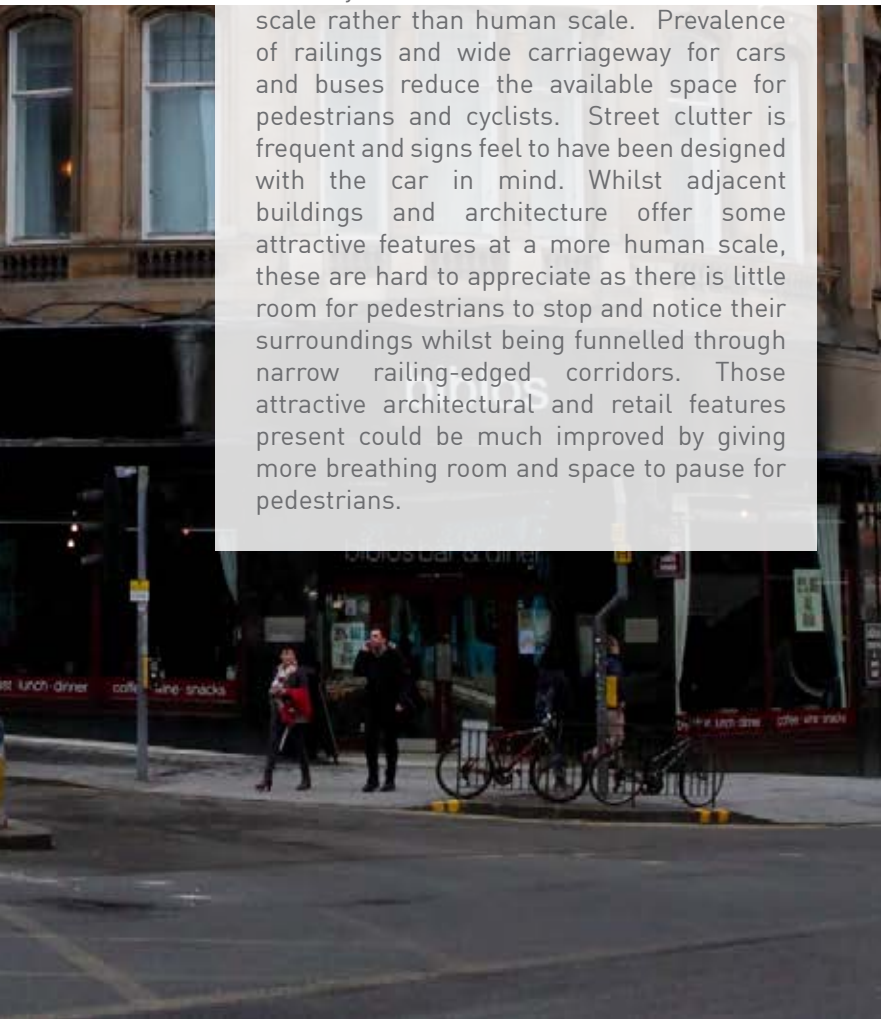
9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

No opportunities for play, exercise or unfolding activities were either observed by researchers or reported by users. This highlights this street's role as a thoroughfare for vehicular and pedestrian movement rather than a place where more generous gathering spaces exist which would be more inviting for these types of activities beyond the necessary movement route. Places such as Chambers Street might be reimagined to replace some of the central car parking with more public realm, and enhanced might be made to other nearby squares for this purpose too.



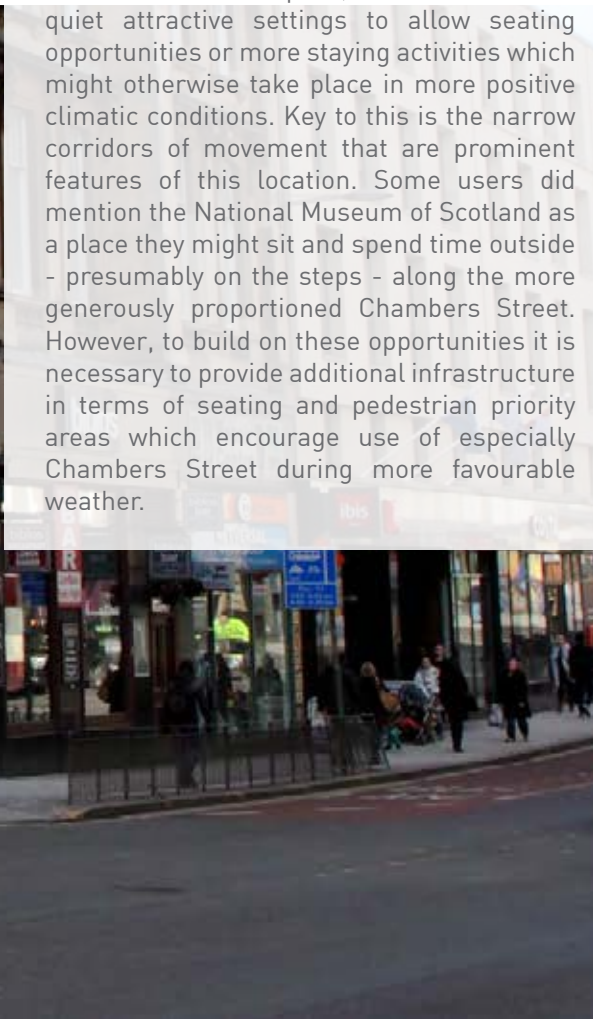
10. DIMENSIONED AT HUMAN SCALE

This junction between South Bridge, Chambers Street, Nicolson Street and Infirmary Street was noted by researchers to feel very much dimensioned at the vehicular scale rather than human scale. Prevalence of railings and wide carriageway for cars and buses reduce the available space for pedestrians and cyclists. Street clutter is frequent and signs feel to have been designed with the car in mind. Whilst adjacent buildings and architecture offer some attractive features at a more human scale, these are hard to appreciate as there is little room for pedestrians to stop and notice their surroundings whilst being funnelled through narrow railing-edged corridors. Those attractive architectural and retail features present could be much improved by giving more breathing room and space to pause for pedestrians.



11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

There are currently few opportunities to enjoy the positive aspects of climate. Researchers noted a lack of space, infrastructure or quiet attractive settings to allow seating opportunities or more staying activities which might otherwise take place in more positive climatic conditions. Key to this is the narrow corridors of movement that are prominent features of this location. Some users did mention the National Museum of Scotland as a place they might sit and spend time outside - presumably on the steps - along the more generously proportioned Chambers Street. However, to build on these opportunities it is necessary to provide additional infrastructure in terms of seating and pedestrian priority areas which encourage use of especially Chambers Street during more favourable weather.



12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Researchers noted that the location around the junction of Chambers Street, Infirmary Street, South Bridge and Nicolson Street had poor sensory qualities in terms of noise and smell and poor street infrastructure design in terms of a car-priority environment, with railings blocking pedestrians path and creating pinch points and narrow movement corridors. Frequent potholes were noted and uneven surfaces restricting accessibility and creating a frustrating experience for those who are older or less mobile. Whilst there are some interesting architectural facades and detailing, particularly on higher floors or down Chambers Street these were hard to appreciate without places to pause and rest and observe these. Cyclists seem to struggle to navigate this junction and feel threatened by traffic, instead choosing to walk their bikes over on pedestrian crossings before continuing to ride. Frequent crowding of corners was noticed by researchers and creates problems navigating through busy pedestrian congestion.



E: HUNTER SQUARE AT SOUTH BRIDGE



E: BEHAVIOURAL MAPPING

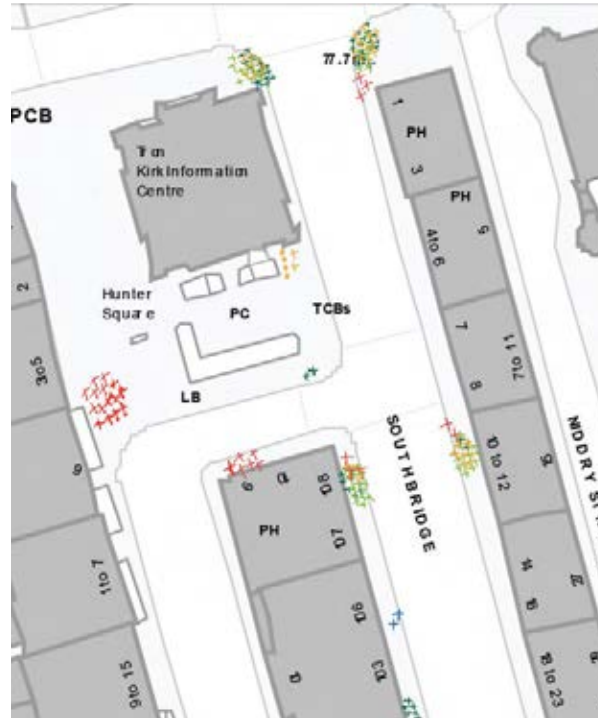
NICOLSON ST/CLERK ST

At Hunter Square, the behavioural mapping showed standing taking place around the perimeter of the Square, and that only a few users currently sit on the available benches. Those who stopped within the Square were either tourists sitting on the steps or street drinkers sitting on the steel benches next to the public toilets (located underneath the square). This pattern of use may change during the warmer months.

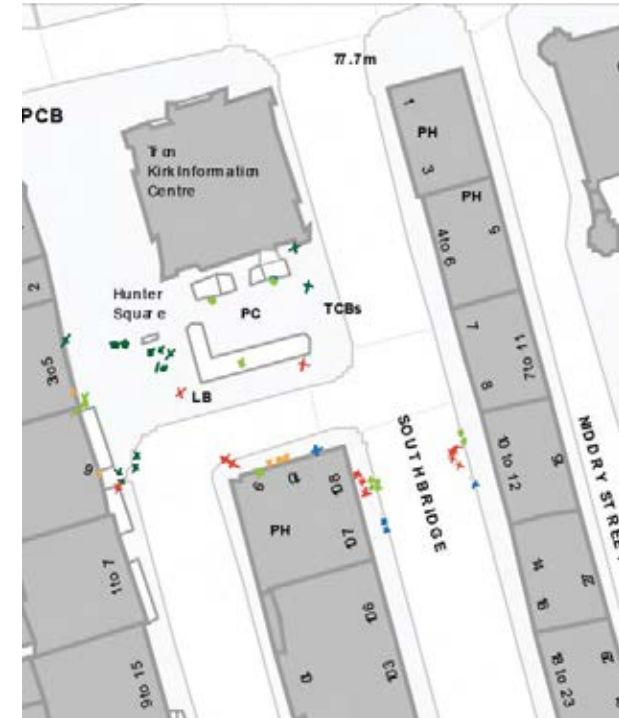
During the weekend research day, it was noticed that a few guided groups stood in the Square en route from the Royal Mile towards Blair Street, demonstrating this location's popularity with visitors and tourists due to its close proximity to the Royal Mile, train station and city centre.

This location was not observed to have specific hours of peak stationary behavioural activity. However, there is a pattern of limited activity during the morning observations at 8am and the evening observations at 7pm on both weekdays and weekends when the square was significantly quieter.

There is not a key node or central area particularly evident at this location, however the crossing South from Blair Street and at the Royal Mile could be considered a minor centre within this location, as well as the nearby bus stops.



SATURDAY 16 JANUARY



TUESDAY 19 JANUARY

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



Traffic dominates the road here and makes it hard for pedestrians to cross.

Very narrow pinch point causes congestion for pedestrians and nearby drop kerbs create uneven hazardous surface.



In good weather there is not enough seating for all to sit.

In good weather groups gather stood and sat on the floor as well as benches in the sun.

Only those with buggies, heavy wheeled bags and wheelchair users use this drop kerb as it is poorly located.

Pedestrian desire line is situated out of line with the drop kerb.

Raising these cobbles to the same level as the pavement would better prioritise pedestrians and increase accessibility.



In good weather people gather on the top level here. However there is not enough seating for all.

Pedestrians are currently not prioritised at this minor road crossing.

On good weather days people treat Blair St as a shared space. This could be further enhanced by bringing the cobbled surface up to pavement height.



Narrow congested pavements lead to Hunter Square, with pedestrians frequently having to step into the road to pass.

This space above Cowgate on South Bridge could be better used for seating, relocation of the bus stop or raised planting and bike racks.

Some facades are empty or boarded up giving an appearance of neglect.

E: TRACING STUDY - SATURDAY 17 JAN

HUNTER SQUARE AT SOUTH BRIDGE



8AM

- Peak of foot traffic is on the West side of South Bridge.
- Lighter flow on the East side of South Bridge with secondary foot traffic along Blair Street.
- Crossing at the traffic lights with individual cases of diagonal crossing.



12NOON

- Equal intensity of pedestrian traffic on both sides of South Bridge.
- Merging flows of pedestrians from Royal Mile, Hunter Square, Blair Street and South Bridge at the junction with Blair Street.
- Results in overcrowded corners and a complexity of desire lines.



3PM

- Intense foot traffic on both sides of South Bridge with secondary traffic from Blair St.
- Main point of crossing was at the traffic lights along South Bridge. Very limited diagonal crossing.
- South corner of Blair and South Bridge as a converging point.



5PM

- Primary pedestrian traffic along South Bridge with slight predominance of the West side.
- South East corner of Hunter Square and Blair Street is very active.
- Desire lines cross the road covering considerable lengths of the street on South Bridge



7PM

- Foot traffic is more uniformly spread across the area with considerable activity along Blair Street.
- Variety of crossing on South Bridge at different points.
- Predominant use the South pavement of Blair Street.



LOCATION E, SATURDAY 17 JANUARY

Foot traffic is intense across the location throughout the day. Both sides of South Bridge are heavily used with a slight predominance on the West side, especially during the early time slots studied. Secondary traffic merges from Blair Street especially off the North pavement, predominantly to and from the Royal Mile.

Both corners of Blair Street and South Bridge have a high footfall and clustering of desire lines along the junction.

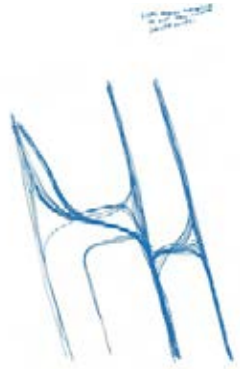
On South Bridge, crossing takes place along the Royal Mile and at different points along South Bridge at the frequently used traffic lights. The researchers noted a number of desire lines cutting through the streets and pedestrians covering considerable lengths on the carriageway.

In light of these observations it would be beneficial to widen the available pavements, and where possible improve the overall pedestrian experience in the area. The flow of pedestrians especially along South Bridge would flow more smoothly.

Considering the high level of activity around the junction with Blair Street, it would be advisable to make pedestrian crossing a priority, resulting in a safer streetscape environment for both pedestrians and vehicular traffic.

E: TRACING STUDY - TUESDAY 19 JAN

HUNTER SQUARE AT SOUTH BRIDGE



8AM

- Primary foot traffic along both sides of South Bridge and between High Street and South Bridge via Hunter Square.
- Pedestrians using the edges of Hunter Square rather than the steps (more direct).
- Crossings at South Bridge focused at the existing traffic lights.



12NOON

- Particularly intense foot traffic along the East side of South Bridge and linking High Street and South Bridge via the perimeter of Hunter Square.
- Major desire lines across top of Blair Street merging in a busy South corner of the junction.
- Desire lines crossing South Bridge.



3PM

- Foot traffic more uniformly spread across the area with desire lines both on the outskirts and across Hunter Square.
- Both sides of Blair Street are used with a richness of desire lines throughout.
- South Bridge is less crowded with crossing limited to the regular pedestrian lights.



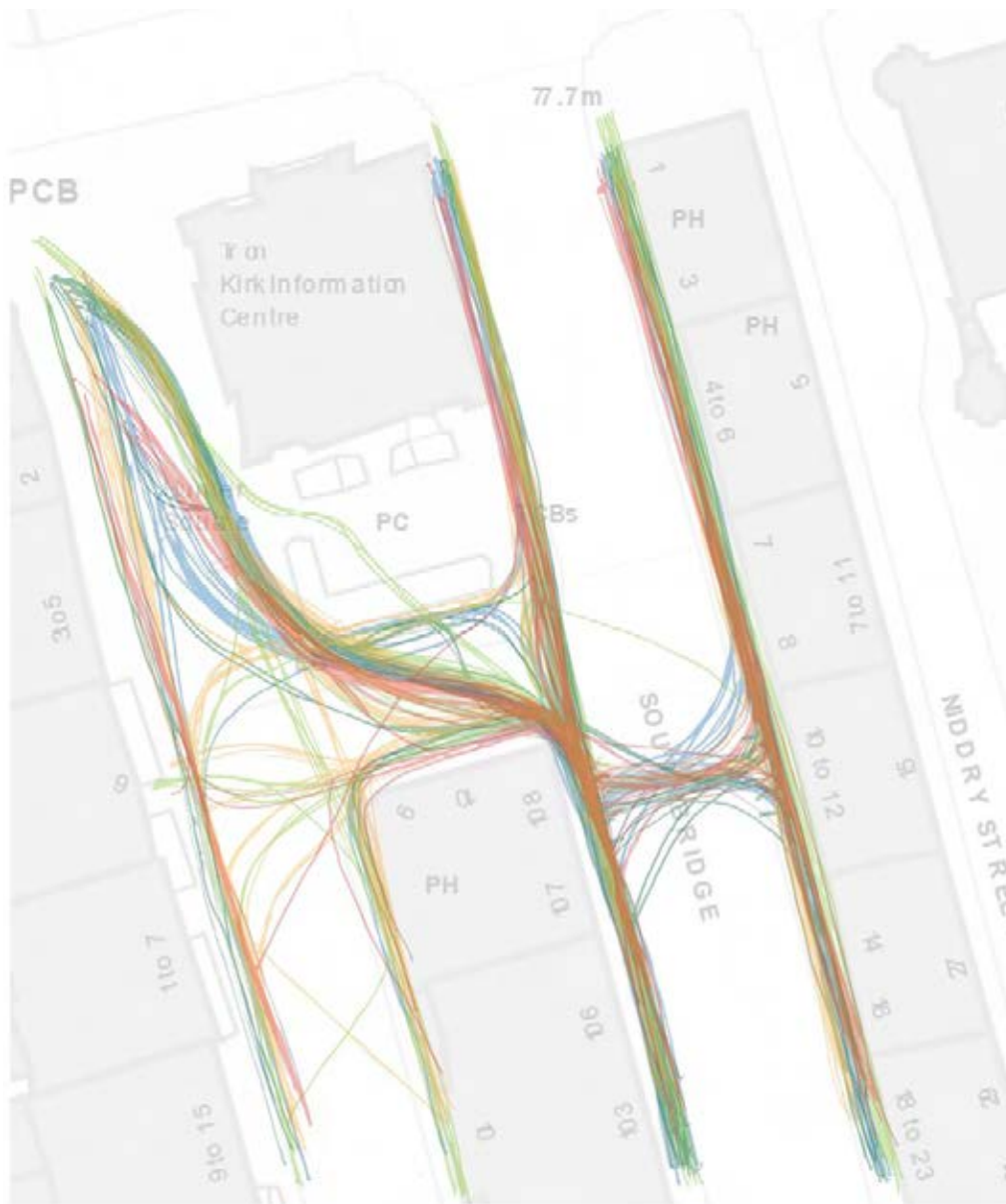
5PM

- Intensity of foot traffic along all thoroughfares on the North/South axis.
- Noticeable cluster of desire lines from the top of Blair Street and the West pavement of South Bridge converging in proximity to the traffic lights.
- No registered movement across the square itself.



7PM

- Most noticeable flow across the area linking High Street and South Bridge via the perimeter of Hunter Square.
- Activity on both sides of South Bridge.
- Crossing along South Bridge is heavily used with desire lines cutting corners.



LOCATION E, TUESDAY 19 JANUARY

The primary routes used by pedestrians within this location are both sides of South Bridge and a major route created by desire lines linking High Street and South Bridge via the perimeter of Hunter Square.

South Bridge is mainly crossed at the existing traffic lights with clusters of desire lines around the main crossing point. The intensity of flows along this main thoroughfare and volume of pedestrians through it would call for wider pavements, accommodating both fast through movement and waiting pedestrians.

Desire lines are also a predominant feature along Blair Street and the High Street. A visible peak creates a continuous diagonal flow across the top of Blair Street merging with the junction. This busy corner would benefit from wider pavements, safer and more comfortable crossing, ideally integrating a raised table crossing and introduction of temporary bollards. Movement can also be encouraged by reconfiguring the design response of the square to the topography within Hunter Square itself, where only limited users were noted to walk through the space.

The researchers noted a high number of cyclists along South Bridge. An improvement of the road surface and safety for this user group would bring a further improvement to the area.

E: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



1. FEELING SAFE / TRAFFIC

Traffic was observed by researchers to be very busy at most times of day, with many pedestrians crossing the junction with South Bridge without waiting for the signalised pedestrian crossing light. This is possible because of traffic congestion with vehicles stationary at busy times, and perhaps indicates a frustration with either the waiting times at signalised crossings or that these are seen as necessitating a diversion from their desire lines. Pedestrians treat Blair St as a pedestrian movement route and do not always look out for cars when walking over this minor road. Cyclists were observed by researchers frequently getting off their bikes to walk instead, particularly when turning across traffic at the junction with the High St. This may indicate a feeling of vulnerability for cyclists in this environment. User interviews revealed that many users feel the traffic is a significant threat at this location. Users made comments that it feels like cars dominate this area, that the traffic noise is considerable and a reduction in car speed would be supported. Users said South Bridge adjacent to Hunter Square was a dangerous environment for pedestrians and cyclists because of the traffic.

2. FEELING SECURE / CRIME

User interviews revealed a mix of feelings about crime in the area. Whilst many users gave a high score of 9 or 10 out of 10 for their perception of safety giving reasons such as 'Edinburgh is a safe city' or 'there are lots of people around', many others gave lower scores or cited fear of crime due to the presence of homeless people, pickpockets or those drinking in Hunter Square and around.

3. CLIMATE + POLLUTION

User interviews showed that some users felt Hunter Square and Nicolson Street needed cleaning as these areas are currently perceived as dirty. Other users mentioned wanting to spend less time outside either walking or staying when it is cold and rainy, presumably due to a lack of protection from these unpleasant sensory and climatic experiences. Additional shelter from wind and rain and innovative mechanisms to reduce littering such as 'Vote with your butt' cigarette bins and/or public waste bins linked to charitable causes could help mitigate these negative sensory experience and improve staying times and opportunities.



4. OPPORTUNITIES TO WALK

User interviews showed that some users felt the street environment was fine to walk through - often treating this as a regular thoroughfare. However many users also commented that the walking environment should be improved. Reasons given included narrow paths and pinch points, difficulty crossing the road, threatening traffic, difficulty getting past bus stops and pedestrian congestion on the pavements. Whilst nearby areas such as the Royal Mile provide a much better walking experience, the actual town centre area along Nicolson Street is much poorer, with narrow pavements and level changes through Hunter Square. Researchers observed large numbers of people carrying bags, suitcases, shopping, and with buggies. These people were hindered by uneven surfaces, location of drop kerbs far from pedestrian desire lines (for example at corner of Hunter Sq and South Bridge) and pinch points (for example next to the Tron church). Only those pedestrians with push chairs and wheelchairs were observed using the drop kerbs, all others followed their more direct desire lines across Blair St at Hunter Square. Many people were observed walking in groups - causing congestion on the pavement and frequent stepping into the road to pass other pedestrians on South Bridge. Other pinch points observed include bus stops which effectively narrow the pavement width and worsen this problem. Pedestrians were frequently observed crossing between congested stationary traffic backed up down South Bridge rather than waiting for the pedestrian crossing lights which are often out of their desire lines and would require a longer waiting time. Creation of an even level surface on Hunter Square/Blair St that prioritises pedestrians along their desire lines up and across the square would help facilitate walking routes in a more pedestrian friendly and accessible environment.

5. OPPORTUNITIES TO STAND/STAY

Many users interviewed stated that they would not spend time around Hunter Square/South Bridge/Nicolson Street but would instead go to other nearby destinations to spend time. Examples given included The Meadows and New Town as well as nearby cafes, bars and restaurants. Other users questioned why anyone would spend time at this location, citing a lack of things to do, a need for Hunter Square to be redesigned and the implication that the current street environment and square is not a welcoming place they would choose to spend time.

6. OPPORTUNITIES TO SIT

User interviews revealed that very few people considered Hunter Square as a place they would sit, despite the presence of seating. Users gave examples of other nearby destinations where they would rather spend time. These included The Meadows, Royal Mile and other nearby green spaces as well as at cafes with outdoor seating on the Royal Mile. Users gave reasons for not spending time sat in Hunter Square as because of the wind, traffic, noise, litter and fear of crime. Researchers also noticed that the seating in the square is made of stone and as such becomes very cold and uncomfortable in winter. Cladding seats in wood would be a simple more immediate action to make the environment more comfortable, however a more significant redesign may be needed to help make Hunter Square a more conducive environment for staying and sitting activities, building in better screening from busy traffic and creating a more conducive protected gathering space with trees and vegetation to spend time just off the Royal Mile.



E: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



7. OPPORTUNITY TO SEE

User interviews included comments by users that the main attraction and draw of the area was the cafes, bars and places to eat on the Royal Mile. Aside from these, no users made any positive comments about things to see or do in this location within Hunter Square. Researchers observed large numbers of pigeons here which are fed by users and seen by some as a positive feature of interest (though equally by others as a nuisance). Researchers also observed that the square becomes very dark at night with poor lighting. During snow researchers observed significant numbers of passers by stopping to take photographs of the Tron Church roof covered in snow. This church does provide character and architectural interest which could be built upon. Whilst better highlighting of positive views is needed, there is potential here to build on the existing character of the church and nearby Royal Mile.

8. OPPORTUNITY TO TALK + LISTEN

Researchers noted that nearby busy traffic along South Bridge leads to high noise levels in the area. This was supported by user interviews where users mentioned traffic noise as a problem. This restricts the ability to easily have a conversation and can contribute to a place that is not desirable to spend time outside.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

User interviews did not reveal any instances of the space being used for play, exercise or unfolding activities. Some users commented that the street environment and public realm here was not conducive to active transit such as cycling or walking activities (and therefore presumably not desirable for jogging or exercise either). Researchers observed some users feeding pigeons here, and in snow some users took photographs of the Tron church roof, however this was the extent of observed play, exercise and/or unfolding activities at this location. Given the area and hard-wearing surface of Hunter Square there may be opportunities for more markets and other unfolding activities in this spot, though none were observed at this time.



10. DIMENSIONED AT HUMAN SCALE

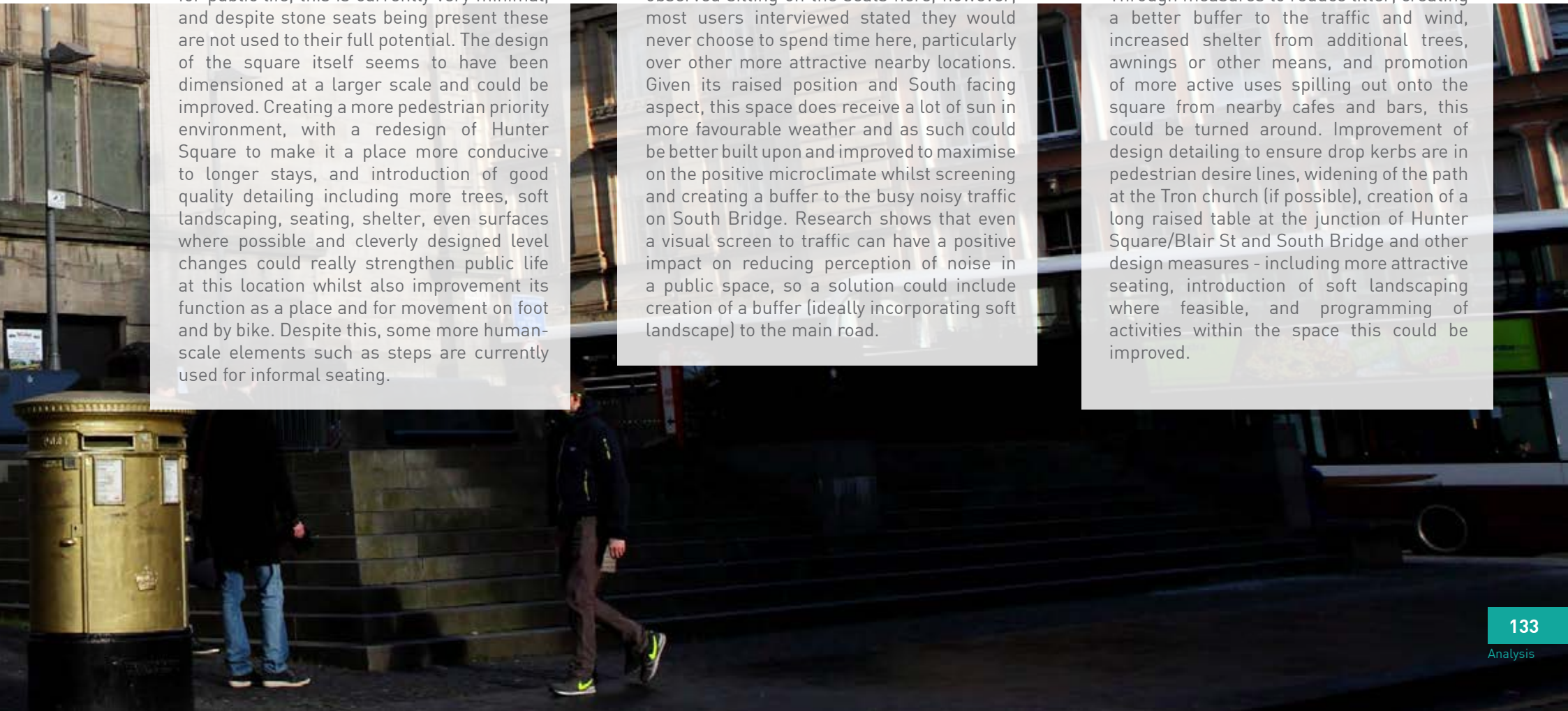
Researchers observed that much of the street environment at Nicolson Street seems to have been designed to prioritise car and vehicular movement over and above pedestrians or cyclists. This in turn leads to a dimensioning of the street environment at a scale more suited to vehicles, rather than creating a more human scale environment. This was supported by user interviews, with one user commenting that they felt that traffic and cars dominated the space. Whilst Hunter Square should be a central gathering space for public life, this is currently very minimal, and despite stone seats being present these are not used to their full potential. The design of the square itself seems to have been dimensioned at a larger scale and could be improved. Creating a more pedestrian priority environment, with a redesign of Hunter Square to make it a place more conducive to longer stays, and introduction of good quality detailing including more trees, soft landscaping, seating, shelter, even surfaces where possible and cleverly designed level changes could really strengthen public life at this location whilst also improvement its function as a place and for movement on foot and by bike. Despite this, some more human-scale elements such as steps are currently used for informal seating.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

Whilst researchers observed a number of both formal and informal stepped seating opportunities in Hunter Square, these have perhaps been purposely designed to be uninviting for longer stays, with material choices primarily centred around cold stone. The impact of this, combined with a lack of shelter, loud traffic noise, and perception of crime, means that the area is not used to its full potential to enjoy positive aspects of climate. On sunny days some users were observed sitting on the seats here, however, most users interviewed stated they would never choose to spend time here, particularly over other more attractive nearby locations. Given its raised position and South facing aspect, this space does receive a lot of sun in more favourable weather and as such could be better built upon and improved to maximise on the positive microclimate whilst screening and creating a buffer to the busy noisy traffic on South Bridge. Research shows that even a visual screen to traffic can have a positive impact on reducing perception of noise in a public space, so a solution could include creation of a buffer (ideally incorporating soft landscape) to the main road.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

User interviews revealed that many users feel that Hunter Square is “dirty”, “smelly”, “ugly”, an undesirable place to spend time, with noise from traffic, exposed to the wind and rain, and with few reasons or activities to spend time here. In addition researchers noted that the significant level changes and steps through the square reduce its attractiveness and accessibility to all users, with people needed to actively decide to climb steps to reach the platform above. Through measures to reduce litter, creating a better buffer to the traffic and wind, increased shelter from additional trees, awnings or other means, and promotion of more active uses spilling out onto the square from nearby cafes and bars, this could be turned around. Improvement of design detailing to ensure drop kerbs are in pedestrian desire lines, widening of the path at the Tron church (if possible), creation of a long raised table at the junction of Hunter Square/Blair St and South Bridge and other design measures - including more attractive seating, introduction of soft landscaping where feasible, and programming of activities within the space this could be improved.





DESIGN RESPONSES

DESIGN RESPONSES

This section builds on the Public Life Street Assessment data analysis completed in the previous section to put forward design responses intended as possible solutions to enhance public life throughout the town centre.

Based on the key issues and opportunities revealed in this research study these possible design solutions have been chosen as the research team feel they would have the biggest impact on public life in the short, medium and long term. However, there are various ways in which the issues identified in these Public Life Street Assessments could be addressed. The design responses put forward are just intended as 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. We would recommend all design suggestions put forward are further refined by Council teams to integrate their knowledge and expertise prior to any final agreed design responses potentially being implemented.

Whilst integrated street layout redesign across the whole town centre would allow a more holistic and cohesive improvement to the Nicolson St and Clerk St town centre, allowing better integration of 'big moves' like improving East-West pedestrian and cycle connections or integrating cycle lanes and wider pavements as part of an improved holistic street redesign, 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 split design suggestions into 'Pilots', 'Quick Wins' and 'Longer Term' ideas. All of which would have a big impact in enhancing public life, but on a variety of scales - from those that can be achieved in the short term on smaller budgets as 'quick wins', to pilots that can be tested and trialled to inform decisions about longer term improvements, and larger scale long term projects requiring more generous timeframes and budgets to achieve. It's never too soon to start improvements to the public realm, and this range of design responses demonstrates that even on small budgets and short timescales it is possible to have a positive impact on public life in the town centre. Regardless of the scale of intervention that might go ahead, we would recommend monitoring and evaluation to study the impact that this has on public life and measure its success or learn from its failings. This can be particularly beneficial for pilots, to help inform whether these should be transformed into longer term public realm improvements and to integrate any lessons learned into longer term decision making.

The design suggestions put forward in this section of the report not only build on the analysis of data collected but also incorporate the 12 Design Principles for Healthy Public Spaces as developed by HERE+NOW. These 12 Design Principles summarise the wealth of contemporary academic

research to date in terms of best practice ways to create more healthy public spaces, and synthesise the agreed recommendations down into 12 design principles endorsed by public space research to improve health, well-being and public life through public space design. These 12 best practice Design Principles are presented on the following page. When creating design responses for the Nicolson St and Clerk St town centre, a combination of both the site-specific data analysis unique to this place in addition to these 12 guiding design principles were utilised. Together, this helps ensure the design responses put forward not only respond to the specific context of each locality, but also adhere to international best practice in public space design.

Reference is also 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.

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

WHAT ARE WE AIMING FOR?

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



01

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

SENSORY RICH



02

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

FLEXIBLE SPACES



03

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

WALKABLE



04

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

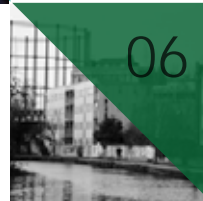
PLACES FOR PLAY



05

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

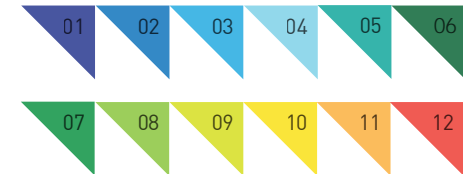
VARIETY OF SPACES



06

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

DISTINCTIVE



This key is used within this section to show which of the 12 Best Practice Design Principles each suggested 'quick win', 'pilot' or 'longer term' design idea responds to.



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



10

GREEN +
RESTORATIVE

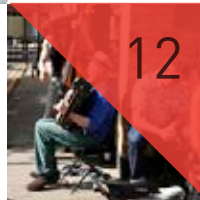
Provide a variety of trees, shrubs, perennials and other vegetation, as well as water, to create soothing stress reducing effects and the sense of a whole other world and 'getting away' from urban environments. Maintenance should be minimal to give a wild, yet cared for, aesthetic, and extend and integrate 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 to create attractive spaces to sit and spend time, or their use of innovative or piloted solutions ahead of longer term change, these precedents show what can be achieved, both as 'quick wins', 'pilots' or 'longer term' design solutions.

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.



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

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



LEONARD CIRCUS, LONDON

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



PLAY STREETS, BRISTOL + OTHER LOCATIONS, UK

Play streets have been championed by non-profit organisation [Playing Out](#), and involve reclaiming local streets to enable the freedom for children play outside. Playing Out have developed a model where neighbours close their street to through traffic for a couple of hours, creating a safe space for children to play out during that time. Their long-term aim is for is for playing out to be "a normal everyday activity for all children, wherever they live, rather than an organised, supervised event". Having started in Bristol, Play Streets are growing and spreading UK-wide, including a recent Play Street organised by local residents in Glasgow.



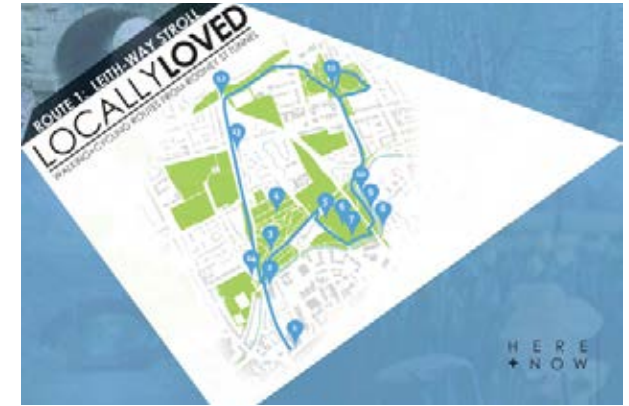
'BIN IT FOR GOOD' PILOT SCHEME, BIRMINGHAM + OTHER LOCATIONS, ENGLAND

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



'VOTE WITH YOUR BUTT', DESIGN BY HUBBUB, LONDON, UK

As part of the UK environmental nonprofit's Neat Streets campaign, Hubbub installed these 'Vote With Your Butt' rubbish receptacles in the London borough of Westminster. For example, outside Embankment Tube, central London, Hubbub a series of these 'voting ashtrays', with smokers voting on different sports questions every week with their cigarette butts. Who's the best football player in the world, Ronaldo or Messi? What would you rather watch; The Italian Grand Prix or Tennis US Open? Hubbub asked people vote with their butt on Villiers Street to keep the street litter free. With over 89 percent of smokers tossing their butts on the street, according to Neat Streets this provides an interesting and innovative solution to both engage the public and reduce litter on the street. This simple idea could be brought to Edinburgh, with questions either sticking to the more divisive sports-related questions or even about local issues as an interesting tactic for increasing participation.



LOCALLY LOVED ROUTES, EDINBURGH

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

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



EDIBLE AND TASTY SPACES [EATS], FIFE

Now in its third year in Kirkcaldy and Fife, [EATS](#) utilises small public spaces to create community food growing hubs. EATS was initiated by Fife Council in 2012 and has since partnered with other organisations and groups including the Scottish Association for Mental Health, Greener Kirkcaldy, and the Inveriel Tenants and Residents Association, all of whom help maintain various planter beds in public space. The project has since inspired other community growing projects, including in Newburgh, Dundee and Markinch.



INTERIM PUBLIC PLAZA, NEW YORK CITY, U.S.A.

The New York City Plaza Program is a capital program of the New York City Department of Transportation. It converts underutilised roadway space into neighbourhood amenities through partnerships with local non-profit organizations and communities. The program, launched in 2008, has accepted six rounds of applications and has realized 22 new public spaces for New Yorkers, including Putnam Plaza, Brooklyn (shown above).

The Plaza Program is driven by a community-driven model, accepting proposals from not-for-profit organizations to create neighbourhood plazas through an annual competitive application process. Priority is given to plazas in neighbourhoods previously lacking open space, where there is strong community initiative, and where the plaza integrates well into the existing community context. Plazas are best suited to areas with excessive street space that is underused, unnecessary, or confusing for motorists, and along active pedestrian corridors with nearby retail or other complementary uses. The Plaza Program funding was secured through PlaNYC 2030, which set a goal to ensure all New Yorkers live within a ten-minute walk of a park. The Plaza Program helps fulfil that goal. The Plaza Program is situated within the NYC DOT Public Spaces unit and is led by a four-person team.



PARKLET CURB EXTENSION PILOT ADDING BIKE RACKS, PHILADELPHIA

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



NORIEGA ST PARKLET, SAN FRANCISCO

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



IDEAS FIESTA, BRISBANE CITY COUNCIL, AUSTRALIA

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

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

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



YELLOW 'CHATTY' BENCH, 31 CRIGHTON PLACE, LEITH

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

KEY STRATEGIES + DESIGN RESPONSES

There is great potential to improve the movement and place function of the Nicolson St and Clerk St town centre. Design responses suggested include suggestions for each of the five key locations within the town centre examined in closer detail, as well as more overall strategies that are relevant and could be applied as general principles 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, the following overarching design approaches have been identified as being of benefit to the Nicolson St and Clerk 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.

KEY STRATEGIES HOLISTIC APPROACHES FOR THE TOWN CENTRE

- **PRIORITISE CYCLING AND PEDESTRIAN MOVEMENT.** Improve street layout and design to create a more conducive environment for active transit. By making walking and cycling experiences more enjoyable, barrier-free and feel safer, cycling and walking becomes the 'natural' choice in many situations. Improved cycle facilities, including dedicated cycle lanes and additional bike parking, as well as wide, good quality, level paving surfaces for pedestrians with frequent crossings, will help encourage these activities.
- **REDUCE STREET CLUTTER + PINCH POINTS.** Removal of unnecessary street clutter such as railings at pedestrian crossings, bollards, poles, and other redundant items helps open up the town centre to easier pedestrian movement. Rethinking of key problem bus stop locations where bus stops currently turn their backs on pedestrian desire lines along the street, thereby causing additional obstruction and a pinch point by taking up more pavement space than needed should be addressed.
- **ENHANCE CHARACTER + IDENTITY.** Build on the existing three character areas within the town centre to create a hierarchy of unique spaces. This will also improve navigation and wayfinding through an enhanced sense of place along this long, linear town centre.
- **PROMOTE CROSS-ROUTES AND VIEWS.** Connect the town centre with nearby destinations such as The Meadows, university, Arthurs Seat, and Chambers St destinations. Ensuring good quality pedestrian and cycle links in a good state of repair between Nicolson St/Clerk St and these local destinations to the East-West will improve connectivity and facilitate movement.
- **PROVIDE PLACES TO PAUSE AND ENJOY PUBLIC LIFE.** By providing additional rest spots and places to pause along the linear town centre, accessibility is improved for less mobile users, and public life opportunities are enhanced. These might take the form of both formal and informal seating, improved sheltered spots to wait for buses in comfort and without obstructing pavements, encouragement of outdoor seating at cafes/restaurants where pavements are wide enough to enable this, and pilots of Parklets or similar to reveal the potential of spaces which could be better used than at present for car parking or similar.
- **INCREASE PLANTING + TREES.** Integration of additional planting and trees in an area has been proven in recent research to enhance the perceived street aesthetic and quality, increase property prices, enhance well-being and also provide some canopy shelter in poor weather.

CHARACTER AREAS

DIVERSE MIX OF USERS + MORE HIGH PROFILE DESTINATIONS

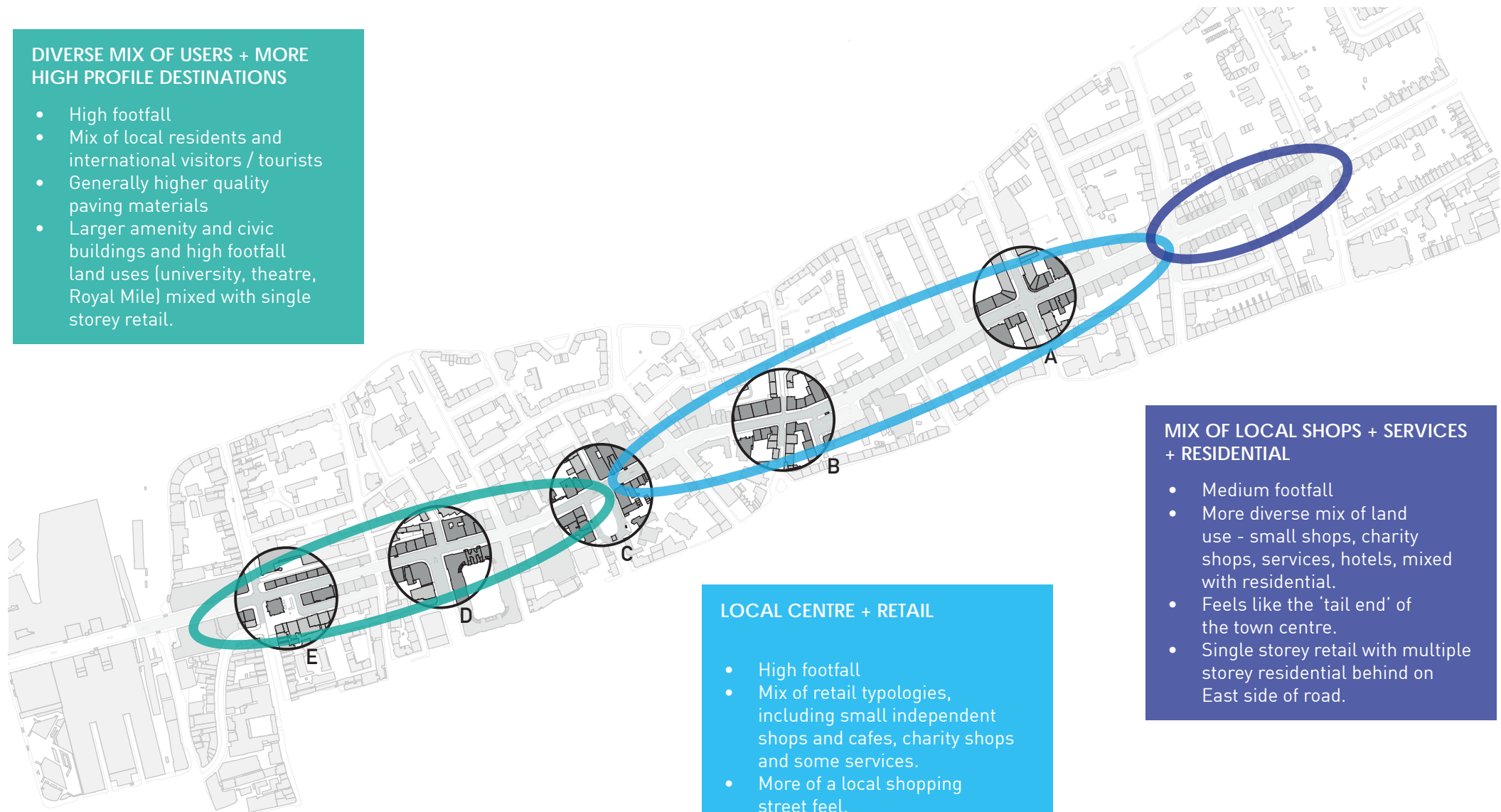
- High footfall
- Mix of local residents and international visitors / tourists
- Generally higher quality paving materials
- Larger amenity and civic buildings and high footfall land uses (university, theatre, Royal Mile) mixed with single storey retail.

LOCAL CENTRE + RETAIL

- High footfall
- Mix of retail typologies, including small independent shops and cafes, charity shops and some services.
- More of a local shopping street feel.
- Local rather than city-wide destination

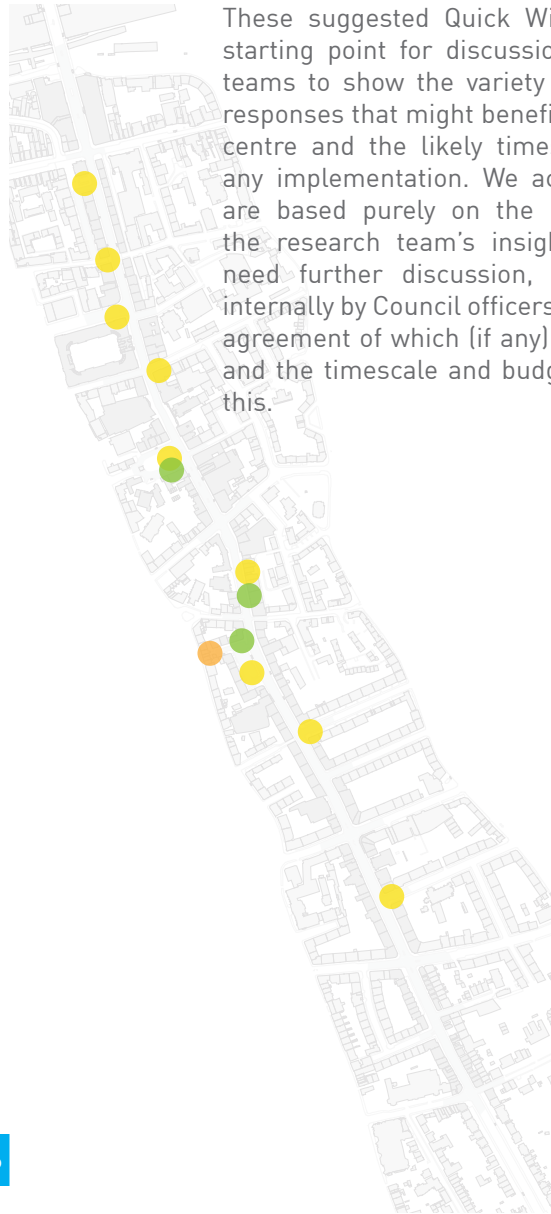
MIX OF LOCAL SHOPS + SERVICES + RESIDENTIAL

- Medium footfall
- More diverse mix of land use - small shops, charity shops, services, hotels, mixed with residential.
- Feels like the 'tail end' of the town centre.
- Single storey retail with multiple storey residential behind on East side of road.



QUICK WINS

DESIGN RESPONSES: WHAT IMPROVEMENTS MIGHT BENEFIT THE TOWN CENTRE?



These suggested Quick Wins are intended as a starting point for discussion for internal Council teams to show the variety of options and design responses that might benefit public life in the town centre and the likely timescale of complexity of any implementation. We acknowledge that these are based purely on the research analysis and the research team's insight to date and would need further discussion, input and refinement internally by Council officers and teams prior to any agreement of which (if any) could be implemented and the timescale and budgets needed to achieve this.

WHAT? THE DESIGN RESPONSE

REMOVE STREET CLUTTER + FIX POTHOLES

Remove bollards, redundant poles, rationalise signs. Improve road surface for cyclists. Remove railings at junction corners e.g. Infirmary St/Chambers St.

- ARCHWAY MURAL ST PATRICK SQUARE
Employ a local artist to create mural or art installation within archway St Patrick Square to Buccleuch St.
- INSTALL 9 YELLOW 'CHATTY' BENCHES
Provide additional informal seating rest points along the town centre whilst building social capital + promoting key views.
- BIKE CORRAL PARKING LOT
Repurpose one parking space adjacent to busy local shops to provide additional cycle parking. Could combine with parklet pilot or as separate intervention.

WHEN? QUICK WIN, PILOT, LONGER TERM

QUICK WIN

Possible to implement in the short term + small budget.

QUICK WIN

Immediate impact and low budget yet enhancing pedestrian connection to West.

QUICK WIN

One or two could be trialled as a pilot, or preferably all 9 (see suggested locations) could be implemented at once for immediate impact as a quick win.

QUICK WIN

Immediate impact using low-budget infrastructure to enhance cycling facilities. This could be implemented both at this location and other suitable spots along the town centre where demand for cycle parking is not currently met and a parking space could be better utilised for this purpose.

WHY? IMPACT ON PUBLIC LIFE

IMPROVE WALKING + CYCLING EXPERIENCE

Removing obstructions/hindrances to walking for all users, especially those with buggies or wheelchairs. Creating a less dangerous cycling environment.

IMPROVE PEDESTRIAN CONNECTIONS

Enhance aesthetic of built environment for pedestrian connections between Nicolson St and university to West.

PLACES TO PAUSE + BUILD SOCIAL CONNECTION

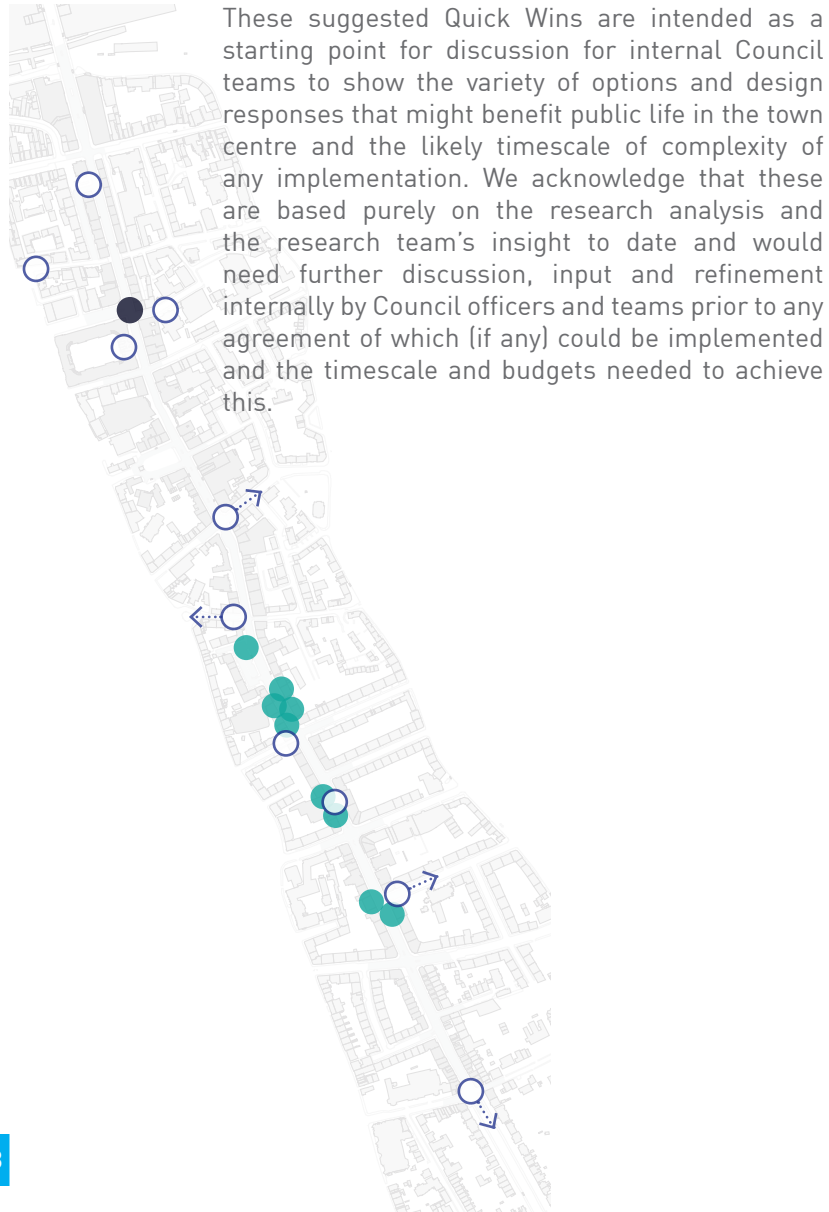
Chatty benches foster a sense of community + also provide much needed frequent places to rest along the length of the town centre.

IMPROVE CYCLE FACILITIES

There are currently few places to park your bike at this location, acting as a hindrance to cycling. Repurposed parking space makes it easier to hop off your bike and use the town centre and shops.

QUICK WINS

DESIGN RESPONSES: WHAT IMPROVEMENTS MIGHT BENEFIT THE TOWN CENTRE?



WHAT? THE DESIGN RESPONSE

- **RETHINK PEDESTRIAN CROSSING PHASES**
At the Chambers St/Infirmary St junction remove railings and add a full green man phase for all arms of the junction after every traffic movement.
- **RETROFIT 'URBAN SEAT' BOLLARDS**
Transform existing bollards into productive public life use for urban seats similar to Damien Gires 'Urban Seats', Paris or Adrian White's adaptive street furniture, Lyon.
- **CREATIVE SIGNAGE / ART INSTALLATIONS**
Help foster interest and awareness of the historic character of the town centre and 'off-the-beaten-track' locations through creative artistic interpretive signage and installations aiding exploration on foot. These might highlight architectural features often missed above head height, local destinations, history and stories of local places or favourite local routes.

WHEN? QUICK WIN, PILOT, LONGER TERM

QUICK WIN

Immediate impact and low budget yet enhancing pedestrian environment by aiding crossing.

QUICK WIN

Immediate impact and low budget yet enhancing pedestrian environment by providing seating spots.

QUICK WIN

Immediate impact and low budget yet enhancing pedestrian environment by enabling those on foot to explore and discover additional human-scale interest and features around

WHY? IMPACT ON PUBLIC LIFE

AIDING PEDESTRIAN CROSSING

Provides a short-term solution to aiding pedestrians trying to cross this junction. Reduces pedestrian frustration at the time it takes for a green man allowing them to cross safely.

PLACES TO PAUSE + SIT

Provides short-term seating opportunities for older persons or others in need of a rest along the street or waiting for the bus whilst out of pedestrian movement flows. Retrofitted to existing bollards and infrastructure.

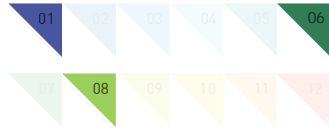
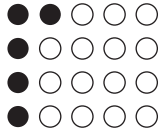
ENHANCE PEDESTRIAN EXPERIENCE

Use of creative signage enhances the pedestrian experience, highlighting positive existing built environment features, history and nearby spots which might otherwise be missed. This would benefit both locals and visitors who may discover places they would not have found otherwise, and also encourages staying activities and human-scale interest in stopping to engage with these interventions.

QUICK WIN

ARCHWAY MURAL ST PATRICK SQUARE

IMPACT
TIMESCALE
DIFFICULTY
COST



Employ a local artist to create mural or art installation within archway St Patrick Square to Buccleuch St. Quick Win - immediate impact to create a distinctive landmark aiding wayfinding and enhancing pedestrian connection to West, yet low budget. This would enhance the aesthetic of built environment for pedestrian connections between Nicolson St and

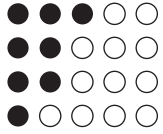
university to West and offer a chance for local artists work to be celebrated. To implement local residents and university students could be engaged with, to allow feedback on options of different aesthetics for the mural/ installation to represent a theme they support. The commissioned artist would create the artwork in accordance with the agreed approach.



QUICK WIN

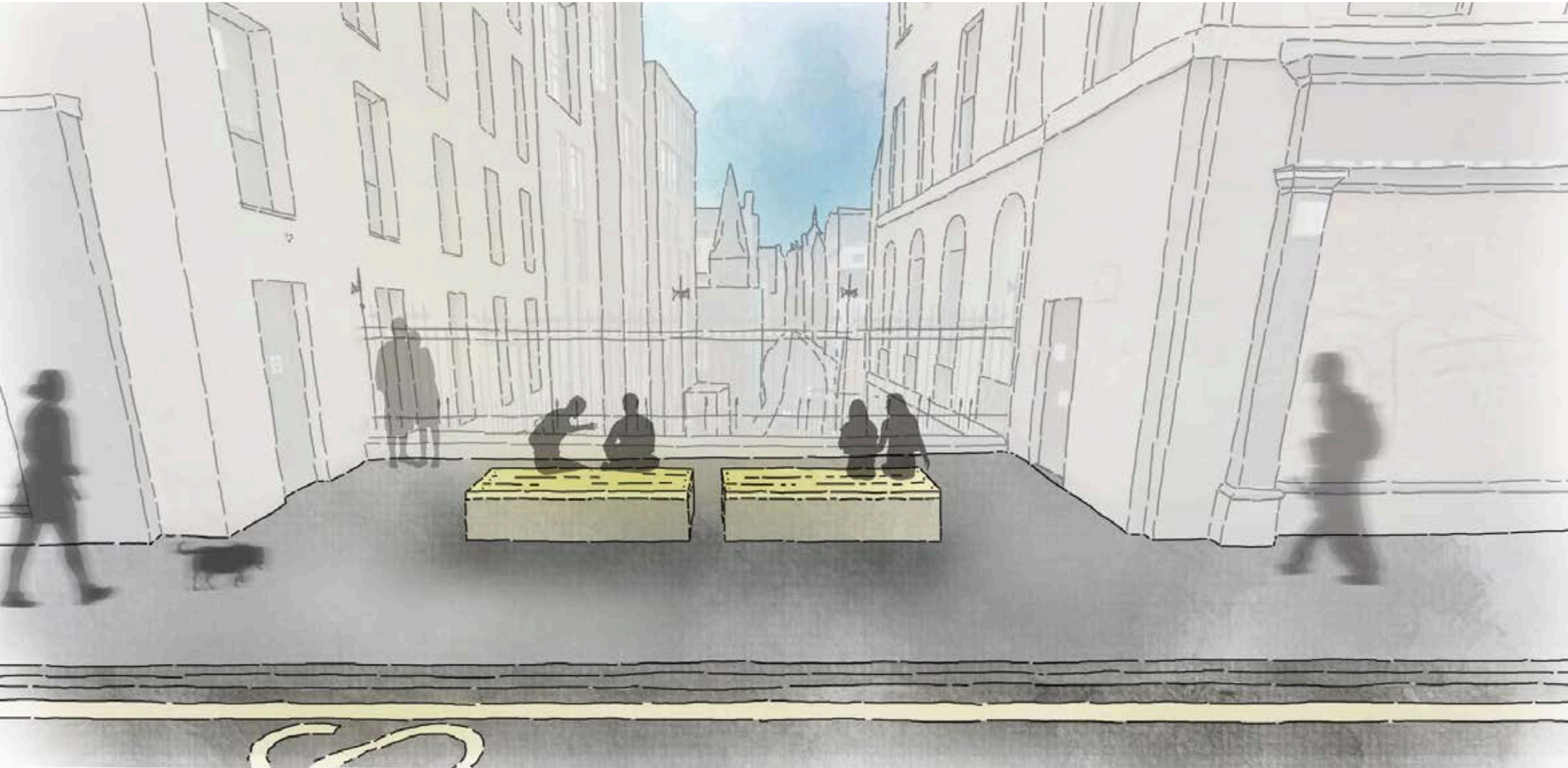
INSTALL 9 YELLOW 'CHATTY' BENCHES

IMPACT
TIMESCALE
DIFFICULTY
COST



Provide additional informal seating rest points along the town centre whilst building social capital and promoting key views. Quick Win - one or two could be trialled as a pilot, or preferably all 9 (see suggested locations) could be implemented at once for immediate impact as a quick win. Chatty benches foster a sense of community and also provide much needed frequent places to

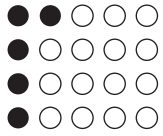
rest along the length of the town centre, increasing accessibility and promoting inclusion. Benches could be positioned at the additional space above Cowgate where there is adequate room and an interesting view, as well as at the other locations mapped. Trees in raised planters and 'Bin It For Good' bins could also be incorporated to create a gathering spot at this location.



QUICK WIN

BIKE CORRAL PARKING LOTS

IMPACT
TIMESCALE
DIFFICULTY
COST



Repurpose one parking space adjacent to busy local shops to provide additional cycle parking. Could combine with parklet pilot or as a separate item. There are currently few places to park your bike at this location, acting as a hindrance to cycling. This repurposed parking space makes it easier to hop off your bike and use the town centre and shops. It also prevents cyclists needing to lock their bikes to other

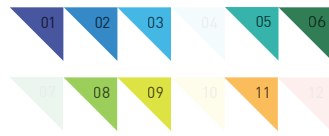
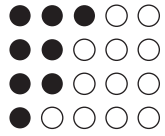
street clutter within the main pavement space which can act as an obstacle. Quick Win - immediate impact using low-budget infrastructure to enhance cycling facilities in the short term. This could be implemented both at this location and other suitable spots along the town centre where demand for cycle parking is not currently met and a parking space could be better utilised for this purpose.



QUICK WIN

RETROFIT 'URBAN SEAT' STYLE RESTS

IMPACT
TIMESCALE
DIFFICULTY
COST




Transform existing bollards into productive public life use for urban seats similar to Damien Gires 'Urban Seats', Paris or Adrian White's adaptive street furniture, Lyon. Provides short-term seating opportunities for older persons or others in need of a rest along the street or waiting for the bus whilst out of pedestrian movement flows. Retrofitted to existing bollards

and infrastructure, it creates more flexible use of this street infrastructure and space. Clustering these in a particular section of the town centre helps develop localised character and identity, aiding with navigation along this long linear town centre. Quick Win - immediate impact and low budget yet enhancing pedestrian environment by providing seating spots.



PILOTS

DESIGN RESPONSES: WHAT IMPROVEMENTS MIGHT BENEFIT THE TOWN CENTRE?



These suggested Pilots are intended as a starting point for discussion for internal Council teams to show the variety of options and design responses that might benefit public life in the town centre and the likely timescale of complexity of any implementation. We acknowledge that these are based purely on the research analysis and the research team's insight to date and would need further discussion, input and refinement internally by Council officers and teams prior to any agreement of which (if any) could be implemented and the timescale and budgets needed to achieve this.

WHAT? THE DESIGN RESPONSE

- **PARKLET OUTSIDE NICOLSON ST SHOPS**
Build on existing footfall to create an extended public realm and seating opportunity that both users and businesses can benefit from.
- **INTERIM PLAZA + LINKS TO THE CAUSEY**
Use low-budget removable planters, bike corrals, seating and painted surfaces to create interim public plaza and improved pedestrian/cycle links East ahead of longer-term design.
- **EAST-WEST CROSSCAUSEWAY LINK**
Improve link for cyclists and pedestrians crossing Nicolson St between East Crosscauseway and West similar to Rankeillor St.
- **TREES WITH A VIEW**
Building on the initiative already identified for Leith Walk, incorporate raised tree planters on more generous corners indicating views and links to Arthurs Seat and The Meadows.

WHEN? QUICK WIN, PILOT, LONGER TERM

PILOT

A trial version which could be monitored and evaluated for impact on public life, and expanded with more parklets if successful. Initial one day pilot for Parking Day Sept 2016 or immediately launch longer 6 month pilot.

PILOT / LONGER TERM

Following engagement with The Causey group + relevant Council teams, this big-impact low-budget 'quick win' could be implemented followed by longer term design when budget is available.

PILOT / LONGER TERM

By creating a level pedestrian surface and movement route up both sides of Nicolson St using raised table over minor roads at East/West Crosscauseway and shared space junction prioritising pedestrian and cycle movement. Use surface markings to improve clarity for cyclists crossing East-West. Relocate bins and improve material quality along East Crosscauseway. Tie in with The Causey improvements.

PILOT / LONGER TERM

Initial implementation of raised planter trees to South of the town centre. If successful upon future more holistic street layout redesign these would be incorporated in permanent tree pits.

WHY? IMPACT ON PUBLIC LIFE

TURNS PARKING SPACES INTO ACTIVE SPACES

Provides additional public realm and opportunity to sit and pause without hindering pavement width for pedestrians. Also provides opportunity for business revenue through cafe seating.

SPACE TO SIT AND GATHER

An interim plaza would enable increased sitting and staying activities at The Causey and a more pedestrian and cycle friendly place with more vibrant public life.

IMPROVE CYCLE-FRIENDLY STREETS

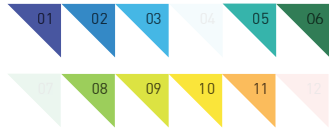
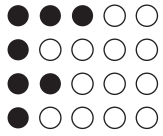
Better clarity of route for cyclists and pedestrians using East-West connections between university and residential areas to East.

GREEN 'SIGNAGE' TO NEARBY DESTINATIONS

Improves street aesthetic of town centre whilst also interpreting pedestrian connections to nearby greenspace destinations. Provide some shelter in rain. Could be paired with yellow chatty benches.

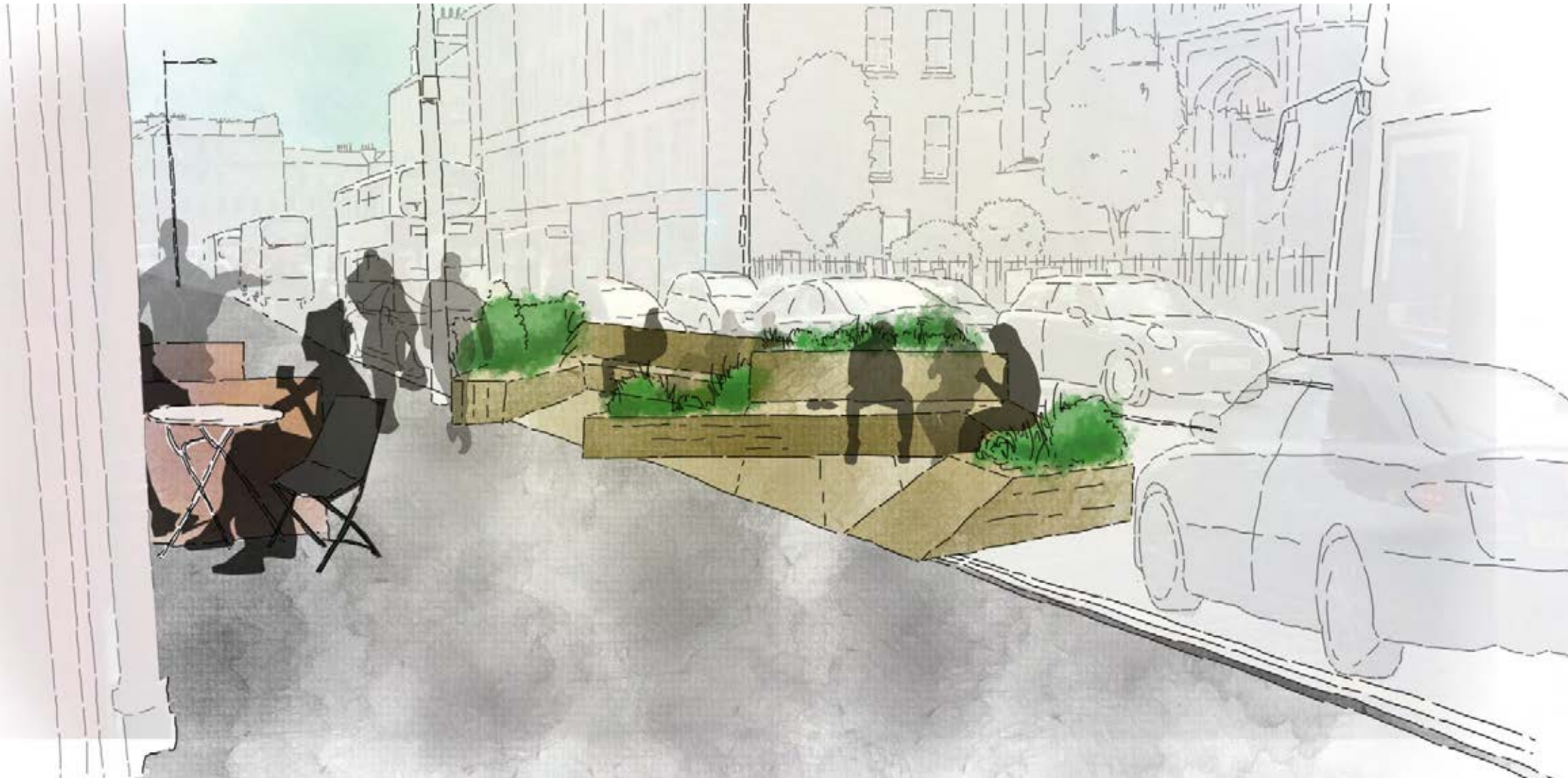
PILOT
**PARKLET OUTSIDE
NICOLSON ST SHOPS**

IMPACT
TIMESCALE
DIFFICULTY
COST



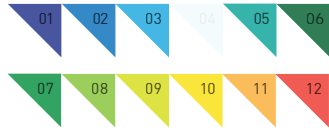
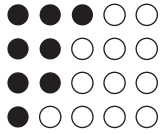
Build on existing footfall to create an extended public realm and seating opportunity that both users and businesses can benefit from. Provides additional pedestrian friendly public space - creating opportunity to sit and pause en route or for longer periods with friends outside cafes or people watching in the street without hindering pavement width for passing pedestrians.

Also provides opportunity for increased business revenue through cafe seating. This could start a pilot or trial version which could be monitored and evaluated for impact on public life, and expanded with more parklets either nearby or at other suitable locations if successful. An initial one day pilot could be trialled as part of Parking Day Sept 2016 or immediately launch longer 6 month pilot.



PILOT INTERIM PLAZA + LINKS TO THE CAUSEY

IMPACT
TIMESCALE
DIFFICULTY
COST



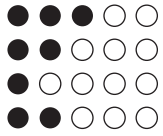
Use low-budget removable planters, bike corrals, seating and painted surfaces to create an interim public plaza and improved pedestrian/cycle links East ahead of longer-term design. Following engagement with The Causey group and relevant Council teams to identify key moves and temporary elements to best improve public life, this big-impact low-budget 'quick win' could be implemented, monitored and

evaluated for impact ahead of longer term design implementation. An interim plaza would enable increased sitting and staying activities at The Causey - a quieter, greener spot than the main thoroughfare of Nicolson St - more natural surveillance, flexible spaces for community events, and a more pedestrian and cycle friendly place along a key East-West connection, with more vibrant public life.



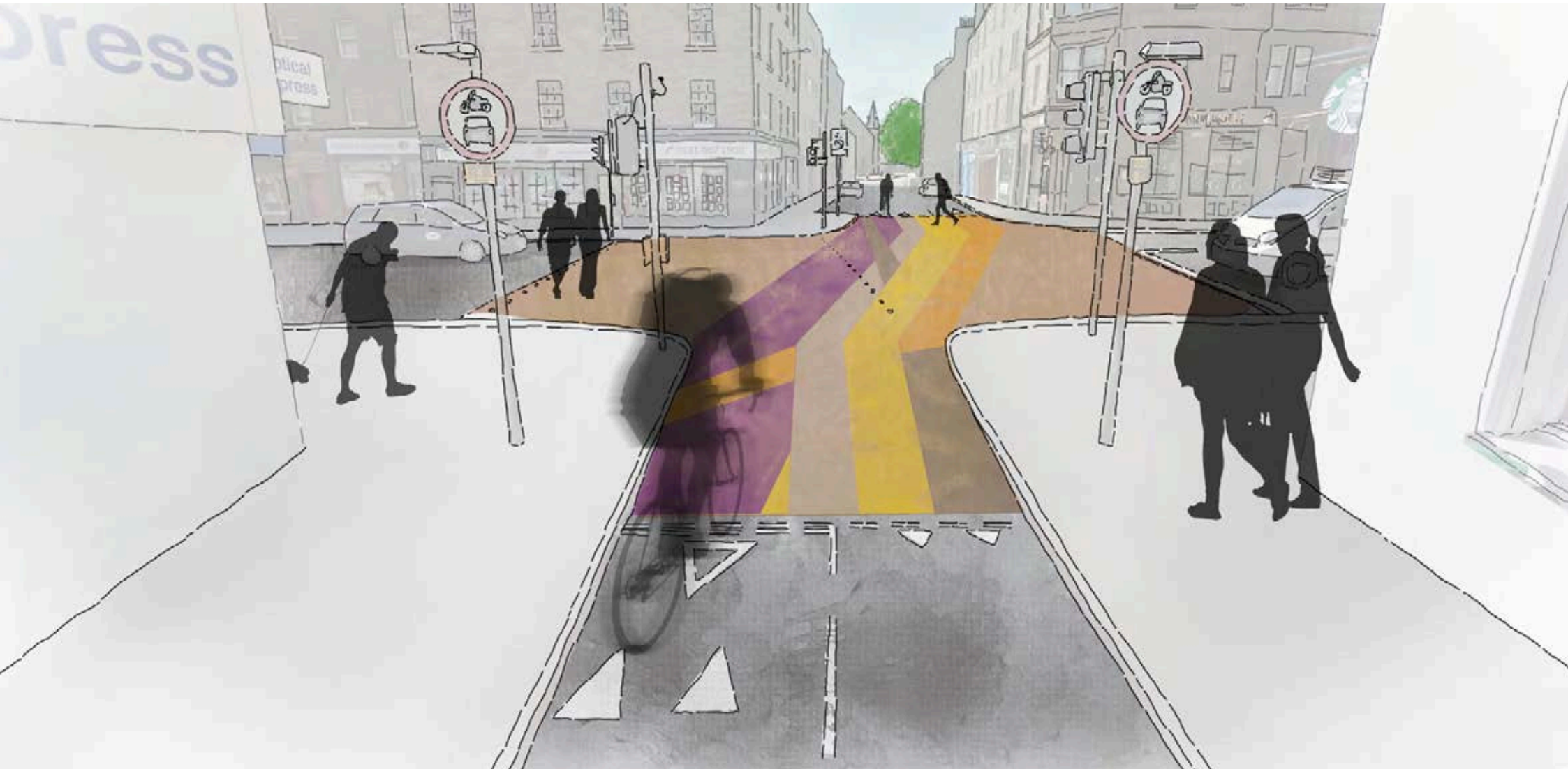
PILOT EAST-WEST CROSS- CAUSEWAY LINK

IMPACT
TIMESCALE
DIFFICULTY
COST



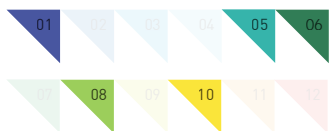
Improve link for cyclists and pedestrians crossing Nicolson St between East and West Crosscauseway (similar to at Rankeillor St). By creating a level raised surface prioritising pedestrians and cyclists across the junction both the pedestrian movement route North-South along both sides of Nicolson St is improved (due to raised tables over the minor roads) as well as pedestrian and cycle movement East-West over the junction. Use of surface markings

improves clarity for cyclists crossing East-West. Relocation of bins and improved material quality along East Crosscauseway reduces perception of neglect and visually prioritises this active transit link to the West. This can be tied in with The Causey improvements. This offers better clarity of route for cyclists and pedestrians moving East-West between the university and residential areas to East, and increases walkability North-South.



PILOT TREES WITH A VIEW

IMPACT ●●●○○
 TIMESCALE ●●○○○
 DIFFICULTY ●●○○○
 COST ●○○○○



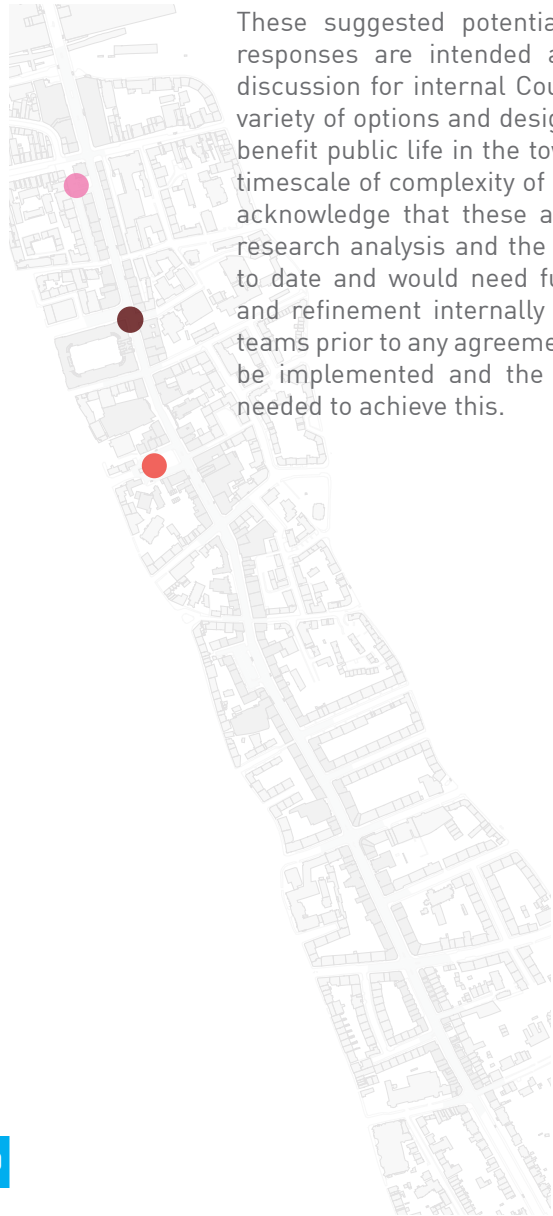
Building on the initiative already identified for Leith Walk, incorporate raised tree planters on more generous corners indicating views and links to Arthurs Seat and The Meadows. This initial pilot would implement raised planter trees to South of the town centre. If successful, upon future more holistic street layout redesign these would be incorporated in permanent tree pits. Improves street aesthetic of town

centre whilst also interpreting pedestrian connections to nearby greenspace destinations. Tree canopies provide some shelter in rain and could be paired with yellow chatty benches. Choice of street tree species with high canopy, maximum biodiversity benefit, air pollution reduction qualities, and tolerance of containerisation recommended to maximise positive impact.



LONGER TERM

DESIGN RESPONSES: WHAT IMPROVEMENTS MIGHT BENEFIT THE TOWN CENTRE?



These suggested potential Longer Term design responses are intended as a starting point for discussion for internal Council teams to show the variety of options and design responses that might benefit public life in the town centre and the likely timescale of complexity of any implementation. We acknowledge that these are based purely on the research analysis and the research team's insight to date and would need further discussion, input and refinement internally by Council officers and teams prior to any agreement of which (if any) could be implemented and the timescale and budgets needed to achieve this.

WHAT? THE DESIGN RESPONSE

- **NICOLSON SQUARE REDESIGN**
Redesign of Nicolson Square including removal of railings, raised level shared space surface prioritising pedestrian movement (with vehicles limited to taxis and buses), and extended outdoor seating opportunities for adjacent cafes and restaurants. Raised tables at junctions with Nicolson St to aide pedestrian desire lines extend into level shared surface to increase public realm space for people.
- **HUNTER SQUARE REDESIGN**
Redesign of Hunter Square to provide improved seating opportunities, shelter and soft landscape and relaying setts to give a level walking surface across Blair St.
- **RECLAIM SPACE FOR PEOPLE: CHAMBERS ST**
Reclaim space for people at the Chambers St junction. A raised junction surface, removal of railings and single green man phase after each set of car lights. Widen pavements, particularly in front of cafes at end of Chambers St to further improve public realm and allow for outdoor cafe seating. A painted mural surface could also be incorporated similar to the East-West Crosscauseway link if desired.

WHEN? QUICK WIN, PILOT, LONGER TERM

LONGER TERM

Significant redesign of Nicolson Square to enhance pedestrian and cycle link West to university, provide more welcoming outdoor environment for seating (at cafes or in park) and public life.

LONGER TERM

Significant redesign of Hunter Square to enhance opportunities for public life through improved seating, gathering and walkable spaces.

LONGER TERM / PILOT

Rethinking this prominent car-dominated junction would be a beneficial longer term goal to benefit public life. A pilot might include an initial painted mural surface and removal of railings with adjustment of traffic lights to enable single phase after every second set of car lights. This could be monitored and if successful a full redesign incorporating widened pavements, improved public realm and raised junction crossing with or without a painted mural surface implemented.

WHY? IMPACT ON PUBLIC LIFE

ENHANCE OPPORTUNITY FOR PUBLIC LIFE

Users cited lack of seating and loud traffic as a key reason not to spend time in Nicolson Square. A redesign, incorporating seating, buffer to traffic and shared space would address this.

ENHANCE OPPORTUNITY FOR PUBLIC LIFE

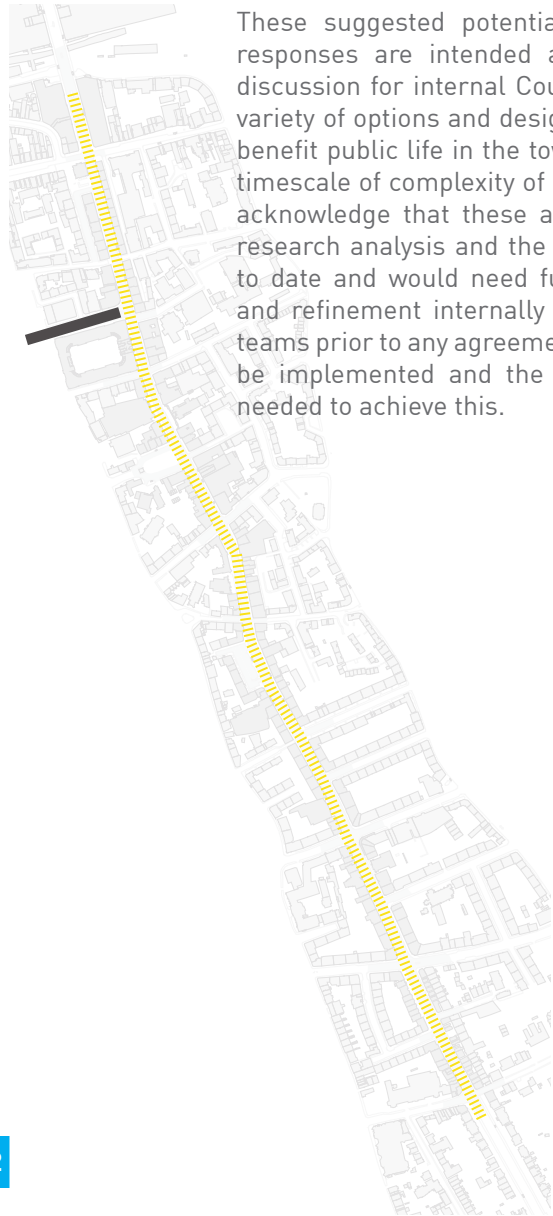
Help create more informal seating, a welcoming public realm for all ages, with soft landscaping, easy pedestrians routes and flexible space for activities.

ACTIVE TRANSIT PRIORITY PUBLIC REALM

Address the current car-dominated street layout to increase space for pedestrians, cyclists and public life throughout the town centre but particularly at key problem spots such as the junction of South Bridge/ Chambers St and Bernard Terrace/South Clerk St.

LONGER TERM

DESIGN RESPONSES: WHAT IMPROVEMENTS MIGHT BENEFIT THE TOWN CENTRE?



These suggested potential Longer Term design responses are intended as a starting point for discussion for internal Council teams to show the variety of options and design responses that might benefit public life in the town centre and the likely timescale of complexity of any implementation. We acknowledge that these are based purely on the research analysis and the research team's insight to date and would need further discussion, input and refinement internally by Council officers and teams prior to any agreement of which (if any) could be implemented and the timescale and budgets needed to achieve this.

WHAT? THE DESIGN RESPONSE

- REIMAGINE CHAMBERS ST FOR PUBLIC LIFE
Build on existing plans for improvement to Chambers St and incorporate more seating, trees and planting and bike racks to help create a more public life and pedestrian and cycle friendly street that builds on nearby large organisations and institutions such as the National Museum of Scotland.
- HOLISTIC STREET REDESIGN
Addressing of town-centre wide street design issues to improve public life and conditions for cyclists/pedestrians. Widen pavements where possible, raised tables over all minor roads and junctions where possible to give pedestrians priority to cross, rationalise parking, increase street trees and seating, reconsider traffic lanes, add cycle lanes and priority, remove clutter, improve quality and consistency of street materials and surfaces, encourage outdoor seating and integrate places to pause off the main thoroughfare through improvements to Nicolson Square, Hunter Square, St Patrick's Square.

WHEN? QUICK WIN, PILOT, LONGER TERM

LONGER TERM

Add into and build on longer term existing plans to improve Chambers St by incorporating more opportunities for public life through improved seating, tree planting and gathering and walkable spaces.

LONGER TERM

Significant resources would be required to achieve this, however a holistic approach would ensure the highest quality public realm outcome.

WHY? IMPACT ON PUBLIC LIFE

ENHANCE OPPORTUNITY FOR PUBLIC LIFE

Help enhance existing plans through simple additions such as bike racks, additional trees and seating to better provide for public life. Longer term Chambers St could become a pedestrian and cycle focussed vibrant street for public life, including flexible space, a more welcoming and green public realm for all ages, with soft landscaping, easy pedestrian routes and reduced car spaces to allow more outdoor seating and activities.

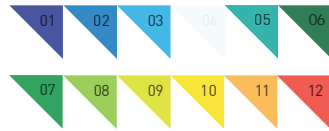
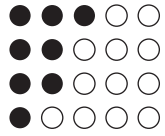
ACTIVE TRANSIT PRIORITY PUBLIC REALM

Address the current car-dominated street layout to increase space for pedestrians, cyclists and public life throughout the town centre but particularly at key problem spots such as the junction of South Bridge/Chambers St and Bernard Terrace/South Clerk St. Apply general principles such as reducing corner radii, applying raised tables at minor roads, create more spaces to sit and spend time, additional and improved pedestrian crossings, and making difficult decisions whether to prioritise cyclists with a cycle lane or maintain the status quo of a bus lane incorporating car parking.

LONGER TERM

HUNTER SQUARE REDESIGN

IMPACT
TIMESCALE
DIFFICULTY
COST



Redesign of Hunter Square to provide improved seating opportunities, shelter, soft landscape and relaying setts to give a level walking surface across Blair St. This will enhance opportunities for public life through improved seating, gathering and walkable spaces, flexible space for a range of activities, increasing accessibility for a wider range of users through smoother level changes, more welcoming seating and easier walking surface. Increased soft landscape

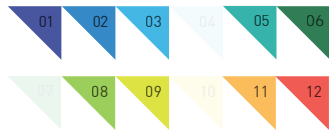
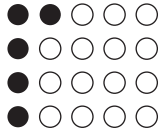
helps provide some canopy shelter from rain and screens the traffic, providing sensory interest and a more human scale. Improvement at this key location with high footfall and in close proximity to the Royal Mile and other tourist and city centre destinations could have a big impact providing a more conducive setting for public life and increasing natural surveillance. The square is South facing with positive conditions and high potential for public life.



LONGER TERM

RECLAIM SPACE FOR PEOPLE

IMPACT
TIMESCALE
DIFFICULTY
COST



Reclaim space for people at the Chambers St junction. Create a raised junction surface, removal of railings and single green man phase after each set of car lights. Widen pavements, particularly in front of cafes at the end of Chambers St to further improve public realm and allow for both outdoor cafe seating and public seating. Rethinking this prominent car-dominated junction would be a beneficial longer term goal to benefit public life. A pilot might include an initial painted mural surface and removal of railings with adjustment

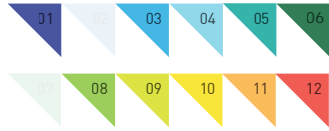
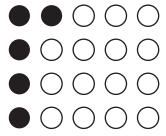
of traffic lights to enable single phase after every second set of car lights. This could be monitored and if successful a full redesign incorporating widened pavements, improved public realm and raised junction crossing with or without a painted mural surface implemented. Though not essential, a painted mural junction surface would use the street surface as a unique canvas whilst slowing traffic and maintaining key road markings outwith this design, adding a landmark and distinctive location.



LONGER TERM

NICOLSON SQUARE REDESIGN

IMPACT
TIMESCALE
DIFFICULTY
COST



Redesign of Nicolson Square including removal of railings to open up the gardens, raised level shared space surface prioritising pedestrian movement (with vehicles limited to taxis and buses), and extended outdoor seating opportunities for adjacent cafes and restaurants. Raised tables at junctions with Nicolson St aide pedestrian desire lines and extend into level shared surface to increase the walkable public realm space for people. Users cited lack of seating and loud traffic

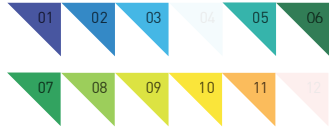
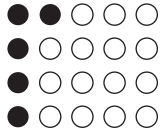
as a key reason not to spend time in Nicolson Square. A redesign, incorporating seating, buffer to traffic and shared space would address this and also enhance the pedestrian and cycle link West to university, providing a more welcoming outdoor environment for seating (at cafes or in the park), help promote staying and sitting activities as part of public life, and also natural surveillance to improve perception of safety.



LONGER TERM

REIMAGINE CHAMBERS ST FOR PUBLIC LIFE

IMPACT
TIMESCALE
DIFFICULTY
COST



Build on existing plans for improvement to Chambers St and incorporate more seating, trees and planting and bike racks to help create a more public life and pedestrian and cycle friendly street that builds on nearby large organisations and institutions such as the National Museum of Scotland. Help enhance existing plans through simple additions such as bike racks, additional trees and seating to

better provide for public life. Longer term Chambers St could become a pedestrian and cycle focussed vibrant street for public life, including flexible space, a more welcoming and green public realm for all ages, with soft landscaping, easy pedestrian routes and reduced car spaces to allow more outdoor seating and activities. Graphic below shows a simple first step in this longer term aspiration.



WHAT IF?

DESIGN RESPONSES: WHAT IMPROVEMENTS MIGHT BENEFIT THE TOWN CENTRE?

In addition to the quick wins, pilots, and longer term possible design solutions highlighted above, what if we thought more broadly and imagined what else might be possible to help enhance public life? These might involve more diverse organisational or social changes and initiatives, rather than those focussed more on street design and physical interventions.

These initial 'What If?' ideas have come from the research team's observations and data analysis findings, and represent more diverse potential solutions to help address current restrictions on place and movement function in the town centre and improve public life.

It is worth noting that workshops with Council officers were not part of this scope of work for Public Life Street Assessments research project presented in this report. As such, possible 'What If?' ideas explored here (as well as those other pilot, quick win, and longer term design responses previously suggested), may already have been considered by Council or may need more investigation to establish whether they are feasible. The intention is for the potential design responses suggested and 'What If?' suggestions is instead to act as an initial starting point for discussion.

We would suggest that a second phase to these Public Life Street Assessments might consist of series of workshops with both local Council officers and teams, and later local residents and businesses, to respond to both the suggested design responses that have emerged from the analysis and evidence base presented in these Public Life reports, and synthesise this with the ongoing work and experience of local Council officers and teams. This would allow better exploration of the suggested design responses and What If? ideas, learning from the existing knowledge and expertise of Council teams in combination with those suggestions that have emerged from this research evidence.

Nonetheless, we hope these broader 'What If?' ideas, in combination with the pilot, quick win and longer term design suggestions already outlined, can provide a starting point for conversations about how best to enhance public life in these town centres across Edinburgh.



WHAT IF? THINKING MORE BROADLY

REGULAR CYCLE TEST RIDES

Researchers found cycle test rides were a really useful way to gain the perspective of a cyclist trying to move through the town centre. Regular cycle test rides by Council teams would help identify when problems such as potholes appear which deter many cyclists at present. These are also useful to help inform ongoing discussions about redesign and where trouble spots currently exist for cyclists.

SCHEME TO INCREASE OUTDOOR TRADING

Council incentivised scheme to encourage local businesses, particularly cafes and restaurants to engage in outdoor trading where there is pavement space to do so. Whilst businesses might still need to get a permit to do so, if this process can be simplified, with no fees charged to businesses wanting to try this out initially to test its success, and a Council officer or team championing this, would help promote take-up with a subsequent positive impact on public life.

TEMPORARY USE OF VACANT SHOPS

There is currently a fair number of vacant shop fronts along the town centre length. A Council-led initiative to enable subsidised/free short-term use of these properties would help improve vibrance of the town centre, decrease sense of neglect, and support local entrepreneurs and businesses wanting to try out a business idea with less risk.

INVESTIGATE POSSIBILITY FOR CITY-WIDE COUNCIL TEAM TO CHAMPION PILOTS / EVALUATION / TRANSFORMATION TO PERMANENT

What If? responsibility and funding was allocated to a small Council team to actively promote, implement and test the impact of pilot studies, such as those outlined in this report, to enhance public life. Team members from Locality teams across Edinburgh might incorporate this focus as part of their role to champion these pilot projects, learning from one another and focussed pilots across the city aimed at quickly trialling short, sharp, responsive ways to maximise public life. This would help ensure quicker transformation of both this town centre and the rest of Edinburgh to enhance public life. Whilst its feasibility would need to be investigated to see how this might work within current restructuring and organisation within Council and budget allocations, a dedicated team or network of 'champions' within each locality would be an effective way to identify where pilots could bring short term impact and test potential future improvements, implementing longer term versions of the pilots for permanent benefit where these are successful. This would allow fast-tracking of those pilots thought to have biggest impact on public life to rapidly enhance the city as vibrant place for public life.



CONCLUSION

CONCLUSION

Through these Public Life Street Assessments, a large amount of useful data and analysis has been generated regarding the existing public life and user experience, movement and place functions of the town centres of Bruntsfield and Morningside, Stockbridge, Portobello, Nicolson St and Clerk St, Leith Walk and Great Junction Street. This research used direct observation methodologies combined with user interviews and the expertise of using a research team comprising of landscape architects, urban designers and placemakers to collect this robust mix of qualitative and quantitative data, conduct extensive data analysis, and synthesise the findings in terms of possible design solutions.

Collection of this data, its analysis and interpretation, has been combined with HERE+NOW's 12 Design Principles for Healthy Public Spaces and researcher observations, to present a holistic series of possible design responses and key overall strategies aimed at enhancing public life within the town centres. These have been broken into 'quick wins', 'pilots' and 'longer term' possible solutions which are intended as a starting point for further discussion and engagement rather than as finalised design responses.

These Public Life Street Assessments have used a consistent methodology to assess each town centre. The methodology has identified the various factors contributing to the overall movement and place function for each place - using a graphic wheel to concisely communicate these findings. This consistent methodology and research team

throughout this process for the five town centres studied helps create more reliable data, enabling easy comparison between their movement and place function. Graphics summarising both the movement and place function for each of the five town centres studied as part of this series of research are presented on the following pages.

Whilst comparisons with other town centres can be useful, this report has specifically focussed on public life including movement and place function in the Nicolson St and Clerk St town centre. During research, user interviews and direct observation methodologies revealed strengths of the town centre as including high pedestrian footfall, proximity of the Northern end of the town centre to Edinburgh city centre, the diverse mix of shops along the town centre length and nearby destinations to the East and West such as The Meadows, Arthurs Seat, George Square and the university. Key issues found included narrow footpaths in places causing pedestrian congestion or people to step into the road, heavy vehicular traffic, a prioritisation of vehicular movement and parking spaces over pedestrian and cycle priority and lanes, difficulty for pedestrians to cross the road, uneven and poor quality paving in places and significant potholes along the main street and minor roads to the East and West deterring cycling, a lack of shelter and places to stop in comfort along the town centre length, and the linear nature of the town centre. Opportunities were identified including the potential to capture high footfalls through an improved and expanded public realm to create more sitting and staying

activities in 'breathing spaces' along the town centre length, improved East-West cross connections for active transit, rationalisation of parking to enable parklets, additional street trees and seating, and improvements to existing places to spend time outside along the town centre including Nicolson Square, Hunter Square and The Causey.

Place function for the Nicolson St and Clerk St town centre was established by synthesising the mix of data and results from the suite of qualitative and quantitative research methods used to assess the town centre, and analysing these findings against Gehl's 12 Quality Criteria. In doing so, this research found the Nicolson St and Clerk St town centre had mixed results in terms of place function. Nicolson St and Clerk St scored favourably for opportunities to see - particularly referring to the views of Arthurs Seat to the East from the Southern end of the town centre and views toward the Royal Mile from Nicolson Square. However it scored less well for other qualities, especially perception of safety from traffic (with this being a major issue for almost all users interviewed), opportunities to talk and listen (which were felt to be hindered by loud traffic noise) and aesthetic quality and positive sensory experience. The biggest hindrance to place quality was the presence and dominance of vehicles and traffic, which had a knock-on effect on these other place qualities through its noise, air and visual pollution, creation of a barrier between sides of the street, perceived threat to users, and its dominance in the street environment at the expense of pedestrian and cyclist priority which better benefits

public life.

In terms of movement function, Nicolson St and Clerk St scored poorly or averagely for all aspects of pedestrian and cyclist movement. Key issues were found to relate to cyclist perception of safety from traffic - with many cyclists walking over junctions with their bikes or avoiding the town centre entirely rather than cycle on the road due to a cycle lanes and fear of accidents from potholes or traffic. A more favourable score was attained for cycle facilities in terms of bike racks, though there was still a demand for more bike racks in many places along the town centre - particularly on the East side of the street between Rankeillor St and Nicolson Square. Pedestrian scores were average in terms of movement function for obstacles and hindrances and pedestrian crossings, but scored less favourably for perception of safety from traffic, pinch points and waiting points for pedestrians, with many junctions causing pedestrian congestion on narrow corners with railings fencing in pedestrians and long waits to cross the road. These results for place and movement function highlight some of the strengths and key issues found in the town centre, and were used to inform the potential design solutions suggested.

NEXT STEPS

So what might the next steps look like? This report presents both rigorous data collection and analysis of how the town centre currently functions in terms of movement, place and public life. Analysis of these key research findings has informed a series of possible design solutions to help improve public life as a result. These potential design solutions have been suggested as some of the ways it might be possible improve upon this baseline condition for place function, movement function and public life in this town centre.

However, it is worth noting these are just possible design solutions created as part of a contained research sub-study. They have been based on the research methods used in this study - direct observation on the street, user interviews and researcher experiences. To more fully develop the potential design responses and start to agree a plan of action for which might be taken forward and further developed or implemented, it would be recommended for a next phase to follow this report. This next phase might consist of internal Council workshops to learn from existing knowledge within Council teams to further develop and refine possible design solutions and together further shape and refine which of these pilots, 'quick wins' and longer term design solutions are worth investigating further, who will take these forward and how they will fit within existing Council plans and initiatives. These workshops might be led by the relevant Neighbourhood Team, a city-wide Place-making focused team within Council or facilitated by external consultants. The outcome of

this next phase would include an agreed series of 'Pilots' and 'Quick Wins' to implement in the short term in each town centre, and incorporation of agreed 'Longer Term' design solutions into relevant Council policies and planning. It would also result in an agreed Council team to champion these place-making actions, and allocation of budget to deliver. This might take the form of a Public Life Action Plan, setting out the design project, budgets, any further community engagement necessary, and an internal Council team to deliver.

As part of the resulting Public Life Action Plan we would recommend further engagement on these agreed upon and more detailed design proposals with local residents and businesses prior to implementation to further refine and develop these with local people. For example, agreed short term pilots and quick wins might be further developed and refined in partnership with nearby local residents and adjacent businesses. Following implementation Quick Wins and Pilots could be subjected to monitoring and evaluation of their impact in the short term, with an aim to create more permanent or expanded versions in the long term if successful. This fast-paced testing and prototyping of ideas to improve public life has potential to be a valuable way to show local people that short-term big impact changes are possible, involving them in a more dynamic process, developing ownership of local public places, building social capital, and having a positive impact on public life in the short term. Pilots and quick wins are low-risk as they allow testing of an idea in a low budget, quick and more informal way, and utilise monitoring and

evaluation of impact to inform decision making for longer term improvements. These reports have shown that whilst longer term ambitions would have a large impact on public life, in the meantime there are a series of potential shorter term, lower budget options which can also benefit public life within weeks or months too.

LESSONS LEARNED

This report is part of a series of five Public Life Street Assessments for five Edinburgh town centres. A first 'lot' looked at the town centres of Leith Walk and Great Junction St and Bruntsfield and Morningside. This report is part of a second 'lot' carried out for the town centres of Portobello, Nicolson St and Clerk St, and Stockbridge. Having now conducted five of these Public Life Street Assessments we feel we have learned a few lessons from our experience which would translate to any future studies.

For example, whilst we found the user interview standardised questions useful, for future studies we would propose a few tweaks to the phrasing and ordering of these which may be useful should any additional rounds of assessments for other town centres be required, to ensure as much relevant information as possible is gleaned from users.

In addition, whilst we understand the reasons for timing these studies during Winter months 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. Summer months can be short, and ideally public life should be encouraged year round despite poorer weather. To gain a fuller understanding a study conducted during summer would, however, be beneficial.

Having said this, if further comparison of additional town centres across Edinburgh is desired, it may also be useful to conduct this research at a similar Wintery time of year. This would allow greater consistency with the existing studies completed here, improving the potential for fair comparison.

FINAL REMARKS

Overall we feel this series of five Public Life Street Assessments have been very successful in identifying the key strengths, weaknesses, opportunities and threats at each location within the Leith Walk and Great Junction St, Portobello, Stockbridge, Nicolson St and Clerk 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 suggested 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.

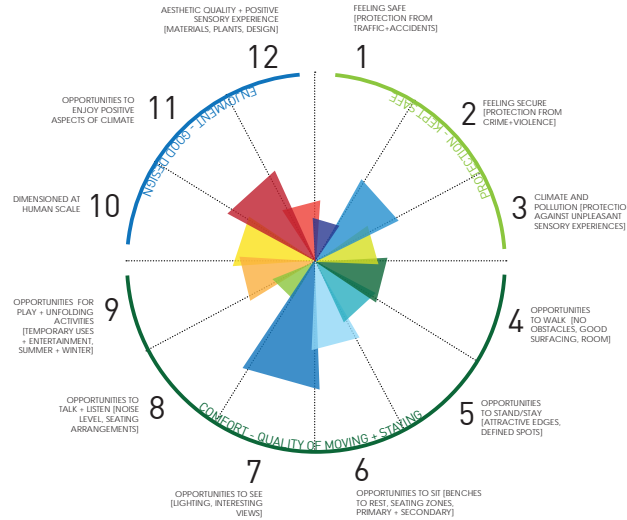
We have found this project particularly inspiring to work on and thank The City of Edinburgh Council for this opportunity. At HERE+NOW we strongly believe in the importance of making evidence based built environment design decisions following research into the user experience of places - valuing the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

COMPARISON: PLACE FUNCTION

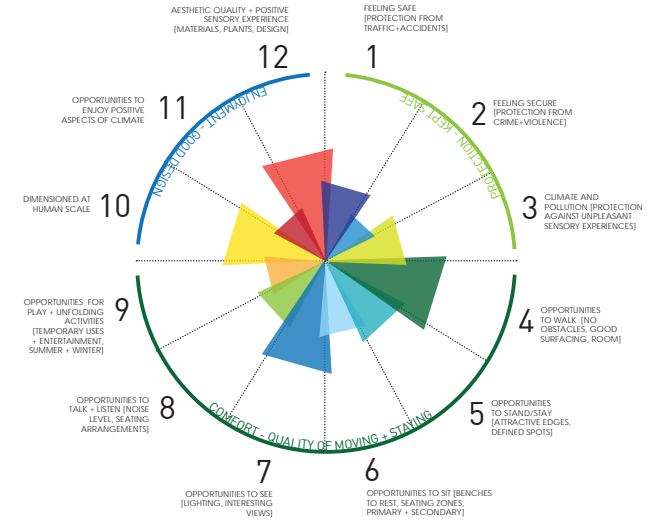
These Public Life Street Assessments have - to date - been carried out using this same methodology, team, research techniques and time slots at five Edinburgh town centres. This consistent methodology allows easy comparison for place function between town centres.

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

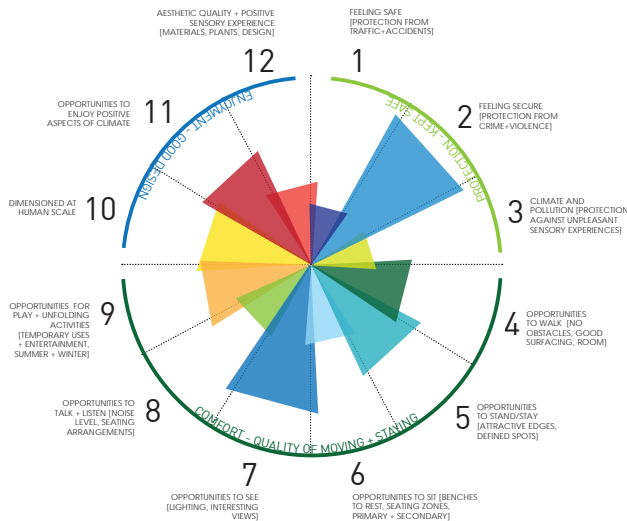
NICOLSON ST + CLERK ST



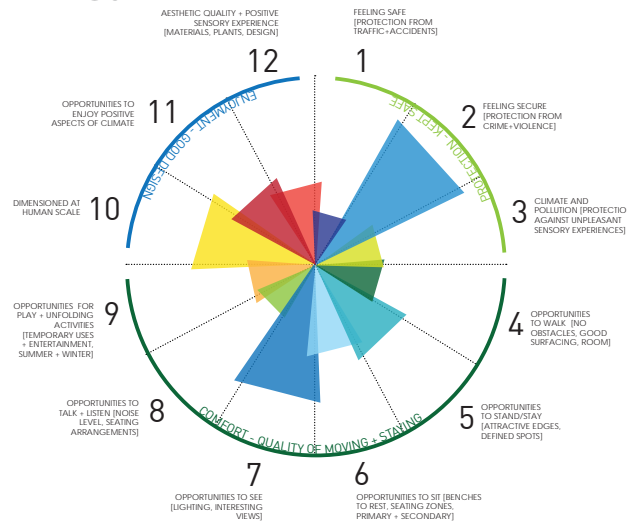
LEITH WALK + GREAT JUNCTION ST



STOCKBRIDGE



BRUNTSFIELD + MORNINGSIDE



PORTOBELLO

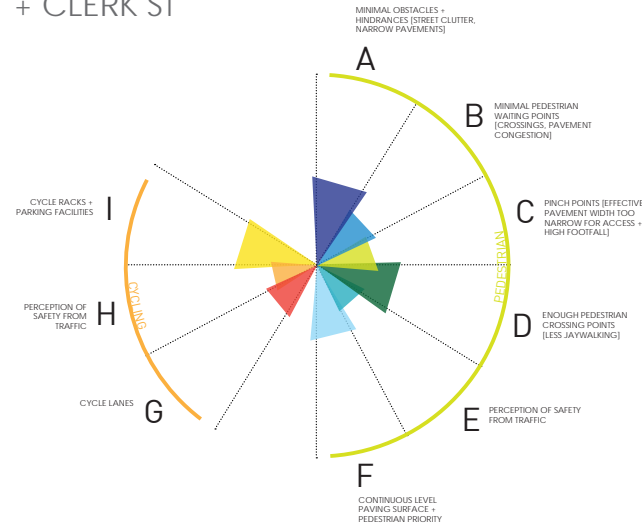


COMPARISON: MOVEMENT FUNCTION

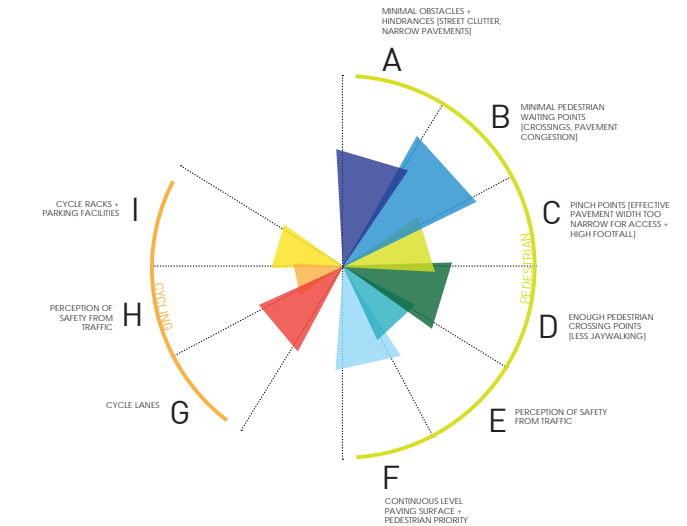
These Public Life Street Assessments have - to date - been carried out using this same methodology, team, research techniques and time slots at five Edinburgh town centres. This consistent methodology allows easy comparison for movement function between town centres.

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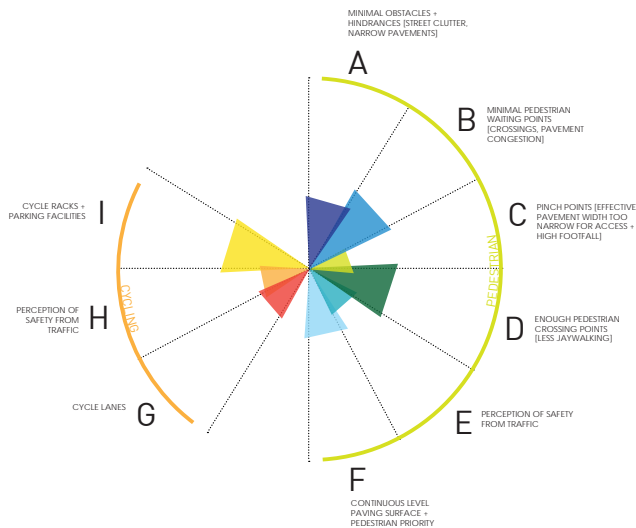
NICOLSON ST + CLERK ST



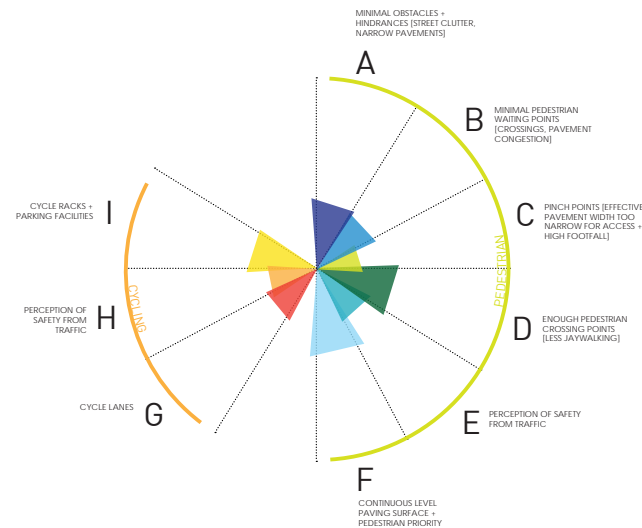
LEITH WALK + GREAT JUNCTION ST



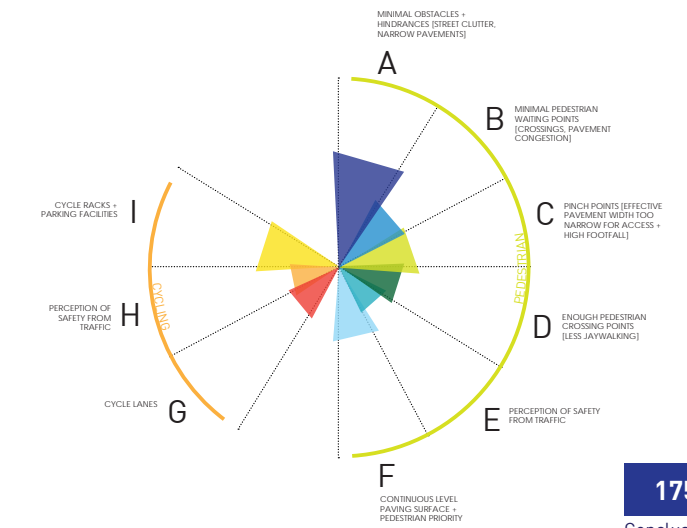
STOCKBRIDGE



BRUNTSFIELD + MORNINGSIDE



PORTOBELLO





APPENDIX

APPENDIX

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

This data was synthesised from original researcher packs at each of the time slots at each key location (a total of 50 packs with more than 7 sub studies comprising each). The information for each of these studies was gathered during research days on the street at within each town centre. These packs are also available should they be of use, however given the volume of information and over 350 pages they contain per town centre we have here instead presented the summary diagrams of this information collated during data analysis.





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.

A standardised set of tools and techniques was used in combination with data collected at a consistent set of times of day and days of the week by a team of 5 researchers in key locations across each town centre. This consistent method makes it easy to compare results. This enabled analysis of each

town centre's movement and place function as well as how this varies at 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 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. Of the 5 town centres researched as part of this project, research in 3 of these had to be stopped by a researcher at a particular location during their direct observation studies due to presence of crime and anti-social behaviour threatening their personal safety. This occurred at one location on one research time slot in the Nicolson St town centre, several times at the Leith and Great Junction St town centre, and once in Bruntsfield/Morningside.

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. In addition, whilst the data collected is of sufficient quality and quantity to give a good understanding of the place and movement function of the town centre, by repeating similar research studies in summer weather or with a larger budget allowing high sample rates for user interviews or follow up engagement workshops with local groups and Council officers afterwards would be beneficial.

The methodology used has enabled a robust analysis of the street assessment data collected. The learnings from this analysis has fed into and informed design responses detailing possible ways these town centres could evolve to maximise the potential for public life.

Having now completed this standardised methodology for 5 town centres across Edinburgh using the same research team, methods and approach, comparison of data and movement and place function to compare these places can be achieved. Similarly repeating this methodology in additional town centres would allow further comparative results to start to build a clear picture of Edinburgh's town centres as a whole.

WHEN DID ASSESSMENTS OCCUR?

The Public Life Street Assessment for each town centre took place at five different specified times during the given days - 8am, 12noon, 3pm, 5pm, and 7pm. These took place on Tuesday 16th and Saturday 19th January in the Nicolson St/Clerk St 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 and 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 cold weather is typical of this time of year (January), where research days were forecast to include some rain showers, these were

included. Should more severe weather and/or 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 two research days (a weekday and weekend) and for each town centre, each of the five researcher would complete the following programme of research:

- Pedestrian Movement Counts (10mins)
- Demographic Counts (10mins)
- Behavioural Mapping (10mins)
- Tracing (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, double check any queries relating to the methodology or other concerns.



Researcher at Location A, Nicolson St and Clerk St, recording demographic mapping observations over a timed ten minute period.

ASSESSING MOVEMENT FUNCTION

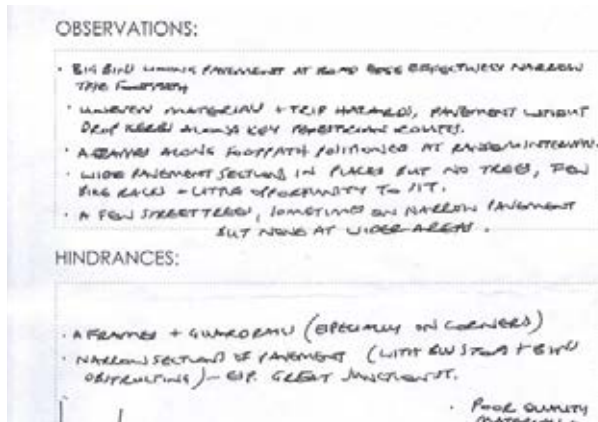
To explore how these public spaces and town centres are currently functioning as a movement route, the HERE+NOW team proposed a carefully considered mix of direct observation based tools. Direct observation is a fundamental research technique in street assessment and particularly pertinent to assessing 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. As such this method was used as one of the dominant methods with which 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

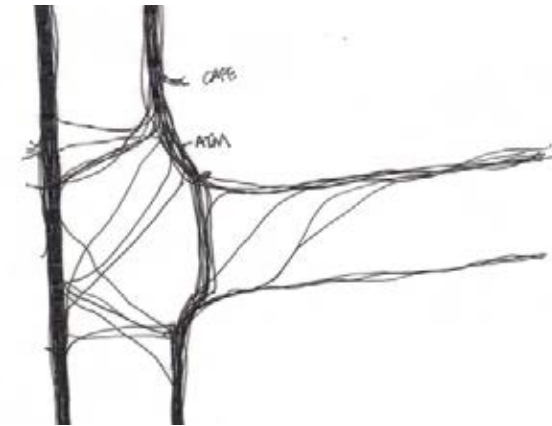
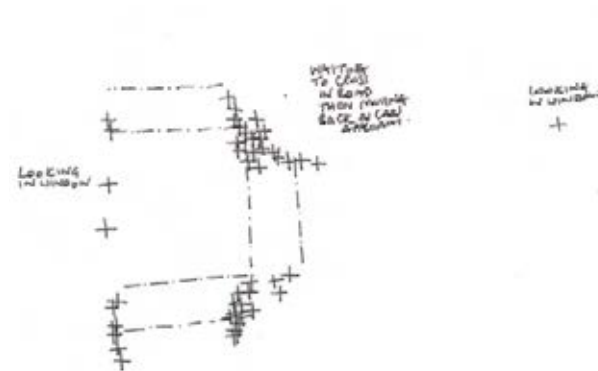
Where waiting was necessary along the test walks (for example to cross the road, at a pedestrian crossing etc) these waiting points are spatially mapped and annotated as an additional map layer by each researcher. Details are added regarding the waiting experience, environment and infrastructure (time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

E
LEISH WALK
GREAT
JUNCTION
STREET

DEMOGRAPHIC MAPPING - 10 Mins

At 10 minute intervals at the following demographic observation points throughout the town centre.

8-10	11-13	14-16	17-19	20-22	23-25	26-28	29-31	32-34	35-37	38-40	41-43	44-46	47-49	50+	MALE	FEMALE	ADDITIONAL OBSERVATION NEEDS	OTHER NOTES
6	2	2	11	21	9	9	1	17	50									



DEMOGRAPHIC COUNTING

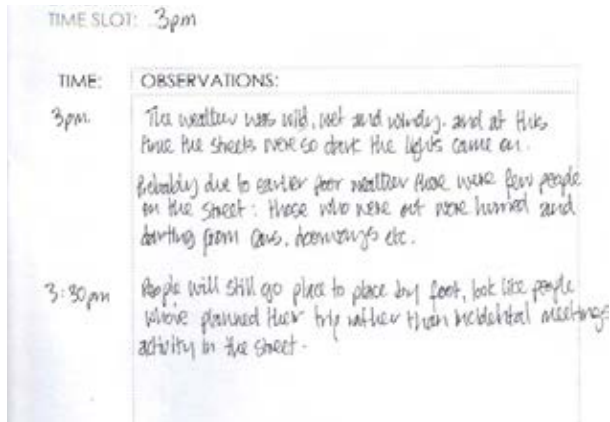
Following the pedestrian movement count, each researcher at each key location within the town centre conducts a further 10 minute demographic study. They note down using a simple table the age bracket and gender balance of those people visible from that location, and the number of people utilising the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

BEHAVIOUR MAPPING

The researcher at each key location in each town centre spatially locates different users' behaviour utilising a system of different symbols for 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.

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.



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 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 coincide with the Cordon count locations to enable further comparison.

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

ASSESSING PLACE FUNCTION

SEMI-STRUCTURED USER INTERVIEWS

Each researcher aims to record 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 days of research for each town centre using a random sampling technique. This provides a total of up to 150 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 or sleeting 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?
- Is this somewhere you like to spend time?
- On a scale of 1 to 10 how would you rate this place as somewhere to spend time outdoors? Why?
- How does the weather impact how you use this space?
- Would you ever sit outside or spend more time here in summer? Why is that?
- On a scale of 1 to 10 how safe do you feel here? Why?
- Do you ever worry about crime here? Why?
- What do you think the biggest threat or nuisance here is?
- How do you feel about the traffic?
- Is it an easy place to walk through? Why? Is there anything you don't like?
- 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.

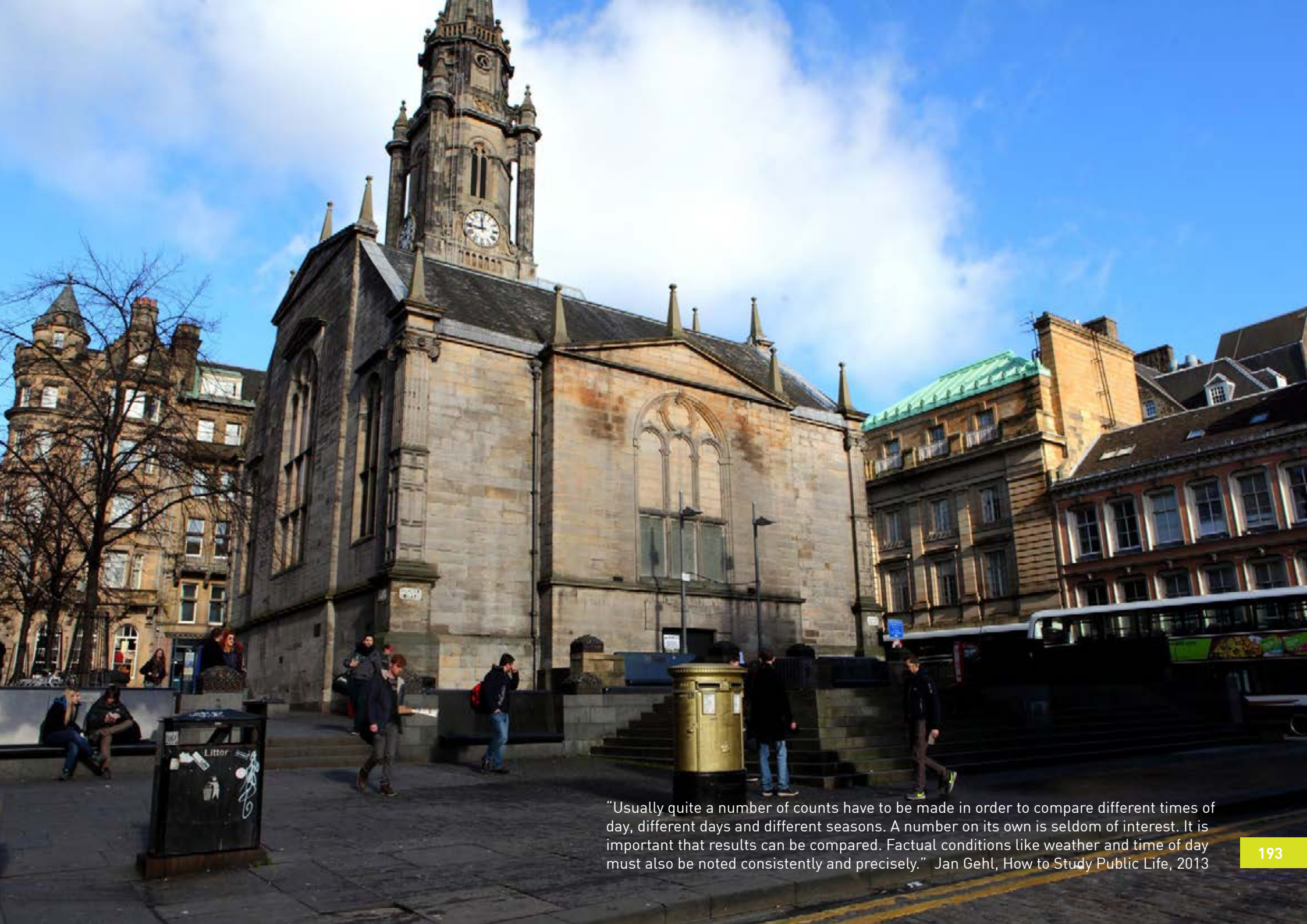
Researchers were positioned at these strategically chosen key points within each town centre to ensure the most thorough and representative data was collected.

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



RESEARCH LOCATIONS



HUNTER SQUARE TO WEST SIDE OF STREET

A key gathering space and location for public life along this linear town centre at its junction with the High Street. We anticipate a diverse mix of users given its proximity to key tourist landmarks, train station, and central location. Opportunity to use elevated section of square for mapping activities. Various pinch points and potential for improvement.



CHAMBERS ST + SOUTH BRIDGE

A key intersection for pedestrians and traffic flows. Railings and other obstacles combined with narrow paths and restricted pedestrian routes make navigation frustrating.



NICOLSON SQUARE

A small greenspace with existing public life surrounded on all four sides by roads and busy pedestrian movement routes. A street life node along this linear town centre and key pedestrian junction for those heading West.



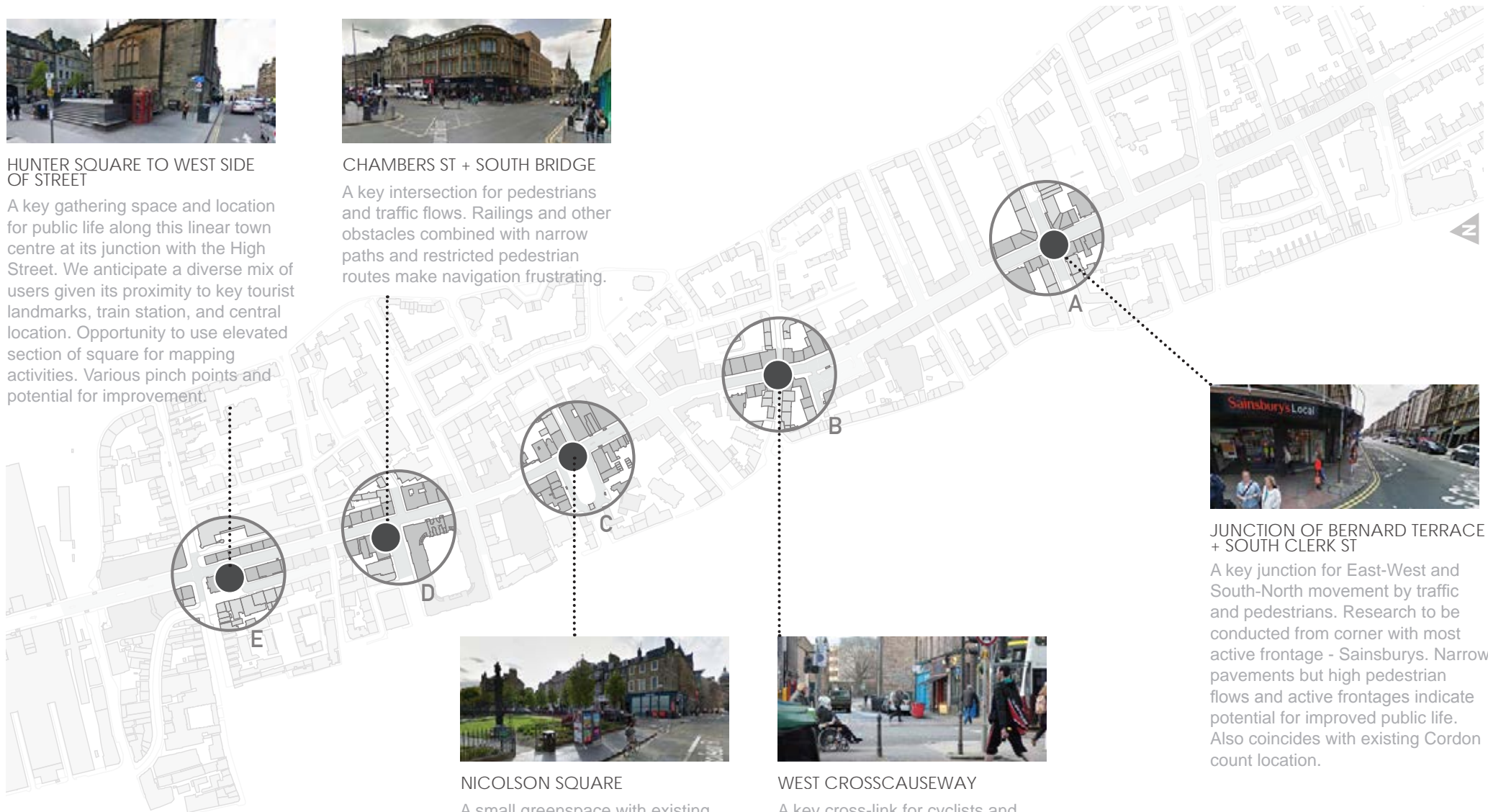
WEST CROSSCAUSEWAY

A key cross-link for cyclists and pedestrians across Nicolson Street, leading to interesting nearby space at The Causey. Located close to independent shops, St Patrick Square and a central section of the town centre.



JUNCTION OF BERNARD TERRACE + SOUTH CLERK ST

A key junction for East-West and South-North movement by traffic and pedestrians. Research to be conducted from corner with most active frontage - Sainsburys. Narrow pavements but high pedestrian flows and active frontages indicate potential for improved public life. Also coincides with existing Cordon count location.





ADDITIONAL DATA

CLIMATIC CONDITIONS

NICOLSON ST + CLERK ST

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

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

Whilst rain and snow was avoided where possible, due to the time of year cold conditions were inevitable and unexpected rain/snow was experienced during some time slots on some days. However, where possible and as much as could be predicted, rain/snow free days were chosen.

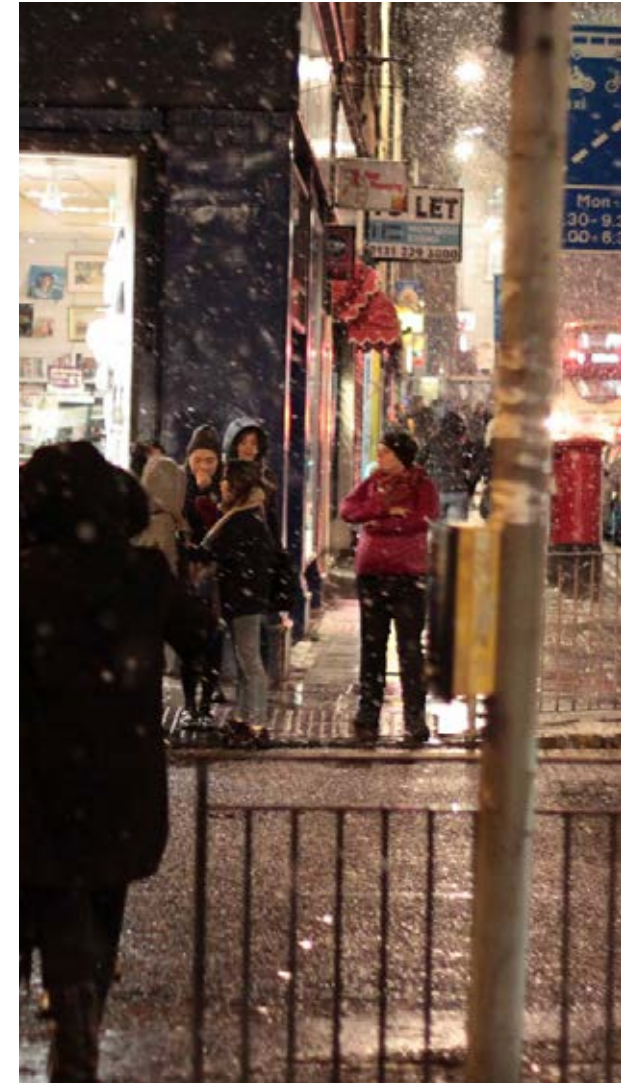
Whilst temperatures were always cold - unavoidable at this time of year - a mix of sunny, cloudy and even sometimes snowy conditions were observed. These gave excellent research results for this time of year - showing the diversity of conditions present in Winter months and how these impact on public life. The snow experienced on one day's research at Nicolson St town centre actually proved to show the greatest diversity of uses of public space, with previously poorly used green spaces such as Nicolson Square coming alive with people throwing snowballs, taking photographs and walking through.

SATURDAY 16 JANUARY

8am - Very cold (-2°C), sun rising, clear skies.
12pm - Very cold (-1°C), light cloud, still.
3pm - Very cold (-1°C), cloud, light snow, still.
5pm - Very cold (-1°C), dark, heavy snow.
7pm - Very cold (-1°C), dark, light snow.

TUESDAY 19 JANUARY

8am - Cold (2°C), light cloud.
12pm - Cold (3°C), cloud.
3pm - Cold (3°C), cloud.
5pm - Dark, cold (2°C), cloud.
7pm - Dark, cold (1°C), dark cloud, very light rain.



USER INTERVIEWS:

LOCATION A | JUNCTION OF BERNARD TERRACE AND SOUTH CLERK STREET

PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.			COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking. Playing and unwinding are also included. Opport good conditions. Pedestrians need to move freely, as well as stand and sit where						
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	16.01.2016	08.00	I feel 7 out of 10 safe. ... 8 out of 10. ... 8 out of 10. ... Traffic is the biggest nuisance here. I don't worry about crime.	I never worry about crime here. ... I don't worry about crime. ... I don't worry about crime.	[Place to spend time outdoors] - 5 out of 10. [Weather dependent. I'd be less inclined to linger here in bad weather. ... 3 out of 10 - I'd go further into town rather than spend time outdoors here. The weather impacts me too. ... 4 out of 10 [as a place to spend time outdoors]. ... I'd spend time in the Meadows in summer, not here. ... I have a garden at home, I wouldn't spend time outdoors here in summer. ... I'd spend time in the meadows in good weather.	It's easy to walk through here. I don't have to wait too long for the lights. ... Yes, it's easy to walk through here. ... It's easy to walk through.	I come here for the shops in the vicinity. ... I use Sainsbury's a lot [that's where I spend time]. ... I don't spend time here, I just come here to meet friends.	Need more benches round here.	
A	16.01.2016	12.00	The junction [at Bernard Terrace and Nicolson St] can be bad for bikes, and I'd avoid cycling on Clerk St where possible - I don't feel safe. Cycling through the junction [at Bernard Terrace and Nicolson St] is the biggest threat here - doesn't feel safe.	I feel 8 out of 10 safe. ... I feel 9 out of 10 safe here. ... Antony - I feel 9 out of 10 safe, but I've never had any trouble. ... Lily - I feel 9 out of 10 safe, at night I can be a bit scary here. ... I don't worry about crime here. ... Drunk people are the biggest threat here.	I'd get the bus instead of walking if it was raining. ... 6 out of 10 as a place to spend time outdoors - nowhere to sit as pavement is too narrow for benches. ... 5 out of 10 to spend time outdoors here - there are few opportunities to take a seat. ... 5 out of 10 as a place to spend time outdoors. ... I'd perhaps sit outside The Southern bar if the weather was nice. ... I'd probably go to the Meadows in nice weather rather than spend time here. ... I'd spend time in the Meadows or Arthurs Seat rather than here in nice weather. ... If it's raining I wouldn't walk through here - I'd get the bus.	I'd get the bus rather than walk if it was raining. ... Mostly easy to walk through, but the pavement can be too narrow to walk as a two. ... I like how close it is to the Meadows, I can easily walk there. ... If it was raining I wouldn't walk through here - I'd get the bus.	I often go to the record shops round here. ... I really like all the strange old shops here. ... I would spend more time here but the pavement is too narrow for seating. ... I like the variety of independent shops here. ... Good shops, close to my flat - they're convenient.	I would spend more time here but the pavement is too narrow for seating. ... I'd spend more time outside here if there were more opportunities to take a seat. ... In good weather I'd go to the Meadows rather than spend time here - it's a nicer place to sit. ... I'd perhaps sit outside The Southern bar if the weather was nice. ... I'd spend time sitting in the Meadows or Arthurs Seat rather than here in nice weather.	
A	16.01.2016	15.00	The biggest nuisance here is traffic. It's a very busy street. I wouldn't drive here. ... I keep my dog on the leash when crossing the road [because of traffic]. ... Needs more police presence.	9 out of 10. I don't come here at night but in the day it's fine. ... 9 out of 10. I don't worry about crime here. ... 6 out of 10. I've been hassled by drunk people in the past, but nothing serious. ... I worry about crime and drunk people coming out of bars.	If the weather was nice I might linger [outside the shops] but otherwise I wouldn't spend time outside here. ... I have a garden - I wouldn't chose to spend time outside here instead.	I don't really like to spend time here - I just walk through to work. 6 out of 10 for spending time outdoors. ... It's easy to walk through here.	I don't really like to spend time here - I just walk through to work. I wouldn't regularly. If the weather was nice I might linger [outside the shops] but otherwise I wouldn't spend time outside here.	I don't really like to spend time here - I just walk through to work. 6 out of 10 for spending time outdoors. ... It's easy to walk through here.	
A	16.01.2016	17.00	I really don't like the traffic here. Really bad. Too many cars. I use the buses a lot.	4 out of 10 safe. I wouldn't spend time outside here at night because of the bars.	Usually I take the bus when it rains [rather than walk]. ... Weather doesn't impact how I use the street. ... I'd spend more time outside here in good weather [there was a reason to - but there isn't]. ... I wouldn't spend time outside here, even in summer.	5 out of 10 as a place to spend time outdoors. I walk through but I wouldn't stop outside. ... It's not easy to walk through. I find the pavement surface easy to trip on and it's slippery.	I like all the hardware and pound shops - I use them regularly. If the weather was nice I might linger [outside the shops] but otherwise I wouldn't spend time outside here.	I don't really like to spend time here - I just walk through to work. 6 out of 10 for spending time outdoors. ... It's easy to walk through here.	
A	16.01.2016	19.00	Traffic is the biggest threat here. ... Traffic is the worst. It's a really busy junction. It's not easy to walk through here - I had to stop twice to cross the junction.	6 out of 10 safe. ... 8 out of 10 safe. ... We're from Glasgow!	If it's raining I just stay close to home.	It's not easy to walk through here - I had to stop twice to cross the junction. ... No, it's not easy to walk through here.	I don't really like to spend time here - I just walk through to work. 6 out of 10 for spending time outdoors. ... It's easy to walk through here.	I don't really like to spend time here - I just walk through to work. 6 out of 10 for spending time outdoors. ... It's easy to walk through here.	
A	19.01.2016	08.00	Traffic is the biggest threat or nuisance here. It's bad, I don't like it.	I don't worry about crime here.	Weather doesn't affect how I use this space.	I don't like walking through here. It takes a long time.	0 out of 10 as a place to spend time outside. It is a junction [not somewhere to spend time].	I'd spend time sitting in the Meadows but not here.	
A	19.01.2016	12.00	0 out of 10 safe here - it's a busy junction. Lots of car accidents, traffic and sirens. Too much traffic - so busy! Makes it hard to walk through here. ... 7 out of 10 safe. Sometimes I can't get across the street in one pedestrian light crossing I need two to get across [older woman]. The traffic is a worry. Cars are a danger to pedestrians and cyclists. I don't like to stand on traffic islands but I have to get across [feel vulnerable].	I don't go out at night here. ... I don't worry about crime here, but I do worry about car accidents.	If it's raining I just stay close to home.	2 out of 10 as a place to spend time outdoors. I will walk through but not spend time. ... 2 out of 10 as a place to spend time outdoors. I will walk through but not spend time. ... It's close to the park to walk the dog there which is good. ... It's close to walk to the city centre [a positive].	I wouldn't spend time outside here. I'm just picking up lunch. ... I wouldn't spend time here, but I would go to the park nearby. ... I like Sainsbury's.	I wouldn't spend time outside here - 0 out of 10 - there's no reason to. ... 0 out of 10 - I wouldn't spend time outside here. I just walk through. I might eat lunch in the Meadows if it was sunny though.	
A	19.01.2016	15.00	Traffic is worst during rush hour, but I don't really think about it. Trying to cross the street to get to Sainsbury's is the biggest nuisance here! And traffic is so loud.	Sometimes I worry about crime here. ... No, I don't worry about crime here.	I would sit here if there was somewhere to sit in the sun [but there isn't].	Usually I take the bus when it rains [rather than walk]. ... It's easy enough to walk through - there are enough crossing points [for pedestrians].	I live here but I wouldn't spend time here outside anywhere. 0 out of 10 as a place to spend time outdoors - I'd go somewhere else. There's nowhere here to spend time, even in summer. ... I'd spend time at bars and restaurants [not outside]. 0 out of 10 as a place to spend time outside.	Where could I sit? There's nowhere to spend time here. ... I would sit here if there was somewhere to sit in the sun [but there isn't]. ... Seating is lacking here.	
A	19.01.2016	17.00	The traffic is fine. ... The traffic is noisy. But there are enough crossing points.						
A	19.01.2016	19.00							
RESEARCH DIARY OBSERVATIONS			<p>Saturday, 8am. Researcher observed a cyclist moving from Bernard Terrace to Hope Park Terrace almost be hit by a car turning into South Clerk St from Hope Park Terrace. [The car had not seen the cyclist]. ... 12pm. Many pedestrians are observed trying to cross the road partially during red lights by crossing to the traffic islands where they are then stranded or risk crossing again during the red man light. Pedestrian crossing times felt very short. ... 5pm Saturday. Heavy traffic with large car volumes causes difficulty for an ambulance to get through the junction, and it has to move slowly as a result. ... 8am Tuesday. Traffic is busy and a lot of people are crossing the junction - often not waiting for the green man as this is perceived as taking too long. Cyclists often cross during the pedestrian green light [either on their bike or walking it next to them] - this is seen as a safer option than trying to turn across the junction by bike.</p>	<p>Most people regarded the street as safe, though some reported feeling unsafe at night. When feeling unsafe they would avoid certain locations, but continue to use Clerk St as a safe thoroughfare.</p>	<p>Weather does not appear to affect how many people use the space, with most users seeing Nicolson St/Clerk St and Location A as a walking route for necessary activities, i.e. those that have to happen regardless of weather or street environment. As few users expressed they would engage in standing/staying activities or actively spend time outside here, the more necessary activities that do occur - primarily using the street as a walking route to shops, work, uni or home - are little impacted by the weather. The exception to this is those users who stated they would take the bus or minimise how far they would walk outside if raining. However, when asked about the use of this street during more favourable summer weather, large numbers of users instead talk of using other nearby green spaces such as The Meadows and Arthurs Seat as places to spend time. These green spaces are seen as desirable locations to spend time nearby, in contrast to this town centre. This highlights the importance of pedestrian and cycle cross-routes to connect nearby popular spaces with the town centre to build on these connections and desired routes. Many users commented on the lack of seating along the Nicolson St/Clerk St town centre and felt there were few or no places to spend time enjoyably outside here. This indicates potential for more staying/sitting outside activities along this town centre if a more conducive environment is created, with seating and places seen as desirable to spend time, with shelter from busy traffic and which take in sunny conditions. These might build on or improve existing spaces such as Nicolson Square or St Patrick Square, additional bench seating along the town centre length in spots with better microclimatic conditions and a view of either there is a risk of violence, crime or threatening behaviour particularly at night due to drunken behaviour.</p>	<p>User interviews and researcher observations revealed use of Nicolson St / Clerk St at Location A as being a key North-South walking and movement route. Large numbers of pedestrians were observed walking North in the morning at 8am, and to the South in the late afternoon at 5pm, often in large groups which congested the pavement. Large numbers of school children with parents were observed at the 3pm slot on Tuesdays, whilst the 7pm slot was quieter on weekdays and weekends. Whilst North-South movement was observed as being dominant, significant numbers of users also expressed that they cut across Nicolson St/Clerk St to reach other nearby locations to the East and West of the town centre. At Location A these cross-routes primarily included walking to The Meadows to walk the dog, as an alternative quieter route to their destination or to spend leisure time outside. Arthurs Seat was also mentioned as a desirable place to spend time but to a lesser extent. By better connecting the dominant North-South town centre route for pedestrians and cyclists via higher quality secondary cross-links to East/West and high quality pedestrian priority junctions, movement between the main thoroughfares of the Nicolson St / Clerk St town centre and nearby destinations could be maximised. Pedestrians at the junction of Hope Park Terrace and Nicolson St/Clerk St were observed crossing the junction true to their desire lines with the green man using a single phase crossing. However many users were also observed jaywalking on the red light due to frustration waiting for long periods between the green man showing. This was supported by user interviews, with some users stating they felt the junction interrupted the flow of pedestrian movement and that they experienced frustration waiting for the lights or not being able to cross during short pedestrian crossing times. Where pedestrians jaywalking to reduce their waiting time, car drivers were observed by researchers being very aggressive and would frequently honk their horns. Cyclists were observed frequently getting off their bikes to walk across the junction to avoid cycling activity, or to be achieved through more informal opportunities such as encouraging additional on-street outdoor cafe and restaurant seating.</p>	<p>Independent shops (as opposed to chain stores) are popular with users as a feature of this town centre. People are using the doorways opposite Kings Hall for shelter from the snow/rain - there's no bus shelter at the bus stop there. Briefly there was a queue outside Queens Hall on the street around 7pm whilst people waited to go in for a show. ... Lots of student age people observed going into Sainsbury's for alcohol - a focal point of the junction. 5pm Tuesday. Users at the junction were harder to approach for user interviews as they seemed more busy and less inclined to stop and talk - not wanting to miss their chance to cross the road on the green man.</p>	<p>Interesting retail facades provide opportunity to stay and window-shop or spend time in the area. However standing and staying opportunities mentioned by users and expressed by researchers were limited to window-shopping only in favourable weather conditions and/or activities within the shops and cafes themselves rather than outside in the street. This was stated by users as being due to a lack of shelter, seating or perception that was a suitable 'place' to spend time outside. Most users felt the town centre was a place to either walk through or to go to the shops or bars present rather than spend any time longer than necessary outside. There are however certain exceptions to this, for example a small number of cafes who provide seating outside and/or have awnings that provide shelter and a place to spend time outside along the town centre. These are relatively few and far between. More outdoor seating and awnings or other protection from harsh weather conditions would help improve public life and increase standing/staying activities. Users generally stated that they like the mix of independent shops and that this was an attractor to the town centre and Location A, however they would not stand or sit on the pavement of the bus junction, with users stating this junction was viewed as unsafe with busy traffic.</p>	<p>Some cafes and bars with outdoor seating are used particularly in better weather (The Southern, and those on Clerk St), however many people see The Meadows and Arthurs Seat as primary destinations to sit and spend time rather than Nicolson St / Clerk St due to a more conducive environment including both informal and formal seating options and a greener more welcoming aesthetic. Some users expressed that they would like to be happy to spend time sitting outside along Nicolson St / Clerk St away from the junction at Location A, however they felt there was not opportunity to do so due to a lack of available seating or places to take a rest away from this main thoroughfare. Additional places to stop and take a seat in those more generous with places along the main North-South route or at key spots off the main route would help encourage this behaviour.</p>
KEY TRENDS									

7 - Opportunities to see			8 - Opportunities to talk and listen	9 - Opportunities for play, exercise and unfolding activities	10 - Dimensioned at the human scale	11 - Opportunities to enjoy the positive aspects of climate	12 - Aesthetic qualities and positive sensory experience	What are you doing here today? Necessary / optional / recreational activity?	What is this place lacking?							
<p>unities to participate in a variety of activities and experience the surroundings rest on how city space is designed to facilitate basic human activities under ing it feels good and natural.</p>			<p>ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.</p>													
<p>I like that it's close to the Meadows.</p>			<p>Traffic is so loud!</p>		<p>I like the shelter [awning overhang] at Sainsburys - keeps me out of rain.</p>		<p>I like the shops and vicinity to the Meadows.</p>		<p>Going to the gym. Walking to work. Going to the gym.</p>		<p>Benches. ... Better road surface for cycling ... Better connections and routes for cyclists coming from the Meadows and Arthurs Seat.</p>					
<p>I like the variation along the street.</p>			<p>The traffic is noisy.</p>		<p>It's not easy to walk through. I find the pavement surface easy to trip on and its slippery.</p>		<p>3 out of 10 for spending time outdoors here. I think the area is very dirty and ugly.</p>		<p>Hannah - on my way into town. Jack - en route to town. Antony + Lily - shopping at Sainsburys.</p>		<p>More trees and plants ... Better use of the park (St Patrick Square). ... Make it a bit friendlier here at night.</p>					
<p>Researchers noticed glimpse views toward the Meadows from the Southern corners of the junction at Location A toward the West, and of Arthurs Seat when looking toward the East. These views could be enhanced with greater ability to enjoy these cross-views through careful positioning of seating and places to pause at various quiet secondary roads perpendicular to Nicolson St/Clerk St and junction corners.</p>			<p>Loud sirens are observed throughout the day - the street is very loud (sirens, traffic noise). Less pedestrian traffic at 7pm Tuesday, still large volumes of traffic though less than earlier in the day. Sirens and car noise continues.</p>		<p>No opportunities for play, exercise or unfolding activities were mentioned specifically by users at Location A or along the Nicolson St/Clerk St town centre as a whole. These types of activities are not perceived as occurring along the street town centre length. Instead those larger less linear spaces East or West of the town centre are seen as the destinations for leisure, play and temporary activities and spending time. Those spaces with most potential for these types of activities seem to be the 'breathing spaces' along this linear town centre movement route - St Patricks Square, Nicolson Square, and Hunter Square, in combination with those spaces nearby to the main street but to the East/West of the town centre such as The Causey and Deaconess Garden, as well as smaller opportunities to engage in street life along Nicolson St/Clerk St itself.</p>		<p>The busy junction at Location A (cross-roads of Clerk St and Hope Park Terrace/Bernard Terrace) prioritises cars over pedestrians or cyclists and has been predominantly designed to suit car proportions. Pavements could be more general to suit heavy pedestrian congestion at peak times, and a safer environment and street layout for cyclists is very much needed to help promote active transit at this location.</p>		<p>The building overhang at the Sainsburys on the South-East junction corner provides some shelter from rain and inclement weather. This was cited by a small number of users as being a positive feature offering protection from the climate. Researchers observed this being a spot that homeless persons would often sit out of the rain. The Southern Bar at 22-26 South Clerk Street features outdoor seating which users mentioned using in warmer drier weather conditions. A small number of similar outdoor seating opportunities were observed along South Clerk St and Clerk St/Nicolson St outside cafes and bars, however more of these opportunities to sit outside would help enable use of the outdoor space for staying activities in sunny warmer weather.</p>		<p>I don't like to stand on the traffic islands, but I find it hard to get across the road in one go so I have to ... The overhang at Sainsburys is good shelter but dark.</p>		<p>Tyler - I'm going to work at Biblos ... Anna - walking dog ... Yohanna - going to shops (Sainsburys).</p>		<p>Better police presence at night. ... Could do with lighting under the overhang at Sainsburys.</p>	
<p>Walking the dogs Rea - going home from uni.</p>			<p>Jessica - Meeting a friend. Anon (girl) - getting milk from the shop.</p>		<p>I need more time to cross the road. And a safer crossing ... More pedestrian friendly junction.</p>		<p>Seating. More cafes. ... Seating for those who want to sit.</p>		<p>Less noise [from traffic]. ... Outdoor cafe seating would be great.</p>		<p>A lot of cyclists come up the route from Hope Park Terrace across to Bernard Terrace (and vice versa) on the route between the Meadows and Arthurs Seat. Many users commented they would like to see this cross-route improved for cyclists in particular.</p>					
<p>Necessary - 16. Optional - 3</p>																

USER INTERVIEWS:

LOCATION B JUNCTION OF WEST CROSSCAUSEWAY + NICOLSON STREET

NICOLSON ST + CLERK 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. Playing and unwinding are also included. Opport good conditions. Pedestrians need to move freely, as well as stand and sit well.				
Key Location	Date	Time	1 - Feeling safe - protection against traffic and accidents	2 - Feeling secure - protection against crime and violence	3 - Climate and pollution - protection against unpleasant sensory experiences	4 - Opportunities to Walk	5 - Opportunities to stand/sit	6 - Opportunities to sit
B	16.01.2016	08.00	Traffic is the biggest threat here, and noise, it's too busy. ... It's usually very busy here so traffic is the biggest nuisance. ... Pedestrian crossings are good but could be better. ... It's an okay place to walk through, though traffic can get heavy.	10 out of 10 safe. ... 9 out of 10 safe. I feel pretty safe - at this time of day anyway. ... 2 out of 10 safe at night. 7 out of 10 safe during the day. ... I don't worry about crime here.	3 out of 10 as a place to spend time outdoors. If it's raining I wouldn't stop [walk right through instead]. If sunny I might find a bench. ... Yeah I might spend time here in good weather. ... 1 out of 10 as a place to spend time outside.	I go for a walk at lunchtime [works at pharmacy on Clerk St]. St Patricks Square Garden is shocking though - lots of drunks sit out, same at Nicolson Square. So I go toward Arthur's Seat, sometimes toward the Causey / Bristol Square instead. ... Pedestrian crossings are good but could be better. ... It's an okay place to walk through, though traffic can get heavy. ... Yes, it's okay to walk through here.	I like to come here for the shops. ... I come here 6 to 10 times per week [for shopping, chores]. ... I might stay in good weather. ... I wouldn't spend time here in summer or when it's sunny - it's too busy. ... I wouldn't spend time outside here.	If it's raining I wouldn't stop, but if it's sunny I might find a bench. ... I go for a walk at lunchtime [works at pharmacy on Clerk St]. St Patricks Square Garden is shocking though - lots of drunks sit out, same at Nicolson Square. So I go toward Arthur's Seat, sometimes toward the Causey / Bristol Square instead.
B	16.01.2016	12.00	Traffic is the biggest nuisance here. And narrow pavements. It makes it hard for me to cycle [allowed to cycle on pavements due to disability]. ... I don't cycle here [because of the traffic]. It's hard to cross the road too, takes ages. I never cross the road. It's a main and interesting road though - vibrant. Wouldn't necessarily want less traffic, but it's just too loud. ... Traffic is scary here.	I feel 9 out of 10 safe. I don't worry about crime here. ... I don't worry about crime.	I use the Tesco every week for my shopping so I walk here in all weather. ... 6 out of 10 as a place to spend time outside.	I can't walk well so I use my adopted bike for everything [to get around]. Narrow pavements make it hard though.	I like the interesting shops and the variety.	Small greenspaces would be nice. ... I don't use the spaces which are here because they are loud with traffic noise. But I would use local greenspaces if it were quieter in terms of traffic.
B	16.01.2016	15.00	Parked cars on the main street make it unsafe for pedestrians and drivers. Its busy, but parked cars are the problem.	10 out of 10 safe - I'm a black belt in judo and I'm scared of nothing! ... 8 out of 10 - I don't worry about crime here. Late at night I wouldn't want to be alone though.	In nice weather I'd stay in the Meadows.	It's easy to walk through. But we drive everywhere. It's a cultural thing. There are a lot of Indian and African families here because of the Mosque. They drive there - family looks out for each other so they drive. My son in law drives the kids everywhere.	I only stop here to see the kids - they're Muslim so go to the Mosque here. I'm here every week, sometimes more for gatherings. ... I don't spend time here, just pass through. ... I like the charity shops here.	In nice weather I'd stay in the Meadows.
B	16.01.2016	17.00	It's busy but the buses are good and I use them a lot. I don't feel too bad about the traffic.	I feel 9 out of 10 safe. ... I feel 6 out of 10 safe. Our shop now has a security door to buzz customers in - we've had frames stolen, kids run riot. Sometimes I'm here by myself so its needed. I worry about anti-social behaviour. I wouldn't use the local parks or anything.	3 out of 10 as a place to spend time outdoors. ... 7 out of 10 to spend time outside. I like this garden [St Patricks Square] and would use it to sit out in nice weather. ... I'm not affected by the weather - I don't go outside on working days.		I wouldn't spend time here, I go into town my son but not here.	I like this garden [St Patricks Square] and would use it to sit out in nice weather.
B	16.01.2016	19.00		I feel 8 out of 10 safe here. Looks pretty safe. I don't worry about crime here compared to other bits of Edinburgh. ... 6 out of 10 safe. There are lots of dodgy characters around. The shop window was smashed recently - I do worry about that kind of crime - vandalism. ... I wouldn't walk through here by myself, I wouldn't feel safe. With friends its okay.	6 out of 10 as a place to spend time outdoors. I wouldn't spend time here - I don't feel safe. ... 7 out of 10 safe. There are better places to spend time in the city centre. ... I wouldn't spend time here if the weather was bad.		I wouldn't spend time outside here, it's not inviting. ... I wouldn't spend time here. The park [Patrick Square] isn't inviting. I wouldn't spend time there - it's not inviting. And only one bench!	The park [Patrick Square] isn't inviting. I wouldn't spend time there - it's not inviting. And only one bench!
B	19.01.2016	12.00	A 20mph zone would be good. That really needs to happen here. It's good for schools too.	I feel 10 out of 10 safe. ... 9 out of 10 safe. I worry about traffic and crime.	It's dirty and smelly. Fags on the ground. ... I wouldn't spend time here even if it was sunny, nothing to do outside here. ... Poor paving, it's dirty and a horrible environment. ... Pollution from traffic is the biggest threat here.	I'm just on my way to work. I wouldn't spend time here. ... It's pretty narrow here. Not enough room for cars and people. ... Not easy to walk through here with a buggy - the paving is pretty poor. ... Yeah it's okay to walk through here. ... It's okay for walking.	I'm just on my way to work. I wouldn't spend time here. ... I like the local shops. ... I like that there are a lot of independent shops here - they should stay.	
B	19.01.2016	15.00	Traffic's okay. It's good for buses. ... Traffic is okay. I walk everywhere!	12 (10) out of 10. "I'm no afraid a nobody". ... 8 out of 10 safe. I used to live in Glasgow. There's good lighting here. ... No, I don't worry about crime here.	I would sit outside at a cafe if it was warm. 7 out of 10 as a place for spending time outside. ... I wouldn't spend time in the park or on the benches. ... I wouldn't spend time here if it was rainy or cold except to catch the bus. ... I wouldn't go outside in the rain. ... I would spend more time outside at cafes if it was warm.	Congestion on the pavement is the biggest threat here for me. ... It's easy to walk through. I walk everywhere!	I like the different uses here - pubs, shops, places to get something to eat. All in one place. ... I like the shops here	
B	19.01.2016	17.00	Traffic is the biggest threat here. There are too many people to get past [and you have to step into the road]. ... Traffic is okay but I wish it was less.	5 out of 10 safe. There are some drunk people and scary characters. I do worry about crime here. 3 out of 10 as a place to spend time outdoors. Where would I? There's nowhere. ... I'd run if it was raining, and spend as little time as possible outside in bad weather.		There are too many people to get past. ... It's not great to walk through here. There's too much congestion - too many people on the pavement to walk past easily.		
B	19.01.2016	19.00		Researcher approached by aggressive and drunken man at 7pm slot who then returned to his friends exhibiting anti-social behaviour outside the Greenmantle pub at Location B.		12pm Saturday - although the traffic isn't too congested at this time, the pavements are very busy. There are a lot of groups of students, walking in groups of 3-6. Relatively little jaywalking with people making frequent use of the signalled pedestrian crossing.	People prefer to spend time at The Causey or toward Arthur's Seat to avoid drunks in St Patricks Square or Nicolson Sq.	
RESEARCH DIARY OBSERVATIONS			Car dominated street environment. Traffic prioritised as the dominant movement flow.			Nicolson St/Clerk St was seen by many users as a key movement route either into the city centre, to the South or to a lesser degree to cross to get to destinations to the West. A common issue cited by users was that the volume of pedestrians on the pavement causes congestion and restricts the ease of movement up and down the centre on foot. Users with buggies highlighted that this congestion combined with pinch points in various places due to street clutter made it difficult to move on foot up and down Nicolson St/Clerk St. Other users mentioned that the paving quality and trip hazards due to uneven surfaces caused a barrier to their ease of movement on foot. Researchers noted that the town centre street environment very much prioritises cars and vehicular travel with this facilitated in the street design as a priority over cycling or walking. It was interesting to note that a number of users highlighted the importance of local green space destinations to the East and West of Nicolson St as key walking destinations from this town centre (The Meadows, Arthur's Seat) as those smaller green spaces already present along the town centre (St Patrick Square, Nicolson Square) were seen as undesirable places to spend time due to the perceived threat of anti-social behaviour from those drinking in these parks. As such it is important to also consider not just walking up and down the linear Nicolson St/Clerk St but also the ease with which users can get on foot to those other nearby green space and other destinations. User interviews also highlighted that whilst there are perceived to be an adequate number of pedestrian crossings along the length of the town centre, additional crossings to further prioritise pedestrians and their desire lines whilst de-prioritising car movement would be supported. At location B the signalled pedestrian crossing was very popular with both pedestrians and cyclists using this as a key point at which to cross between sides of the street and/or move East-West between The Causey and East Crosscauseway.	A key draw for people to spend time and stand/sit in Nicolson St/Clerk St was found to be the range and diversity of local independent shops. This was stated by many users as a key reason for visiting and spending time in this local town centre, with user interviews highlighting their importance as a reason for visiting for more everyday shopping and grocery needs. However, in terms of spending time and standing/staying outside no users expressed that they would choose to do this here. Reasons given included that they felt there was no-where to spend time (one user cited the example that even St Patrick Square only has one bench), that those public spaces where there is more potential for standing/staying activities (such as Nicolson Square, St Patrick Square) felt unwelcoming, unprotected from the climate and frequently used by those drinking, and that the street felt too busy. Researchers observed standing/staying activities at Location B in relation to the local shops, which people would often stop and look in the windows of, or outside the Greenmantle pub smoking, however very few other standing/staying activities were observed.	User interviews highlighted the perception that there are few attractive green spaces or places to sit along the Nicolson St/Clerk St town centre. Nicolson Square and St. Patrick Square were seen as being 'uninviting' with inadequate quantities of benches, and too loud from traffic noise. Other users cited their use by those drinking as making them unappealing to spend time and sit in. Despite this, these two small squares were seen as the key locations that one might take a seat in this part of the town centre. Users were not aware of any other opportunities for sitting in the public realm.
KEY TRENDS			Traffic was considered by users to have a negative impact on ways they might use the street. For example users cited traffic as a key reason they would not cycle down Nicolson St/Clerk St. Equally, road traffic was also seen as an obstruction to pedestrians crossing the road with their desire lines and that despite some crossings, their movement was restricted as a result. Some users expressed frustration at the lack of crossings for pedestrians, whilst others seemed to think the existing crossings were adequate. In addition users particularly mentioned negative effects the traffic was perceived to cause, with a focus on significant noise pollution, air pollution and safety issues. A number of users highlighted that they would approve traffic being reduced and implementation of a 20mph zone to slow traffic down. There was support for local buses however, with this street considered a key movement route by bus during poor weather. Traffic was also seen as necessitating narrow pavement spaces to accommodate traffic volume and this was seen to cause congestion on pavements creating a difficult walking environment. These responses from users support researcher observations that the street is currently designed with vehicular priority over walking or cycling, and that this has a detrimental impact on those choosing to use this town centre as a place for active travel, with some users stating they would actively avoid Nicolson St/Clerk St on foot or by bike.	A division of opinions by users was observed in terms of feeling secure and safe from crime at this location. Whilst many users stated they felt very safe here, often comparing the area favourably compared to other areas of Edinburgh and Glasgow, a significant number of users stated more negative opinions. A number of users had directly experience crime. In particular during dark and disorderly behaviour and vandalism, which led to their increased awareness and concern regarding crime here. Some users particularly referenced the different between day-time and night-time, where after dark fear of crime increased due to less natural surveillance and people on the street, and perceptions of increased threats of drunken behaviour and aggression from those leaving or standing outside of pubs and bars. Fear of anti-social behaviour was cited by some users as a reason they would not use the parks and outdoor spaces here.	Users at Location B expressed mixed views about Nicolson St/Clerk St as a place to spend time outside. The majority of users felt that there were few opportunities for spending time outside even in more favourable weather, with one user exclaiming "Where would I go to spend time outside here?" when asked. Most users spoke of the weather having a large impact on the time they might spend outside here due to a lack of shelter and protection from unpleasant sensory experiences. Whilst one user said they would use St Patrick Square, others said they either would not spend time outside here or would go to other nearby green spaces instead (such as The Meadows). Other unpleasant sensory experiences highlighted by users included that they felt Nicolson St/Clerk St had an issue with cigarette butts on the floor and smell. The street was not considered a conducive environment for spending time even in good weather in part due to these factors but also as there were seen to be few pleasant places to sit outside in all weather and without fear of anti-social behaviour.			

unites to participate in a variety of activities and experience the surroundings rest on how city space is designed to facilitate basic human activities under so 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?
I just pass through and nothing really sticks with me (that I like). ... I don't really like anything in particular here.	Traffic is the biggest threat here, and noise, it's too busy.					Male early 20s - heading home after night out. Ashley late teens - going to hairdresser Female 40s - going to work at the pharmacy	More provision for cyclists. ... Tidy it up rubbish - more bins. ... Better places to eat for lunch.
I like the interesting shops and the variety.	Small greenspaces would be nice...I don't use the spaces which are here because they are loud with traffic noise. But I would use local greenspaces if it were quieter in terms of traffic. ... Traffic is just too loud. But it's a main and vibrant road [which the traffic indicates].	It would be nice if there was a library / cafe here. South Side Community Centre is here but it doesn't feel welcoming so I pass it but don't go in.				Caroline - cycling to Queens Hall for work. Anon - walking to Tesco.	Small greenspaces would be nice. ... I don't use the spaces which are here because they are loud with traffic noise. But I would use local greenspaces if it were quieter in terms of traffic. ... It would be nice if there was a library / cafe here. South Side Community Centre is here but it doesn't feel welcoming so I pass it but don't go in.
I like the charity shops. ... I think the biggest shame is empty shops, local people and businesses should be allowed to use them for free - it makes it safer.		I only stop here to see the kids - they're Muslim so go to the Mosque here. I'm here every week, sometimes more for gatherings.		In nice weather I'd stay in the Meadows.		Marjory (70s) - been visiting the grandkids, going home to Penicuik, I'm here almost every week. 2 students - walking home.	I think the biggest shame is empty shops, local people and businesses should be allowed to use them for free - it makes it safer. Let local people use vacant shops for their businesses for free!
I like the local independent shops.						Optical Express staff member - going home. Getting the bus home, I come here to work.	Places for kids to go.
I like all the shops here, the number of them, there are a lot. ... It's a nice area.						Going to work. Delivery man 50s - delivering a package .	More pubs. More inviting parks and green space. Make St Patrick Square more inviting. ... More cafes at this end [South] of Nicolson St.
I like the local shops. ... I like that there are a lot of independent shops here - they should stay.					Dirty and smelly. Fags on the ground. ... Poor paving. ... It needs better paving.	Going to shops [with buggy]. Going to shop. Going to work.	Better paving. And it needs to be cleaner. ... Trees! ... Don't make too many improvements too quickly though - it outpaces local shops. ... Wider pedestrian pavement.
I come here for the shops. ... I come here for the shops and pubs.					I would spend more time outside if it was warm at cafes.	Going home. Going home [65+ male].	More even pavements. Better paving.
I go to the shops here - it's handy when I need bits and don't want to go into town. ... I like the shops here.						En route to the shops.	More green! And better paving.
				Researchers observed few awnings to provide cover and shelter in case of rain and enable lingering activities in front of shops or cafe seating, though one or two occurrences of this were noted to the North of Location B. There is some public seating along the length of Nicolson St/Clerk St and in proximity to location B at Nicolson Square and St Patrick Square, which might provide some opportunity to enjoy the positive aspects of climate on a sunny day. However, users at Location B felt that whilst some seating was provided at these two squares the overall environment (loud traffic noise, anti-social behaviour) meant that few people actively stayed outside at these locations to enjoy more positive aspects of the climate.	Cyclists were observed actively using the signalled crossing over to The Causey across Nicolson St. This is a popular route though the condition of the cycling environment is quite poor to the East along East Crosscauseway.	A lot of older people use the shops at the 8am slots. Streets very quiet at 8am on Saturdays. Cyclists are actively using the cross-link over Clerk St toward the Causey. Though road quality is poor at this cross-link to East.	
The local shops were seen by users as the key visual interest and feature at location B in the Nicolson St/Clerk St town centre. No users mentioned any other appealing vistas or sights at this location. These were only seen negatively where shops were vacant, with one user suggesting that these should be given to local businesses and people to use for free to enliven the town centre and make it more attractive whilst supporting local people.	Traffic was cited by users at Location B as the primary factor prohibiting talking and listening activities. Traffic noise was mentioned in terms of reducing the appeal of using local smaller green spaces such as Nicolson Square and St Patrick Square, where this was felt to contribute to them being unattractive choices for spending time. This was seen as just the status quo for a busy road leaving the city.	During snowy conditions, children were observed by researchers playing and making snowballs in St Patricks Square, and making shapes on the path. Many people were observed stopping to take photos. This highlights the importance of localised green spaces to enable these unfolding activities and play in all seasons. However, with the exception of the snow few opportunities for play were either observed by researchers or mentioned by those users interviewed.	The local shops present a more welcome human scale. However, the dominance of car and vehicular traffic makes the street environment feel like it is dimensioned more for the speeds and size of vehicles than pedestrians or cyclists.	Researchers observed few awnings to provide cover and shelter in case of rain and enable lingering activities in front of shops or cafe seating, though one or two occurrences of this were noted to the North of Location B. There is some public seating along the length of Nicolson St/Clerk St and in proximity to location B at Nicolson Square and St Patrick Square, which might provide some opportunity to enjoy the positive aspects of climate on a sunny day. However, users at Location B felt that whilst some seating was provided at these two squares the overall environment (loud traffic noise, anti-social behaviour) meant that few people actively stayed outside at these locations to enjoy more positive aspects of the climate.	Despite the attractiveness of smaller scale independent shops to the North of Location B (East side of the street) with more human-scale detail, the overall sensory experience was found by researchers and users interviewed to be in need of improvement. Some users mentioned poor sensory qualities in terms of a perception of the street environment being dirty or smelly. Many other cited poor quality pavements with 'patches' causing trip hazards and a vulnerable and intimidating environment for cyclists. Cyclists were observed by researchers actively using the signalled crossing over to The Causey across Nicolson St. This is a popular route, however the condition of the cycling environment is quite poor to the East along East Crosscauseway in terms of aesthetic and material quality and presence of large numbers of bins. As such this route does not feel like a welcoming or intended route for cyclists and pedestrians despite its frequent use.	Necessary - 17.	

USER INTERVIEWS:

LOCATION C NICOLSON SQUARE

NICOLSON ST + CLERK 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. Playing and unwinding are also included. Opport good conditions. Pedestrians need to move freely, as well as stand and sit wh		
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	16.01.2016	08.00	3 out of 10 safety - my friend was mugged here, traffic is bad and there are some scary people. ... Traffic is the biggest nuisance here it's bad for walking - you need more room for pedestrians - they have to walk in the road. ... Traffic is busy - it's too much, it's a very car focussed street.	3 out of 10 safety - my friend was mugged here, traffic is bad and there are some scary people.	2 out of 10 as a place to spend time outside - I only come here when I'm en route somewhere else - going somewhere or to a stop. I would never spend time here.	Traffic is the biggest nuisance here it's bad for walking - you need more room for pedestrians - they have to walk in the road. ... It's okay to walk here but it gets congested.	I only come here when I'm en route somewhere else - going somewhere or to a shop. I would never spend time here.	There's nowhere to sit here except the park which is full of drunks and people urinating.
C	16.01.2016	12.00	Traffic and poor paving surfaces are the biggest threats here. ... Traffic is what it is [resigned to staying at current level]. ... Traffic and litter are the biggest threats here.	10 out of 10 safe - I used to live around the corner. I know it well. ... No I don't worry about crime here ... 8 out of 10 safe - I don't worry about crime here.	5 out of 10 as a place to spend time outside - I just walk through. I wouldn't spend time here. ... Traffic and litter are the biggest threats here.	Traffic and poor paving surfaces are the biggest threats here. ... It's mostly easy to walk through here - apart from potholes and patchy paving - they're a real trip hazard for the elderly! ... It's really bad trying to walk through here - busy traffic, pedestrians in the way, too much congestion on the pavement. Reminds me of East London.	Where would we spend time outside?! No we don't spend time outside here, even in summer. ... I wouldn't spend time here. I walk through or go to the shops.	
C	16.01.2016	15.00	Traffic is busy but it is what it is here in the city centre.	8 out of 10. I feel pretty safe here. I might worry about crime if I was by myself, but if I'm with people or its daytime I'm fine. There's no-one hanging around here [in Nicolson Square] at the moment so I'm not worried about crime.	I wouldn't come here in the rain - there's no shelter. I also wouldn't spend time here in summer.	It's pretty easy to walk through but it gets really busy with people.		
C	16.01.2016	17.00						
C	16.01.2016	19.00	Traffic is okay - there are a pedestrian crossings which help.	7 out of 10 safe. It's always busy and close to the uni so I don't worry too much about crime.		Traffic is okay here - there's pedestrian crossings which help. It's an easy place to walk through.	I'd spend time on George Street or somewhere like that, not this street. ... I like how close this location is to uni.	
C	19.01.2016	08.00	Traffic isn't too bad.	8 out of 10 safe. I don't worry about crime here.	7 out of 10 as a place to spend time outside - it's quite cool in summer.	It's easy to walk through.	I'm just going to school. I wouldn't spend time outside in the street. Maybe in summer.	
C	19.01.2016	12.00	Traffic causes problems. It's fine for a major road though. ... Traffic is the biggest nuisance here - and crowds [on the pavement].	9 out of 10 safe. ... 7 out of 10 safe. I don't worry about crime here - more the traffic.	4 out of 10 as a place to spend time outside. It's dirty and loud. ... I'd spend time outside here - except when its raining [no shelter].	It's okay to walk through. ... It's fine to walk through here but it does get a bit congested.	It's my day off. I'm here to feed the birds. ... I have spent time here in summer, but rarely.	
C	19.01.2016	15.00	Traffic is okay. Walking is okay away from the main road [otherwise not].	8 out of 10 safe. I don't like leaving work with people loitering. Biggest threat here is the people in the square [feel threatening]. ... 8 out of 10 safe - it's fine. ... I don't worry particularly about crime here - same as everywhere.	I worry about all the birds - and flying bird poo!	The biggest threats are noise, people [anti-social behaviour], and crowding on the pavement it's really difficult to pass at the bus stop. ... Away from the main road it's okay to walk through here. ... It's okay to walk through here. Good access to the city.	I come sometimes come here for fast food after a night out! There are some useful utility shops here and the bus stops here [that's why I come here].	
C	19.01.2016	17.00	Traffic noise is the biggest threat here.	9 out of 10 safe. I don't worry about crime here. ... 8 out of 10 safe - same as everywhere else.		There are good links here to other places.	I just pass through - I wouldn't spend time here. ... I spend time at the uni which is close by. ... I'd go spend time other places, not here.	There are nice places to eat and drink here [not outside].
C	19.01.2016	19.00						
RESEARCH DIARY OBSERVATIONS				People use Nicolson St as a key movement route affected little by weather. This was supported by user interviews and implies that most people are moving through en route to somewhere i.e. using the street as a way to go about necessary activities rather than a place to spend more time during favourable weather. In addition more protection from the noise of Nicolson St would help turn the focus of Nicolson Square back around to create a more internalised quieter space with grass and more pedestrian friendly shared space (except taxis/buses) that would help create a more conducive environment for staying activities and encourage cafe seating outdoors.		Three main crossing points were observed by researchers at Location C. At the official signalised pedestrian crossing, but also running between traffic islands directly across from Nicolson Square and slightly to the South for those wishing to get to the bus stops most efficiently. As traffic volume increased, pedestrians were less able to take these 'unofficial' routes across the road with their desire lines and instead increasingly relied on the signalised crossing to navigate the stream of traffic.	Interviewees mentioned the reputation of Nicolson Square as including anti-social behaviour and drinking which made it an unappealing destination to spend time. This was supported by researcher observations of groups drinking cheap cider in the park during the day on the Tuesday. However, Nicolson Square was frequently used as a shortcut during the day with people strolling through. The numbers of people actively choosing to walk through the park diminished as dusk fell and it became dark in the evening.	Researchers observed that there is only one bench in Nicolson Square and that when this is busy others lean against railings as the ground is too wet/cold to sit on at this time of year [winter]. The gated railings around the square seem to act as a barrier for people coming in and using the square as a place to sit or stay for short periods. Researchers observed small groups of users - friends, school children, people on breaks from work, others, standing to talk and wait in small groups on the road/pavements around the periphery of the park but not within. The park does not appear to be seen as a natural or attractive option or location for waiting activities or standing/staying, with users instead waiting on pavements.
KEY TRENDS			The user interviews conducted at Nicolson Square gave a mix of opinions about perceptions of safety here. Whilst many felt safe here, others gave factors such as time of day, whether people were loitering in the park and how busy the public realm was as affecting their perception of safety. Night-time, when the street and park were quiet and/or when more people were observed staying and drinking in Nicolson Square were seen as factors that made users feel unsafe. Day-time, when no drinking activities were observed in the park and the street environment was busier (and therefore with more natural surveillance) were seen as making the environment feel safer.	Many users interviewed mentioned that they primarily use Nicolson St as a key movement route, rather than spending time in Nicolson Square, and are therefore little affected by positive or negative weather or climatic factors. Researchers also observed that most people were moving through en route to somewhere i.e. using the street as a way to go about necessary activities rather than a place to spend more time during favourable weather. This may also be due to a dearth of protective elements in the street to mitigate unpleasant sensory experiences and climate (rain, wind, litter, snow, air pollution and noise from traffic). Protection from these unpleasant sensory experiences may help encourage more staying behaviours, particularly in Nicolson Square. More protection from the noise of Nicolson St would help turn the focus of Nicolson Square back around to create a more internalised quieter space with grass and more pedestrian friendly shared space (except taxis/buses) that would help create a more conducive environment for staying activities and encourage cafe seating outdoors.	Researchers observed and user interviews revealed, that most people use Nicolson Street as a key pedestrian movement route between both the city centre and South, and across to key destinations to the West in particular e.g. the university. Whilst this was seen as an important walking route, many users mentioned poor paving quality to the South of Nicolson Square being a problem that hindered their walking experience. Users also mentioned that pavement widths were not adequate to accommodate the volume of pedestrians, resulting in over-crowding, congestion and people walking in the road to pass other pedestrians. Three main crossing points were observed by researchers at Location C. At the official signalised pedestrian crossing, but also running between traffic islands directly across from Nicolson Square and slightly to the South for those wishing to get to the bus stops most efficiently. As traffic volume increased, pedestrians were less able to take these 'unofficial' routes across the road with their desire lines and instead increasingly relied on the signalised crossing to navigate the stream of traffic.	Interviewees mentioned the reputation of Nicolson Square as including anti-social behaviour and drinking which made it an unappealing destination to spend time. This was supported by researcher observations of groups drinking cheap cider in the park during the day on the Tuesday. However, Nicolson Square was frequently used as a shortcut during the day with people strolling through. The numbers of people actively choosing to walk through the park diminished as dusk fell and it became dark in the evening. Many users found the idea of spending time outside here surprising - instead seeing Nicolson Street as a thoroughfare to get to other destinations, rather than a destination in itself. The only instances of staying activities cited by users included occasional use of Nicolson Square in summer during more favourable weather, and standing outside in the street after buying fast food from a takeaway. This location was not noted by users interviewed to be an attractive destination for standing or staying, rather it is part of a linear town centre featuring shops and cafes/takeaways which are the places users spend time inside.	Researchers observed that there is only one bench in Nicolson Square and that when this is busy others lean against railings as the ground is too wet/cold to sit on at this time of year [winter]. The gated railings around the square seem to act as a barrier for people coming in and using the square as a place to sit or stay for short periods. Researchers observed small groups of users - friends, school children, people on breaks from work, others, standing to talk and wait in small groups on the road/pavements around the periphery of the park but not within. The park does not appear to be seen as a natural or attractive option or location for waiting activities or standing/staying, with users instead waiting on pavements. There are a number of cafes and restaurants around the edges of Nicolson Square which could be encouraged to incorporate awnings or other elements that would better promote year-round use of these outside spaces. Combined with a rethink of the railings and design of Nicolson Square to open this up whilst reducing noise/visual pollution from the main thoroughfare along Nicolson Street could start to create a more conducive shared space and pedestrian-priority environment protected from negative sensory elements filled with more public life and seating opportunities.	

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?			
unlike to participate in a variety of activities and experience the surroundings rest on how city space is designed to facilitate basic human activities under or 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 like the charity shops and cafes.										En route.						Bike lanes, wider pavement, bike racks ... Make it more walking and cycling friendly.			
We don't live here anymore but I like that all the shops we need are right here.										Pat & John - off to meet friends. Out to walk the dog.						Better paving (potholes and patch paving a real hazard for the elderly) ... Better paving is needed. It's okay Nicolson St to the city, but the Southern end of this street is rubbish. ... Less litter and less traffic is needed.			
I like the independent shops here, but it's lacking a cinema or amenity like that and more lights.						There's nowhere to hang out here.				There's a park but that's it, there's nowhere to spend time outside. 8 out of 10 as a place to spend time outside. I wouldn't come here to spend time outside.		I like the independent shops here, but it's lacking a cinema or amenity like that and more lights.		Been at the shops, now I'm going home.		More lights. A cinema or other amenity like that.			
We're here taking photos of the park in the snow, normally I wouldn't come here.						We're here taking photos of the park in the snow, normally I wouldn't come here.				We're here taking photos of the park in the snow, normally I wouldn't come here.				Going home.					
														Going to school.					
It's my day off. I'm here to feed the birds. ... I'm here for the specialist shops. ... I like the green space [Nicolson Square] it's good for you.				It's dirty and loud.		It's my day off. I'm here to feed the birds.		I like the green space [Nicolson Square] - it's good for you.		It's dirty and loud. I'd spend time outside here though - unless it was raining. ... I like the green space [Nicolson Square] - it's good for you. 7 out of 10 as a place to spend time outdoors. I always mean to, but never do - need better areas to do that. ... 7 out of 10 as a place to spend time outdoors - I don't like it outdoors here.		I like the green space [Nicolson Square] - it's good for you.		It's my day off. I'm here to feed the birds. I'm going to work.				Lots of things! The park is gated which is a waste. Create a communal space here instead [Nicolson Square] ... The area lacks purpose. ... Sort out the pigeon problem!	
There are some useful utility shops here and the bus stops here [that's why I come here] ... it's okay here but there are nicer areas.				The biggest threats are noise, people [anti-social behaviour], and crowding on the pavement. It's really difficult to pass at the bus stop.		The biggest threats are noise, people [anti-social behaviour], and crowding on the pavement. It's really difficult to pass at the bus stop.				I spent time here last year over the Festival [Nicolson Square].		The biggest threats are noise, people [anti-social behaviour], and crowding on the pavement. It's really difficult to pass at the bus stop.		Jan - going to work. Waiting for a friend. Window shopping.		More exciting as a destination!			
												Shaun - Going home. I'm working here.				Clean it up. ... Make it more exciting.			
Researchers observed positive views from Location C at Nicolson Square to the North, where the tops of Old College and spire of The Tron church catch the morning sun due to the elevated position of this				Researchers observed that Location C (Nicolson Square) became a key focal point for play and unfolding activities when it snowed. Passers-by would stop and take photos of the snow in the park, run around chasing each other and playing with snowballs. The park created a quieter separate focal place separate from the main thoroughfare of Nicolson St and which provided a platform for these unexpected activities to occur. ... Researchers also observed significant numbers of pigeons. Some users saw these as a positive actively feeding them as an optional activity in the space, whilst others saw them as a nuisance.		Researchers observed the car dominance of the general street environment, however Nicolson Square was seen as a welcome opportunity to stop and rest at a more human scale to the traffic dominated street. Some users commented on their fondness for this green space due to the health and well-being benefits. However, researchers also observed that the green space at Nicolson Square could be improved through removal of railings and better integration and connection with a more pedestrian-priority environment in the low-traffic-volume streets circling this green 'island'. Creation of a shared space and traffic restrictions in the roads surrounding Nicolson Square (off the main Nicolson Street thoroughfare) could help enable businesses to expand their cafe seating and trade outside, whilst providing a higher quality pedestrian cut-through between the university and Nicolson Street. Removal of railings and additional provision of benches and landscape features could help provide a place to stop and rest whilst increasing the buffer to the main road.		The park provides a valuable relief spot along the street within which people can get out of the rush of movement along narrow pavements and instead enjoy positive climatic factors such as snow. Researchers observed large numbers of pedestrians who had previously been walking along the main thoroughfare, instead stop, pause, take the time to take photos of, go into the park at Nicolson Square or throw snowballs at one another. The park became the focal point as soon as the snow started and provides a valuable location for people to enjoy these activities.		Researchers observed that whilst some trees and soft landscape are present in Nicolson Square and St Patrick Square, there are currently few trees along the main street length of Nicolson Street. This is presumably due to narrow pavements which are already congested with pedestrian volumes and street clutter. Trees might be incorporated through rationalisation of parking and street design to enable bus build-outs which incorporate bus stops out of the way of pedestrian movements with additional space for bike racks and trees and/or soft landscaping. The quality of the street aesthetic was noted by researchers to change at Nicolson Square, with the town centre to the South of Nicolson Square exhibiting much poor paving conditions, pot holes and trip hazards. From Nicolson Square to the North catness paving has been used with the street condition and quality markedly improved.									
Researchers observed positive views from Location C at Nicolson Square to the North, where the tops of Old College and spire of The Tron church catch the morning sun due to the elevated position. Researchers felt Nicolson Square was a high point that marked the boundary between the popular independent shops and charity shops immediately to the South, the larger organisational buildings such as Festival Theatre, Old College and University to the North and cross-links to the West in particular. User interviews revealed that these connections to other destinations and desirable features such as independent shops are seen as important. However, the views present from this location were not commented on or noticed by users interviewed and could potentially be better highlighted and framed. However, when it snowed, the function of Nicolson Square was highlighted as a key green space that encourages more informal playing and visual experiences that are more diverse than the rest of the street and should be valued.				User interviews revealed that the noise from traffic is a significant issue in terms of create a conducive environment of talk and listen. This, combined with narrow congested pavements along this main thoroughfare were felt by researchers to reveal that Nicolson Street is not currently reaching its potential to provide spots for conversations, talking and listening. Through opening up of Nicolson Square to create a more generous shared space and park bringing in the outdoor seating areas from cafes around, whilst removing railings and incorporating features such as raised grassed mounds to the East to start to create a visual and auditory barrier from the main traffic, a more conducive environment for staying activities could be created.		Researchers observed that Location C (Nicolson Square) became a key focal point for play and unfolding activities when it snowed. Passers-by would stop and take photos of the snow in the park, run around chasing each other and playing with snowballs. The park created a quieter separate focal place separate from the main thoroughfare of Nicolson St and which provided a platform for these unexpected activities to occur. ... Researchers also observed significant numbers of pigeons. Some users spoke of these as a positive during user interviews - actively feeding them as an optional activity in the space, whilst others saw them as a nuisance. Whilst Nicolson Square was said to provide a welcome relief to users who currently use Nicolson Street as a main thoroughfare with congested pavements, many users spoke of reasons they would not wish to spend time or sit in the park, citing reasons such as an unwelcome atmosphere, 'not very exciting', or only one bench. Re design of the park to accommodate additional features for play and create a more welcoming place that is flexible as a platform for different types of unfolding activities may help to improve public life at this location.		Researchers observed the car dominance of the general street environment, however Nicolson Square was seen as a welcome opportunity to stop and rest at a more human scale to the traffic dominated street. Some users commented on their fondness for this green space due to the health and well-being benefits. However, researchers also observed that the green space at Nicolson Square could be improved through removal of railings and better integration and connection with a more pedestrian-priority environment in the low-traffic-volume streets circling this green 'island'. Creation of a shared space and traffic restrictions in the roads surrounding Nicolson Square (off the main Nicolson Street thoroughfare) could help enable businesses to expand their cafe seating and trade outside, whilst providing a higher quality pedestrian cut-through between the university and Nicolson Street. Removal of railings and additional provision of benches and landscape features could help provide a place to stop and rest whilst increasing the buffer to the main road.		User interviews and researcher observations revealed the park provides a valuable relief spot along the street within which people can get out of the rush of movement along narrow pavements and instead enjoy positive climatic factors such as snow in Winter or sunny warm days in Summer. For example, on the first research day it snowed, and researchers observed large numbers of pedestrians who had previously been walking along the main thoroughfare, instead stop, pause, take the time to take photos of, go into the park at Nicolson Square or throw snowballs at one another. The park became the focal point as soon as the snow started and provides a valuable location for people to enjoy these activities. However, some users highlighted that they wouldn't sit in the park when it wasn't Summer due to a lack of benches and prevalence of perceived anti-social behaviour. By providing more seating in Nicolson Square - and a mix of more formalised benches and alternative informal secondary seating - more opportunity would be presented for use of this location as a place to enjoy positive climatic aspects.		Researchers observed that whilst some trees and soft landscape are present in Nicolson Square and St Patrick Square, there are currently few trees along the main street length of Nicolson Street. This is presumably due to narrow pavements which are already congested with pedestrian volumes and street clutter. Trees might be incorporated through rationalisation of parking and street design to enable bus build-outs which incorporate bus stops out of the way of pedestrian movements with additional space for bike racks and trees and/or soft landscaping. The quality of the street aesthetic was noted by researchers to change at Nicolson Square, with the town centre to the South of Nicolson Square exhibiting much poor paving conditions, pot holes and trip hazards. From Nicolson Square to the North catness paving has been used with the street condition and quality markedly improved.		Necessary - 10. Optional - 2. Recreational - 1.					

USER INTERVIEWS:

LOCATION D | JUNCTION OF CHAMBERS STREET + SOUTH BRIDGE

			PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.			COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking. Playing and unwinding are also included. Optimal good conditions. Pedestrians need to move freely, as well as stand and sit when			
NICOLSON ST + CLERK ST									
Key Location	Date	Time	1 - Feeling safe - protection against traffic and accidents	2 - Feeling secure - protection against crime and violence	3 - Climate and pollution - protection against unpleasant sensory experiences	4 - Opportunities to Walk	5 - Opportunities to stand/sit	6 - Opportunities to sit	
D	16.01.2016	08.00	Traffic is the biggest nuisance here, though its not too bad for a major road. ... Traffic is definitely the biggest nuisance here, it's really loud. ... Traffic is the biggest hindrance here, but it's okay really.	I feel 6 out of 10 safe. I only worry about crime here at certain times of the year, for example New Year. ... I feel 8 out of 10 safe - I don't really worry about crime here, I'm a shop owner so its always a concern though. ... 8 out of 10 safe. I've never had any reason to worry about crime here.	It's really windy - I wouldn't spend time here for that reason. ... The weather doesn't really impact how I use the street here - I'm just passing through. ... The weather doesn't change how I use this space.	I just walk through here, I wouldn't spend time. ... The weather doesn't really impact how I use the street here - I'm just passing through here.	I only come here for work, I wouldn't spend time outside here. ... This isn't a place I'd spend time if I can help it. I live a long way. ... I'd only spend time outside here to smoke. ... I wouldn't spend time outside here, but other places nearby I would. ... There's no reason to spend time here outside.		
D	16.01.2016	12.00	Noise from traffic is the biggest threat or nuisance here. ... Traffic seems bad here. I don't feel great about it. There are lots of buses here.	7 out of 10 safe - same here as everywhere else. ... 7 out of 10 safe - its fine. ... 10 out of 10 safe - feels good here!	1 out of 10 as a place to spend time outside - too loud! ... 6 out of 10 as a place to spend time outside - I wouldn't spend time here [Nicolson St] but I would on the side streets and parks.	Yes, it's easy to walk through here. ... Yes, it's easy to walk through here. ... Yes - fine to walk through.	I wouldn't spend time here but I like some of the side streets. ... Sometimes I'd spend time here. ... I'd rarely spend time here. ... No I wouldn't spend time outside here, even in summer.	6 out of 10 as a place to spend time outside - I wouldn't spend time here [Nicolson St] but I would on the side streets and parks. ... I wouldn't spend time sat outside here even in summer - traffic is still too loud!	
D	16.01.2016	15.00	I wouldn't spend time outside here - it's an ugly area. Lots of cars. ... People [other pedestrians due to congestion] and traffic are the biggest nuisances here. ... Traffic is the biggest nuisance here - it's really bad.	5 out of 10 safe. Lots of unsavory people. ... I don't feel particularly safe here - there are crowds. ... I don't worry about crime here.	I'm not affected much by the weather - I guess I'd go to cafes if it was raining. ... I am affected by the weather - I walk quicker in the cold.	Not an easy place to walk through at my age! I struggle crossing the road here and trying to get past people on the pavement. ... It's not easy to walk through here - lots of railings. ... It's good that its central here though - well connected to other places.	I wouldn't spend time here - not particularly no. ... I wouldn't spend time here, it's a busy place and not many interesting shops - 3 out of 10 as a place to spend time outside.		
D	16.01.2016	17.00	Traffic is the biggest nuisance here - it's really noisy. ... The buses are good here. Traffic is okay for a city.	9 out of 10 safe - it's normal here. ... 7 out of 10 safe. I don't worry too much about crime - there are lots of people around.	5 out of 10 as a place to spend time outdoors - it's polluted.	Crowds are the biggest nuisance here. I use the back streets - it's easier.	I wouldn't spend time here - I shop elsewhere. I just get the bus from here.	7 out of 10 as a place to spend time outside - sometimes I meet friends in the square. ... I wouldn't spend time outside here, even in summer.	
D	16.01.2016	19.00	Traffic is fine.	9 out of 10 safe. I don't worry about crime.		It's easy to walk through.	I come for the pubs and food.	I wouldn't stay here outside - there's nothing to do.	
D	19.01.2016	08.00	Traffic is the biggest threat here. ... Traffic noise is the biggest nuisance and traffic is very dangerous here in particular. The junction is busy so its not easy to walk through here. ... There is too much traffic.	9 out of 10 safe. ... 9 out of 10 safe, depends on the time of day.		I'd walk around here if it's nice weather. ... The junction [with Chambers St] is busy so its not easy to walk through here.	I spend time here in the evening. 3 out of 10 as a place to spend time outside though. There's nothing to do outside. ... I come for the pubs and food.		
D	19.01.2016	12.00	Traffic is the biggest nuisance here. Really busy. ... It's pretty noisy here with the traffic.	9 out of 10 safe. I've not had any issues. ... 9 out of 10 I think. I don't worry about crime. ... 9 out of 10 safe. I'm always careful though.	8 out of 10 as a place to spend time. I would like to but there's no seating. ... The weather here is miserable, I wouldn't spend time outside. ... I don't care about the weather (doesn't affect how I'd use the street).	I get lost really easy round here - that's my biggest nuisance. ... It's easy for me to walk around here but not for my mother - she's older and struggles.	I'd only come here to visit my mother [lives nearby]. ... I might spend time closer to the park but not here. ... I'd spend more time here if there were things to do.	8 out of 10 as a place to spend time. I would like to but there's no seating.	
D	19.01.2016	15.00	Traffic is the biggest annoyance here. ... Traffic is very disruptive here. I make them walk and the traffic is noisy [Chambers St/North Bridge] isn't great. I don't like the traffic.	10 out of 10 safe - its close to the uni. ... 10 out of 10 safe. I don't worry about crime here. ... 10 out of 10 safe. Very safe.	The weather is annoying but I live with it. I'm generally going somewhere so just get on with it.	Traffic is very disruptive here. It makes it hard to walk and the main crossroads here [Chambers St/North Bridge] isn't great. ... Yes its pretty easy to walk through here.	I only come here for work. Otherwise I wouldn't spend time here. ... I'd rather go somewhere else - 5 out of 10 as a place to spend time. Usually I just pass through here, I don't spend time here.	I might spend time sat outside the National Museum of Scotland.	
D	19.01.2016	17.00	Traffic is a pain, but I know the order and timings of the traffic lights so I can jaywalk across.	10 out of 10 safe. I do worry about crime because I'm female. But not too much here as there is lots of police around. ... 9 out of 10 safe. I avoid certain sections of this street.	The weather is the quicker I walk through! There isn't any shelter as you walk. ... I do spend more time here in summer. But if it's bad weather I don't go outside.	The weather it is the quicker I walk through! There isn't any shelter as you walk. ... Tourists are the biggest nuisance here - and people in August - too busy. ... Traffic is a pain, but I know the order and timings of the traffic lights so I can jaywalk across.	7 out of 10 as a place to spend time. ... 5 out of 10 as a place to spend time. ... I don't spend time here.	wouldn't sit outside here - it's too busy - too many people and no room.	
D	19.01.2016	19.00	Traffic or drinks is the most disruptive thing here. ... I don't drive so I don't mind the traffic too much, I'm from Paris and there its much worse.	8 out of 10 safe - it's not actually that bad but you see a lot of drunk people and violence. You just use your common sense and stay away from those people. ... 9 out of 10 safe. I live here so I'm comfortable.	I don't go outside when its windy. ... Weather is annoying but there's nothing to be done. ... The biggest threat here is drunk people. ... Traffic or drinks is the most disruptive thing here.	I never put any thought into this place - its just a cross-roads.	I might spend time on Chambers Street, but not North Bridge/Nicolson Street. ... I'd rather go somewhere else - 5 out of 10 as a place to spend time. ... 5 out of 10 as a place to spend time - it's just a street.	I'd never sit outside or spend time here, even in summer.	
RESEARCH DIARY OBSERVATIONS			Researchers noted large numbers of cyclists crossing coming from North Bridge turning right into Chambers Street at the junction and that this route seemed hazardous given the large number of buses. Cyclists were also observed using the pedestrian crossing to get across the junction and then continuing by bike on the road to navigate this difficult and vulnerable junction for cyclists.	Researchers were frequently asked for money by people in the street whilst at their position.	Researchers observed significant traffic noise, little protection or shelter from rain and wind, and that large numbers of people were sitting on the pavement and dropping litter.	Researchers noted the high pedestrian footfall, however most pedestrians seemed to be walking with purpose en route to another destination rather than walking more leisurely or spending time outside, with few stopping to look in shop windows along narrow pavements. The corner outside Biblos on the corner of Chambers Street was noted to be often overcrowded by researchers, with pedestrians often waiting in large groups to cross the road and creating congestion. Researchers also noted that pedestrian flow came in troughs and peaks rather than a continuous flow. When crowds of pedestrians are present the pavements are inadequate to cope with these volumes and would benefit from expansion in places of congregation such as near the traffic lights at Location D. Researchers also noted that many pedestrians walk across the junction with Chambers Street and Infirmary Street without waiting for the lights, an indication that waiting times for the lights are too slow or pedestrians feel they should have priority here and do not want their desire line and movement route interrupted. Many large groups and people with suitcases were observed trying to navigate the street here and struggling due to uneven paving and pinch points. Researchers observed frequent use of pavements by cyclists intimidated by the vehicular road environment. Researchers were also frequently asked for directions by tourists confused by navigation through this area and its relation to Cowgate.	Researchers observed that whilst many people arrived at Location D by bus they quickly moved on, leaving immediately and rarely stopping off at cafes/stops. The pavements are very narrow causing pedestrian congestion and making it difficult to pause and stop along the main movement route.		
KEY TRENDS			Traffic was cited by many users during user interviews as the largest annoyance or threat to the public realm here. Traffic noise was frequently mentioned, in addition to traffic volume and the dominance of vehicular transport (cars and buses) reducing the carriageway for pedestrians resulting in congestion on footpaths. Traffic was mentioned by some users as creating a dangerous environment for pedestrians and cyclists at this junction. Researchers noted large numbers of cyclists crossing coming from North Bridge turning right into Chambers Street at the junction and that this route seemed hazardous given the large number of buses. Cyclists were also observed using the pedestrian crossing to get across the junction and then continuing by bike on the road to navigate this difficult and vulnerable junction for cyclists.	User interviews at Location D showed a mix of perceptions of crime in the area. Many people, especially those who lived nearby, said they felt quite safe here. Others highlighted issues with 'unsavory characters' and that drinking and violence were a concern. Some users took alternative routes down certain sections of the North Bridge/Nicolson Street town centre to try and avoid risk of crime. Some users also stated that proximity to the university and the busy street with natural surveillance made them feel safer.	User interviews at the junction of Chambers Street and North Bridge revealed the importance of quieter more generous spaces off the main thoroughfare as important for spending time away from traffic noise and pollution. For example Chambers Street and other nearby parks and squares. However, users did highlight that a lack of shelter and sufficient seating restricted their use of these spaces for sitting/spending time due to a lack of protection from unpleasant sensory elements such as wind, rain, noise and pollution. These unpleasant sensory experiences could be reduced through introduction of more shelter, seating and screening particularly in wider nodal spaces such as Chambers Street, or through use of parklets or other built out areas enabling more public realm for shelter and staying activities along the main thoroughfare. These could also incorporate trees, bike racks, bus shelters and other positive street elements to improve the experience of the town centre as a whole. Researchers observed significant traffic noise, little protection or shelter from rain and wind, and that large numbers of people were sitting on the pavement and dropping litter.	User interviews revealed that many users find this area of the town centre hard to walk through. Reasons for this included crowding on the pavement due to pedestrian crowds and volumes, prevalence of railings, and being a poor quality environment that impacted older people's mobility, reducing accessibility to all users. Many saw the street as simply a cross-roads or thoroughfare - a movement corridor rather than a place to spend time. Researchers noted the high pedestrian footfall, however most pedestrians seemed to be walking with purpose en route to another destination rather than walking more leisurely or spending time outside, with few stopping to look in shop windows along narrow pavements. The corner outside Biblos on the corner of Chambers Street was noted by researchers to be often overcrowded, with pedestrians often waiting in large groups to cross the road and creating congestion. Researchers also noted that pedestrian flow came in troughs and peaks rather than a continuous flow. When crowds of pedestrians are present the pavements are inadequate to cope with these volumes and would benefit from expansion in places of congregation such as near the traffic lights at Location D. Researchers also noted that many pedestrians walk across the junction with Chambers Street and Infirmary Street without waiting for the lights, an indication that waiting times for the lights are too slow or pedestrians feel they should have priority here and do not want their desire line and movement route interrupted. Many large groups and people with suitcases were observed trying to navigate the street here and struggling due to uneven paving and pinch points. Researchers observed frequent use of pavements by cyclists intimidated by the vehicular road environment. Researchers were also frequently asked for directions by tourists confused by navigation through this area and its relation to Cowgate. Many pedestrians were observed with suitcases and heavy bags who struggled to navigate through pedestrian congestion and pinch points with ease.	Users interviews included many users stating that they would not stand/stay in the immediate street vicinity due to a lack of opportunity in terms of seating, shelter and refuge from the busy pedestrian and traffic thoroughfare. However, many users mentioned that they enjoyed spending more time on side streets, nearby parks and places to stop and spend time. These included Chambers Street, which it was felt could be improved to build on existing desires to spend time here through the addition of seating, shelter and a place to pause and rest along the linear town centre length. Many other users stated that they would not spend time outside here at all, instead seeing the street as a key movement route rather than a place to spend time. Researchers observed that whilst many people arrived at Location D by bus they quickly moved on, leaving immediately and rarely stopping off at cafes/stops. The pavements are very narrow causing pedestrian congestion and making it difficult to pause and stop along the main movement route.	User interviews showed that people do not feel that North Bridge/Nicolson St around Location D is a place to sit or spend time. This is seen to be due to a mix of lack of seating, loud traffic, 'nothing to do' or activities to make it an interesting place to take a seat, and an overall perception that the function of this part of public realm is as a thoroughfare rather than place to spend time. However, some users highlighted the need for seating for older people and that they would spend time off the main street if the environment was made attractive to do so. Locations off the main street such as the National Museum of Scotland along Chambers Street and Nicolson Square were given as examples of places people would be more likely to take a seat - away from the loud traffic. These areas, and other spots like them could be enhanced to provide relief and seating along this busy street to the benefit of all users but especially those who are older.	

7 - Opportunities to see			8 - Opportunities to talk and listen			9 - Opportunities for play, exercise and unfolding activities			10 - Dimensioned at the human scale			11 - Opportunities to enjoy the positive aspects of climate			12 - Aesthetic qualities and positive sensory experience			What are you doing here today? Necessary / optional / recreational activity?			What is this place lacking?		
<p>opportunities to participate in a variety of activities and experience the surroundings rest on how city space is designed to facilitate basic human activities under the sun, it feels good and natural.</p>									<p>ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.</p>														
			1 out of 10 as a place to spend time outside - too loud! ... I wouldn't spend time sat outside here even in summer - traffic is still too loud! ... Noise from traffic is the biggest threat or nuisance here.									3 out of 10 as a place to spend time outside. People just normally pass through. ... 3 out of 10 as a place to spend time - it's just a road for passing through to better parts of the city.						Working. On my way to work. On my way to work.			Nothing much - it is what it is!		
There's nothing to overly like here. ... I like the architecture - better in other places though.															I wouldn't spend time outside here - it's an ugly area. Lots of cars.			Hannah - I'm waiting for a friend, Victoria - on my way to the library.			Cycling! Cycle paths.		
I don't like much about this place.			Traffic is the biggest nuisance here - it's really noisy. I prefer quieter areas.															Stephan - going to work. Johanna - at work. Going home.			Needs more points of interest here. ... More shops.		
												6 out of 10 as a place to spend time outside. Maybe at the museum.						Doug - smoking outside restaurant.			More pubs and food and things to do!		
I like the attractions of the city.			It's pretty noisy here with the traffic.															Ashley - going to uni. Neil - walking to work. At work. I work at the cafe.			More sitting opportunities needed for people of older age.		
I like Blackwells and the Old College. ... I like Old College and the book shops next to it.															5 out of 10 as a place to spend time outside on Nicolson St/North Bridge, but 10 out of 10 for Chambers Street - much nicer. ... 3 out of 10 as a place to spend time at the junction of North Bridge/Chambers street.			George - coming from tutorial at university. Alex - coming from university. Anon - I'm here for work at Biblos.			More seating and shelter. Less traffic. ... More shelter from the weather.		
I do spend time here - I have several classes and go to the museum (National Museum of Scotland) and coffee shops ... I like the wide streets (Chambers Street) and very subtle hill.															I do spend more time here in summer. But if it's bad weather I don't go outside.			Tasha - working. Sarah - passing through.			Green stuff - trees, plants. ... Signage - lots of people get lost. ... Redirect tourist traffic - its too busy. ... A place for me to eat indoors where I can bring my own lunch.		
I like the college and museum [NMS]																		Oliver - walking home from the cinema. Man 25yrs ish - going home.			Amenities. It needs a theatre venue.		
The user interviews revealed that local landmarks such as the National Museum of Scotland, Old College, Blackwells and the other small independent book shops and interesting architecture were seen as attractions to the area. No users mentioned particular views or other features in the public realm that they found attractive. These findings show the importance of these features and aspects of the area, giving a local character which could be built upon to improve the public realm.			User interviews frequently highlighted the issue of traffic noise. This was seen as creating too much loud noise for this area to be an attractive place to spend time or stop and have a conversation. By reducing traffic speeds or volume this could be reduced. Traffic noise is primarily due to friction between car tyres and the road surface. In addition to reduce the number of cars and their speed (which would have a positive impact by reducing noise), another way to reduce traffic noise is to use a low noise road surface. For example two layered porous asphalt as opposed to HRA. However a weighing up of durability of road surface vs noise reduction needs to be balanced to prevent additional pot holes and hazards at junctions or where additional stress is placed on the road surface.			No opportunities for play, exercise or unfolding activities were either observed by researchers or reported by users. This highlights this street's role as a thoroughfare for vehicular and pedestrian movement rather than a place where more generous gathering spaces exist which would be more inviting for these types of activities beyond the necessary movement route. Places such as Chambers Street might be reimagined to replace some of the central car parking with more public realm, and enhanced might be made to other nearby squares for this purpose too.			This junction between North Bridge, Chambers Street, Nicolson Street and Infirmary Street was noted by researchers to feel very much dimensioned at the vehicular scale rather than human scale. Prevalence of railings and wide carriageway for cars and buses reduce the available space for pedestrians and cyclists. Street clutter is frequent and signs feel to have been designed with the car in mind. Whilst adjacent buildings and architecture offer some attractive features at a more human scale, these are hard to appreciate as there is little room for pedestrians to stop and notice their surroundings whilst being funneled through narrow railing-edged corridors. Those attractive architectural and retail features present could be much improved by giving more breathing room and space to pause for pedestrians.			There are currently few opportunities to enjoy the positive aspects of climate. Researchers noted a lack of space, infrastructure or quiet attractive settings to allow seating opportunities or more staying activities which might otherwise take place in more positive climatic conditions. Key to this is the narrow corridors of movement that are prominent features of this location. Some users did mention the National Museum of Scotland as a place they might sit and spend time outside - presumably on the steps - along the more generously proportioned Chambers Street. However, to build on these opportunities it is necessary to provide additional infrastructure in terms of seating and pedestrian priority areas which encourage use of especially Chambers Street during more favourable weather.			Researchers noted that the location around the junction of Chambers Street, Infirmary Street, North Bridge and Nicolson Street had poor sensory qualities in terms of noise and smell and poor street infrastructure design in terms of a car-priority environment, with railings blocking pedestrians path and creating pinch points and narrow movement corridors. Frequent potholes were noted and uneven surfaces restricting accessibility and creating a frustrating experience for those who are older or less mobile. Whilst there are some interesting architectural facades and detailing, particularly on higher floors or down Chambers Street these were hard to appreciate without places to pause and rest and observe these. Cyclists seem to struggle to navigate this junction and feel threatened by traffic, instead choosing to walk their bikes over on pedestrian crossings before continuing to ride. Frequent crowding of corners was noticed by researchers and creates problems navigating through busy pedestrian congestion.			Necessary - 24 Optional - 1					

USER INTERVIEWS:

LOCATION E HUNTER SQUARE

PROTECTION - How to minimize unpleasant experiences. It expresses our need to be kept safe from accident, insecurity and discomfort.			COMFORT - the quality of walking and staying in a place. It involves walking, standing and sitting as well as the possibility for seeing, hearing and talking. Playing and unwinding are also included. Opport good conditions. Pedestrians need to move freely, as well as stand and sit wh					
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
NICOLSON ST + CLERK ST								
E	16.01.2016	08.00	Traffic is okay, but there's a lot of it. ... The traffic is fine. ... There is a lot of traffic which I don't like.	10 out of 10 safe. There are a lot of people around. Though perhaps I'd worry about pickpockets. ... 9 out of 10 safe - why wouldn't I feel safe? ... I don't worry about crime here. 10 out of 10 safe - you hear Edinburgh is a safe city.	I'd spend time here, when I'm not working - it's a nice square, but not in the rain. ... If it's cold I walk quickly through here. ... We'd be here regardless of the weather - we're on holiday, but it is cold. ... This place needs cleaning.	If it's cold I walk quickly through here. ... Biggest nuisance here is tourists - there are too many of them. High Street is easy to walk through though and I like the square [Hunter Square]. ... It's difficult to pass around the bus stops.	8 out of 10 as a place to spend time outside. I'd spend time here, when I'm not working - it's a nice square, but not in the rain. ... 9 out of 10 as a place to spend time - I'd go to New Town instead. ... There's a nice atmosphere here and it's quite busy - I'd spend time here. ... There are tables outside round this area - I'd spend time sitting there. ... This place needs cleaning though.	I'd spend time here, when I'm not working - it's a nice square, but not in the rain. ... There are tables outside round this area - I'd spend time sitting there.
E	16.01.2016	12.00	3 out of 10 safe because of the traffic - the Royal Mile is fine though. ... The traffic is really noisy. ... Traffic is okay at the square.	10 out of 10 safe. But I don't know about at night. ... I worry a little about crime here.	I wouldn't spend time here [Hunter Square/Nicolson Street] exactly, but nearby. I use the cafes and eating places. I wouldn't spend time here in cold weather though or if it's raining. ... I would never sit outside here. Too much traffic, wind and litter. Maybe on the Royal Mile though. ... The biggest nuisance here is definitely the wind. ... The wind is the biggest problem here.	Stairs in Hunter Square make it difficult for push chairs. ... Yes, it's easy to walk through here.	I wouldn't spend time here [Hunter Square/Nicolson Street] exactly, but nearby. I use the cafes and eating places. I wouldn't spend time here in cold weather though or if it's raining.	I would never spend time or sit in the Square [Hunter Square]. I'd never use it in any way whatsoever. ... I would never sit outside here. Too much traffic, wind and litter. Maybe on the Royal Mile though.
E	16.01.2016	15.00	Cars drive pretty fast through here and are noisy. The biggest threat here is definitely cars and traffic. It dominates this place. ... Traffic is fine, it's okay. It's busy though. ... Cars should drive slower and we need cycle paths.	I feel 10 out of 10 safe. ... 10 out of 10 safe. There's a lot of people around. ... 5 out of 10 safe - I don't know, I don't really worry about crime, but traffic is busy.	Cars drive pretty fast through here and are noisy.	I like to walk through this way after work. It's easy to walk through. ... I think it's pretty easy to walk through here.	The square needs to be redesigned. I wouldn't often spend time here.	The square needs to be redesigned.
E	16.01.2016	17.00	Traffic is fine. Cars drive relatively slow so it's easy to cross the road.	I don't worry about crime here. 10 out of 10 safe.	2 out of 10 as a place to spend time outside - why would I?	I wouldn't spend time outside here but I sometimes go to the bars. Why would I stay here? I wouldn't use the square. ... There's no REASON to stay here.	I wouldn't even spend time here in summer. ... There's no REASON to stay here.	
E	16.01.2016	19.00						
E	19.01.2016	08.00	3 out of 10 safe. It's unsafe to cross the road. Traffic is definitely the biggest threat here. I don't like it - it's really bad.	I don't worry about crime.	0 out of 10 as a place to spend time outside. It's just a junction. The weather doesn't impact us - we're going somewhere.	It's not easy to walk through here - it takes a long time.	We wouldn't spend time here winter or summer, but in the Meadows yes.	We wouldn't spend time here, but in the Meadows yes.
E	19.01.2016	12.00	3 out of 10 safe - it's a busy junction. ... 7 out of 10 safe. When I'm crossing the street it's hard to get across in one go and I have to wait on the traffic island in the middle of the road. It feels a bit scary. I need two green lights to get across. ... Cars are dangerous for pedestrians and cyclists.	I don't go out at night. ... I'm not worried about crime, but I am about traffic accidents!	0 out of 10 as a place to spend time outdoors - there's no reason to and nothing to do here. ... 2 out of 10 as a place to spend time outside. ... I just walk through. ... I stay closer to home if it's raining [rather than coming here].	I just walk through here. I don't stop or spend time here. ... It's okay to walk through here I guess, but I find the crossing times a problem. When I'm crossing the street it's hard to get across in one go and I have to wait on the traffic island in the middle of the road. It feels a bit scary. I need two green lights to get across. ... Cars are dangerous for pedestrians and cyclists. ... I don't like having to stand on pedestrian islands.	I wouldn't spend time here, but I do go to the park.	I wouldn't spend time outside here, but I might stop and eat in the Meadows.
E	19.01.2016	15.00	Crime and traffic are the biggest issues here. ... I don't like all the bikes that go on the pavement at South Bridge.	6 out of 10 safe. There are lots of drunk and homeless people hanging out here. ... 6.5 out of 10 - I do worry about crime. I see a lot of crime happening here at night. ... 5 out of 10 safe. I don't worry too much about crime though. ... Crime and traffic are the biggest issues here. ... Crime is the biggest threat here. ... Crime is a worry.	I don't like this area - it's too ugly and dirty. 1 out of 10 as a place to spend time outside. ... I'd go to the Meadows if the weather was good [not here]. 4 out of 10 as a place to spend time outside.	It can be hard to walk through on the narrow path next to the kirk [The Tron].	I wouldn't spend time here - just come this way home. ... I'd go out in the Cowgate but wouldn't spend time outdoors here.	I might sit out here in summer. ... I'd never sit out here - worried about crime/traffic.
E	19.01.2016	17.00						
E	19.01.2016	19.00						
RESEARCH DIARY OBSERVATIONS			Traffic was observed by researchers to be very busy at most times of day, with many pedestrians crossing the junction and road at Nicolson Street without waiting for the signalised pedestrian crossing light. This is possible because of traffic congestion with vehicles stationary at busy times, and perhaps indicates a frustration with either the waiting times at signalised crossings or that these are seen as necessitating a diversion from their desire lines. Cyclists were observed by researchers frequently getting off their bikes and crossing over pedestrian crossings to avoid dangerous situations with cars, particularly when turning across traffic. This may indicate a feeling of vulnerability for cyclists in this environment.	Whilst there are benches in Hunter Square, researchers observed that these are made from stone and are therefore cold and unwelcoming for users to sit on.		Researchers observed large numbers of people carrying bags, suitcases, shopping, buggies. These people were hindered by uneven surfaces, location of drop kerbs out of pedestrian desire lines and pinch points. Only those people with push chairs and wheelchairs were observed using the drop kerbs, all others followed their more direct desire lines across the junction at Hunter Square. Many people were observed walking in groups - causing congestion on the pavement and frequent stepping into the road to pass other pedestrians on Nicolson Street. Other pinch points observed include bus stops which effectively narrow the pavement width and worsen this problem. Pedestrians were frequently observed by researchers crossing between the congested stationary traffic backed up down Nicolson Street rather than waiting for the pedestrian crossing lights which are often out of their desire line and would require a longer waiting time. Creation of an even level surface on Hunter Square/Blair St that prioritises pedestrians along their desire lines up Nicolson Street toward North Bridge and across the square would help facilitate walking routes in a more pedestrian friendly and accessible environment.		
KEY TRENDS			Traffic was observed by researchers to be very busy at most times of day, with many pedestrians crossing the junction and road at Nicolson Street without waiting for the signalised pedestrian crossing light. This is possible because of traffic congestion with vehicles stationary at busy times, and perhaps indicates a frustration with either the waiting times at signalised crossings or that these are seen as necessitating a diversion from their desire lines. Cyclists were observed by researchers frequently getting off their bikes and crossing over pedestrian crossings to avoid dangerous situations with cars, particularly when turning across traffic. This may indicate a feeling of vulnerability for cyclists in this environment. User interviews revealed that many users feel the traffic is a significant threat at this location. Users made comments that it feels like cars dominate this area, that the traffic noise is considerable and a reduction in car speed would be supported. Two older users expressed that they struggled to cross the street as they couldn't make it across the street in one green man and had to perch vulnerably on the traffic island in the middle of the road. Other users said they felt it was a dangerous environment for pedestrians and cyclists because of the traffic.	User interviews revealed a mix of feelings about crime in the area. Whilst many users gave a high score of 9 or 10 out of 10 for their perception of safety giving reasons such as 'Edinburgh is a safe city' or 'there are lots of people around', many others gave lower scores or cited fear of crime due to the presence of homeless people, pickpockets or those drinking in Hunter Square and around.	User interviews showed that some users felt Hunter Square and Nicolson Street needed cleaning as there are areas currently perceived as dirty. Other users mentioned wanting to spend less time outside either walking or staying when it is cold and rainy, presumably due to a lack of protection from these unpleasant sensory and climatic experiences. Additional shelter from wind and rain and innovative mechanisms to reduce littering such as 'Vole with your butt' cigarette bins and/or public waste bins linked to charitable causes (see precedents) could help mitigate these negative sensory experience and improve staying times and opportunities.	User interviews showed that some users felt the street environment was fine to walk through - with many of them treating this as a regular thoroughfare, however many also commented that the walking environment should be improved. Reasons given included narrow paths and pinch points, difficulty crossing the road, threatening traffic, difficulty getting past bus stops and pedestrian congestion on the pavements. Researchers observed large numbers of people carrying bags, suitcases, shopping, and with buggies. These people were hindered by uneven surfaces, location of drop kerbs far from pedestrian desire lines (for example at corner of Hunter Sq and Nicolson St) and pinch points (for example next to the Tron church). Only those pedestrians with push chairs and wheelchairs were observed using the drop kerbs, all others followed their more direct desire lines across the junction at Hunter Square. Many people were observed walking in groups - causing congestion on the pavement and frequent stepping into the road to pass other pedestrians on Nicolson Street. Other pinch points observed include bus stops which effectively narrow the pavement width and worsen this problem. Pedestrians were frequently observed by researchers crossing between the congested stationary traffic backed up down Nicolson Street rather than waiting for the pedestrian crossing lights which are often out of their desire line and would require a longer waiting time. Creation of an even level surface on Hunter Square/Blair St that prioritises pedestrians along their desire lines up Nicolson Street toward North Bridge and across the square would help facilitate walking routes in a more pedestrian friendly and accessible environment.	Many users interviewed stated that they would not spend time around Hunter Square/Nicolson Street but would instead go to other nearby destinations to spend time. Examples given included The Meadows and New Town as well as nearby cafes, bars and restaurants. Other users questioned why anyone would spend time at this location, citing a lack of things to do, a need for Hunter Square to be redesigned and the implication that the current street environment and square is not a place they would choose to spend time.	User interviews showed that very few people considered Hunter Square as a place they would sit, despite the presence of seating. Users gave examples of other nearby destinations where they would rather spend time. These included The Meadows, Royal Mile and other nearby green spaces as well as at cafes with outdoor seating on the Royal Mile. Users gave reasons for not spending time sitting in Hunter Square as because of the wind, traffic, noise, litter and fear of crime. Researchers also noticed that the seating in the square is made of stone and as such becomes very cold and uncomfortable in winter. Cladding seats in wood would be a simple more immediate action to make the environment more comfortable, however a more significant redesign may be needed to help make Hunter Square a more conducive environment for staying and sitting activities.

7 - Opportunities to see			8 - Opportunities to talk and listen			9 - Opportunities for play, exercise and unfolding activities			10 - Dimensioned at the human scale			11 - Opportunities to enjoy the positive aspects of climate			12 - Aesthetic qualities and positive sensory experience			What are you doing here today? Necessary / optional / recreational activity?			What is this place lacking?																										
<p>unities to participate in a variety of activities and experience the surroundings rest on how city space is designed to facilitate basic human activities under the sun. It feels good and natural.</p>									<p>ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experience of the place, including design and the quality of materials used. It is vital to create city spaces on a human scale, with fine details, good materials and good street furniture.</p>																																						
<p>Nice architecture. I like it here. ... I like the shops, cafes and things for students here.</p>									<p>Needs better cycling paths!</p>												<p>Andrew - going to work. Sam - walking to work. Two female tourists from China - on vacation.</p> <p>Needs better cycling paths!</p>																										
<p>I wouldn't spend time here [Hunter Square/Nicolson Street] exactly, but nearby. I use the cafes and eating places. ... I like that they tried to do something different here.</p>									<p>Traffic is noisy.</p>												<p>I would never sit outside here. Too much traffic, wind and litter.</p> <p>I would never sit outside here. Too much traffic, wind and litter. Maybe on the Royal Mile though.</p> <p>Kate - walking through. Family - out on a Saturday for leisure. Tourist - I'm out sightseeing.</p> <p>Karen - on my way home. Two tourists - visiting and looking round the area. John + dog - picking up the kids from a playdate</p> <p>Cars should drive slower. ... The square [Hunter Square] should be redesigned. ... We need more cycle paths!</p>																										
<p>I like that this place changes a lot. ... I like that its close to green areas. But the square needs to be redesigned.</p>																																															
<p>I don't like much about this place.</p>																		<p>The biggest threat here is definitely cars and traffic. It dominates this place.</p>			<p>Man stood in doorway - waiting for a friend.</p>			<p>Better weather / less snow. [shelter from these elements]</p>																							
																					<p>Mother + two children - on way to school.</p>																										
<p>I like the shops - Sainsburys. ... I like that its close to the Meadows.</p>									<p>Cars are dangerous for pedestrians and cyclists.</p>												<p>Jane - I'm on my lunch break. Nancy (older woman) - I'm walking the dog.</p>			<p>More pedestrian friendly junction. ... Better crossings with longer crossing times. More time to cross would make me feel safer.</p>																							
																		<p>I'd got to the Meadows if the weather was good [not here].</p>			<p>I don't like this area - it's too ugly and dirty.</p>			<p>Colour, trees, plants. ... Better lighting and more pavements. ... The road surface is bad. Needs improving. ... Make it cleaner and safer. ... Make it feel safer - there are lots of homeless and drunk people hanging out in the square.</p>																							
<p>Researchers observed large numbers of pigeons here which are fed by users. Researchers also observed that the square becomes very dark at night with poor lighting. During snow researchers observed significant numbers of passers by stopping to take photographs of the Tron Church roof covered in snow.</p>									<p>Researchers noted that traffic lead to high noise levels in the area.</p>									<p>Researchers observed that much of the street environment at Nicolson Street seems to have been designed to prioritise car and vehicular movement over and above pedestrians or cyclists. This in turn leads to a dimensioning of the street environment at a scale more suited to vehicles, rather than creating a more human scale environment. This was supported by user interviews, with one user commenting that it felt that traffic and cars dominated the space. Whilst the square should be a central gathering space for public life, this is currently very minimal, and despite stone seats being present these are not used to their full potential. The design of the square itself seems to have been dimensioned at a larger scale and could be improved. Creating a more pedestrian priority environment, with a redesign of Hunter Square to make it a place more conducive to longer stays, and introduction of good quality detailing including more trees, soft landscaping, seating, shelter and even surfaces and cleverly designed level changes could really strengthen public life at this location whilst also improve its function as a place and for movement on foot and by bike.</p>									<p>Whilst researchers observed a number of both formal and informal stepped seating opportunities in Hunter Square, these have perhaps been purposely designed to be uninviting for longer stays, with material choices primarily centred around cold stone. The impact of this, combined with a lack of shelter, loud traffic noise, and perception of crime, means that the area is not used to its full potential to enjoy positive aspects of climate. On sunny days some users were observed sitting on the seats here, however, most users interviewed stated they would never choose to spend time here over other more attractive nearby locations. Given its raised position and South facing aspect, this space does receive a lot of sun in more favourable weather and as such could be better built upon and improved to maximise on the positive microclimate whilst screening and creating a buffer to the busy noisy traffic on Nicolson Street. Research shows that even a visual screen to traffic can have a positive impact on reducing perception of noise in a public space, so a solution could include creation of a buffer (ideally incorporating soft landscape) to the main road.</p>									<p>User interviews revealed that many users feel that Hunter Square is dirty, smell, ugly, an undesirable place to spend time, with noise from traffic, exposed to the wind and rain, and with few reasons or activities to spend time here. In addition researchers noted that the significant level changes and steps through the square reduce its attractiveness and accessibility to all users, with people needed to actively decide to climb steps to reach the platform above. Through measures to reduce litter, creating a better buffer to the traffic and wind, increased shelter from additional trees, awnings or other means, and promotion of more active uses spilling out onto the square from nearby cafes and bars, this could be turned around. Improvement of design detailing to ensure drop kerbs are in pedestrian desire lines, widening of the path at the Tron church (if possible), creation of a long raised table at the junction of Hunter Square and Nicolson Street and other design measures (including a think of more attractive seating, introduction of soft landscaping where feasible) and programming of activities within the space this could be improved.</p>									<p>Necessary - 11 Optional - 1 Recreational - 4</p>		

DEMOGRAPHIC DATA

NICOLSON ST/CLERK ST | DATA

NICOLSON ST/CLERK ST			DEMOGRAPHIC COUNTS												
Key Location	Date	Time	0 - 10	11-18	19-25	26-35	36-45	46-54	55-65	65+	Male	Female	Additional Mobility Need	Other notes	
A	16.01.2016	08.00	0	0	16	11	1	4	4	1	17	21			
A	16.01.2016	12.00	4	2	43	30	9	10	13	13	68	56			
A	16.01.2016	15.00	1	4	62	36	19	5	7	6	65	75			
A	16.01.2016	17.00	0	2	40	40	8	10	5	0	43	61			
A	16.01.2016	19.00	0	2	63	31	20	14	1	6	65	74			
A	19.01.2016	08.00	1	2	20	18	12	11	3	0	29	36			
A	19.01.2016	12.00	2	6	23	25	17	13	12	5	44	55			
A	19.01.2016	15.00	15	24	13	15	10	6	3	3	33	41			
A	19.01.2016	17.00	5	8	43	40	24	13	7	0	60	75			
A	19.01.2016	19.00	0	2	38	35	12	5	2	1	50	44			

Key Location	Date	Time	0-10	11-18	19-25	26-35	36-45	46-54	55-65	65+	Male	Female	Additional Mobility Need	Other notes
B	16.01.2016	08.00	0	0	8	5	4	5	8	3	17	16		
B	16.01.2016	12.00	10	5	50	41	22	25	12	79	98			
B	16.01.2016	15.00	10	7	57	57	30	25	19	7	108	99		
B	16.01.2016	17.00	4	2	45	62	30	18	13	2	76	99		
B	16.01.2016	19.00	2	3	31	37	16	14	13	0	53	59		
B	19.01.2016	08.00	1	3	43	21	8	6	8	6	39	55		
B	19.01.2016	12.00	4	1	49	27	17	15	20	13	52	93		
B	19.01.2016	15.00	2	5	72	30	15	5	12	13	82	70		
B	19.01.2016	17.00	1	2	66	23	16	14	9	2	68	69		
B	19.01.2016	19.00	1	3	68	31	4	6	5	0	50	71		

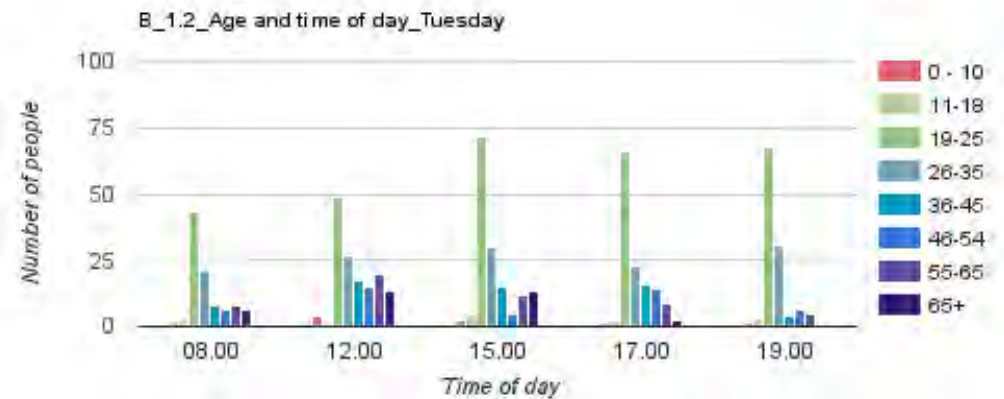
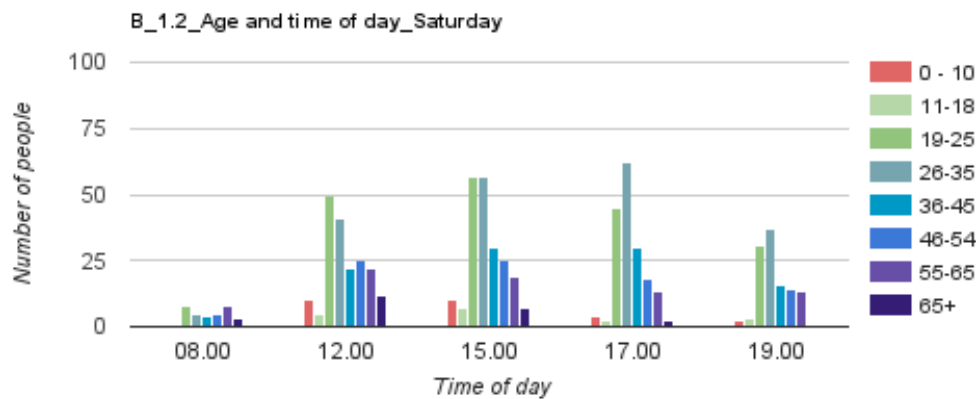
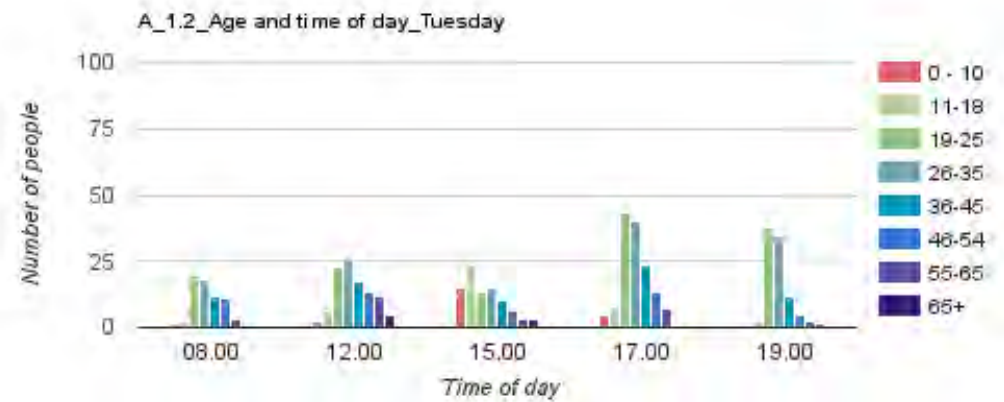
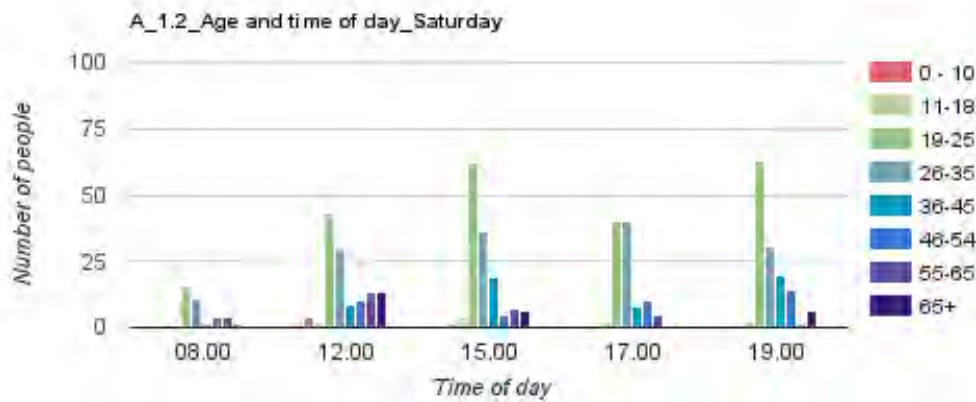
Key Location	Date	Time	0-10	11-18	19-25	26-35	36-45	46-54	55-65	65+	Male	Female	Additional Mobility Need	Other notes
C	16.01.2016	08.00	0	0	15	9	5	3	5	1	16	22		19-25: Young women with coffee, 36-45: mix of men and women, 55-65: older men.
C	16.01.2016	12.00	6	3	31	35	22	16	17	10	85	52		
C	16.01.2016	15.00	2	4	40	29	15	17	19	4	71	59	2	19-25: mix of women and men, 55-65: mostly men
C	16.01.2016	17.00	4	0	26	30	29	10	5	0	45	49		
C	16.01.2016	19.00	5	0	23	28	8	6	4	0	43	31	1	0-10: Parents and kids playing in the snow,
C	19.01.2016	08.00	5	20	21	15	17	14	4	0	36	34		
C	19.01.2016	12.00	5	0	27	27	20	18	13	16	55	63		
C	19.01.2016	15.00	3	0	36	25	19	13	7	6	57	48		
C	19.01.2016	17.00	2	1	29	25	19	14	7	1	49	51		
C	19.01.2016	19.00	0	0	32	16	10	6	3	1	39	30		

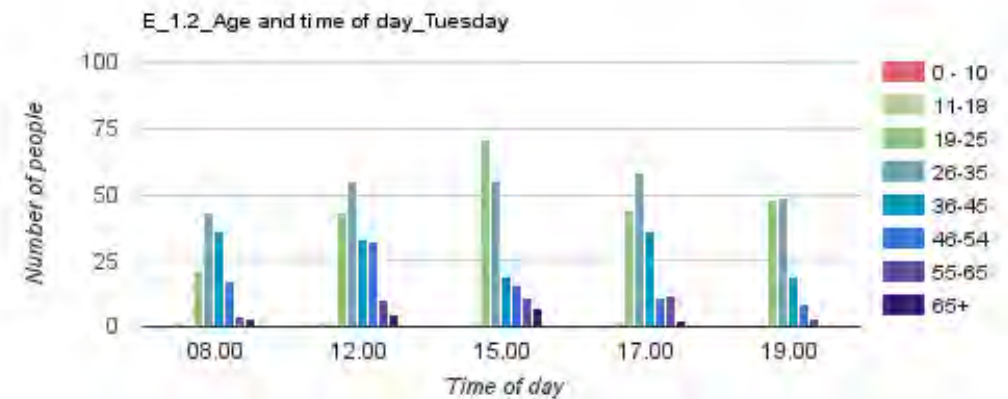
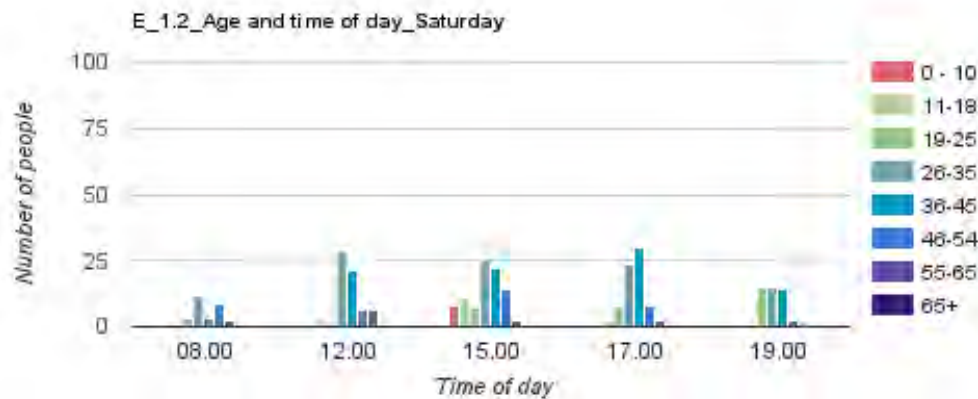
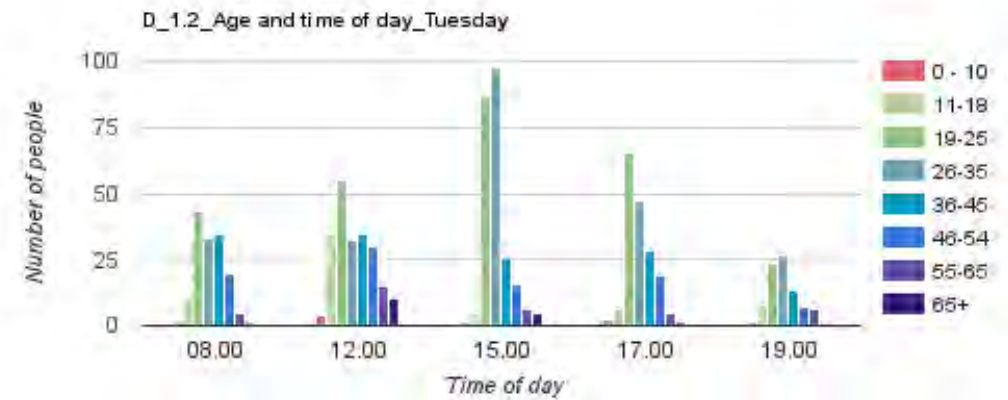
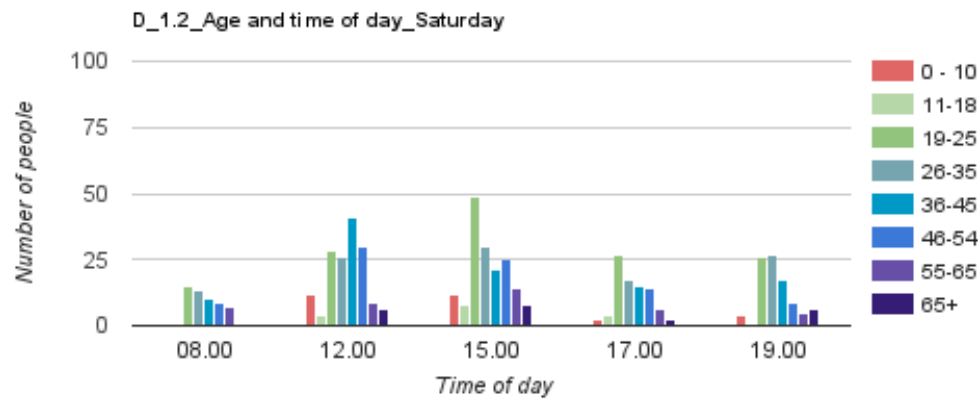
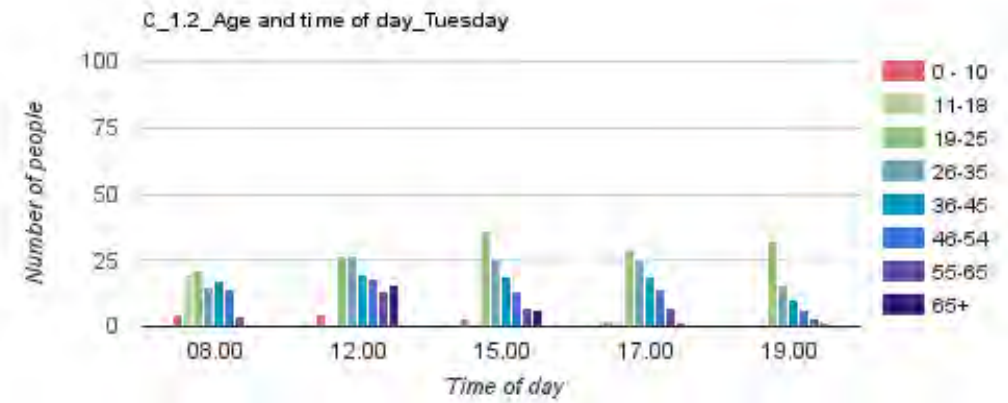
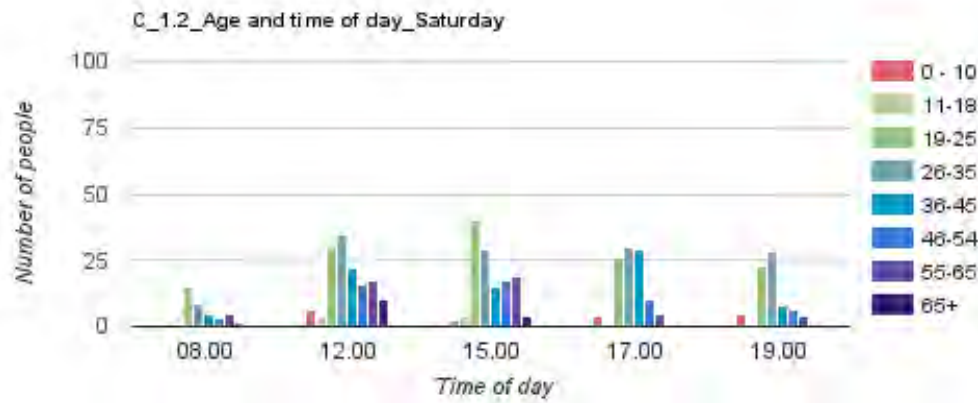
Key Location	Date	Time	0-10	11-18	19-25	26-35	36-45	46-54	55-65	65+	Male	Female	Additional Mobility Need	Other notes
D	16.01.2016	08.00	0	0	15	13	10	9	7	0	27	23		
D	16.01.2016	12.00	12	4	28	26	41	30	9	6	70	69		
D	16.01.2016	15.00	12	8	49	30	21	25	14	8	72	69		
D	16.01.2016	17.00	2	4	27	17	15	14	6	2	46	42		
D	16.01.2016	19.00	4	0	26	27	17	9	5	6	48	49		
D	19.01.2016	08.00	1	10	43	33	35	20	5	1	76	72		
D	19.01.2016	12.00	4	35	55	32	35	30	15	10	96	122		
D	19.01.2016	15.00	1	5	87	98	25	16	6	5	99	103		
D	19.01.2016	17.00	2	6	65	47	28	19	5	1	85	88		
D	19.01.2016	19.00	1	8	24	27	13	7	6	0	57	29		

Key Location	Date	Time	0-10	11-18	19-25	26-35	36-45	46-54	55-65	65+	Male	Female	Additional Mobility Need	Other notes
E	16.01.2016	08.00	0	0	3	12	3	9	2	0	16	13		
E	16.01.2016	12.00	0	3	1	28	21	6	6	0	35	29		
E	16.01.2016	15.00	8	11	7	25	22	14	2	0	36	44		
E	16.01.2016	17.00	0	2	8	24	30	8	2	0	41	34		
E	16.01.2016	19.00	0	0	15	15	14	2	1	0	21	28		
E	19.01.2016	08.00	1	0	21	43	36	17	4	3	57	68		
E	19.01.2016	12.00	1	1	43	55	33	32	10	5	82	99		
E	19.01.2016	15.00	0	1	71	55	19	16	11	7	100	80		
E	19.01.2016	17.00	0	2	44	58	36	11	12	2	73	92		
E	19.01.2016	19.00	0	0	48	49	19	9	3	0	73	56		

DEMOGRAPHIC DATA

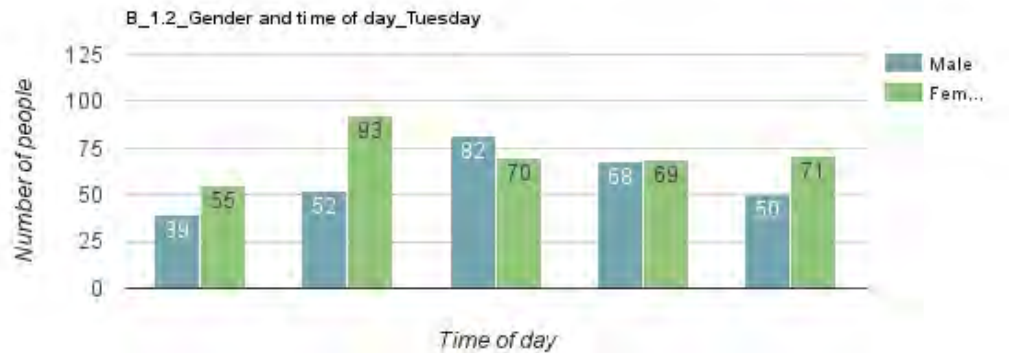
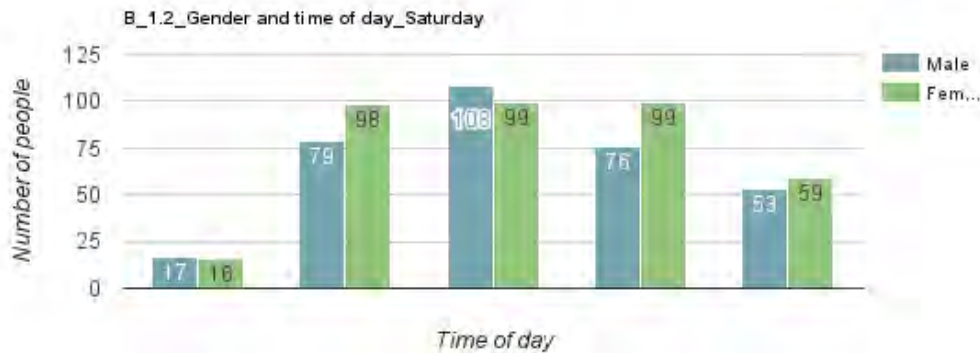
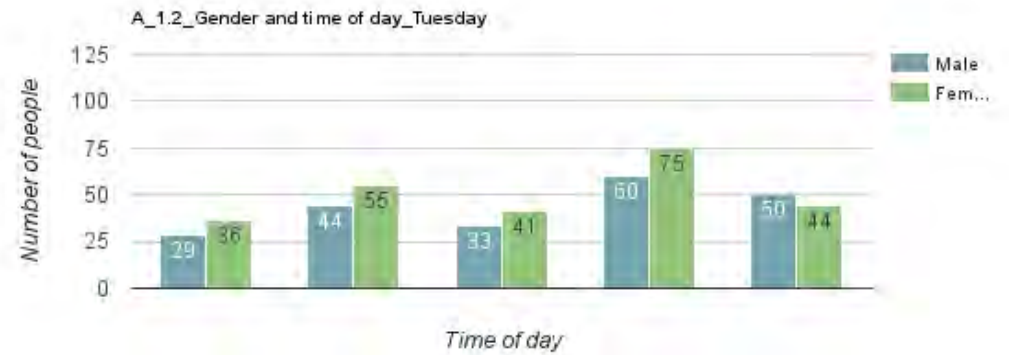
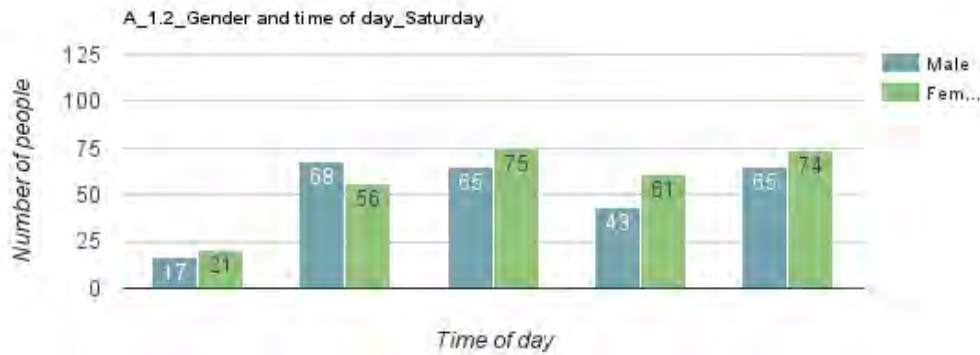
NICOLSON ST/CLERK ST | GRAPHS | AGE AND TIME

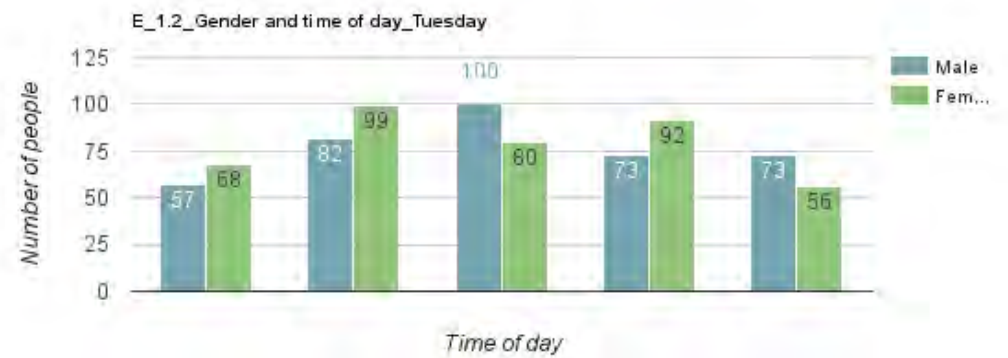
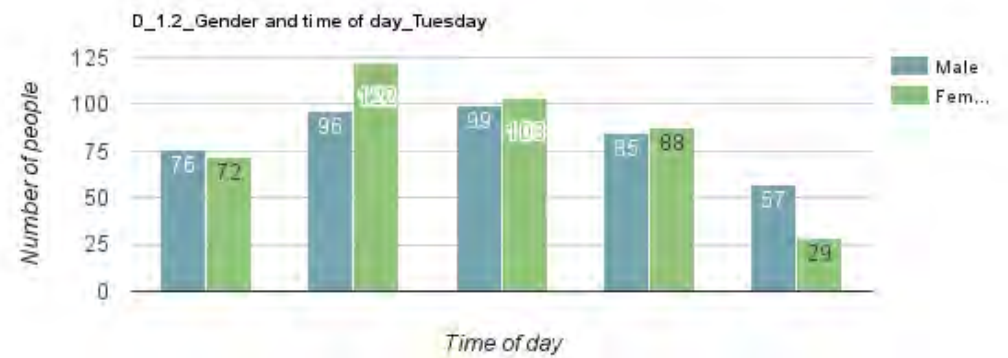
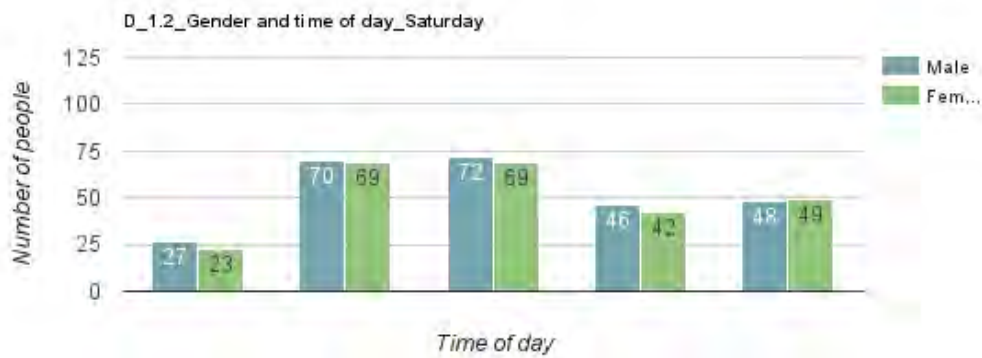
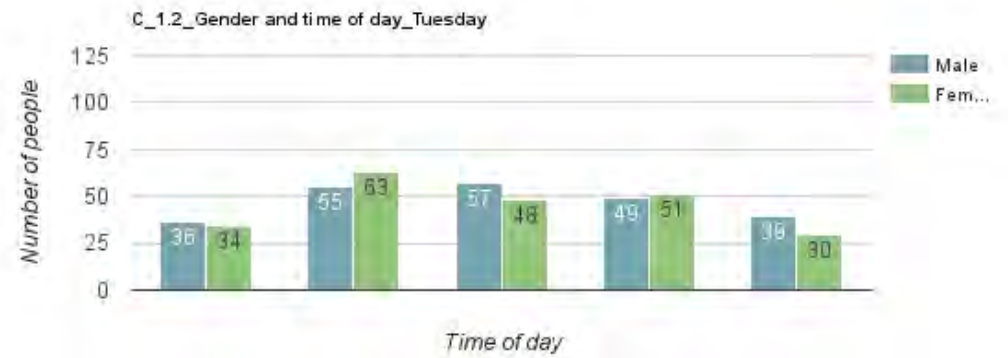




DEMOGRAPHIC DATA

NICOLSON ST/CLERK ST | GRAPHS | GENDER AND TIME





PEDESTRIAN DATA

NICOLSON ST/CLERK ST | DATA

NICOLSON ST/CLERK ST			PEDESTRIAN COUNT				
Key Location	Date	Time	Walking	Standing	Sitting	Playing	Notes
A	16.01.2016	08.00	13	1	0	0	
A	16.01.2016	12.00	65	3	0	0	
A	16.01.2016	15.00	109	14	0	0	
A	16.01.2016	17.00	89	3	1	0	
A	16.01.2016	19.00	73	1	0	0	
A	19.01.2016	08.00	37	0	0	0	Walking: incl. people standing on the imaginary line waiting to cross the street
A	19.01.2016	12.00	72	18	0	0	Standing: Some people were standing on my imaginary line, others were waiting to cross.
A	19.01.2016	15.00	66	0	0	0	Walking: more people were walking on the other side of the street.
A	19.01.2016	17.00	115	0	0	0	
A	19.01.2016	19.00	53	0	0	0	
RESEARCH DIARY OBSERVATIONS							

Key Location	Date	Time	Walking	Standing	Sitting	Playing	Notes
B	16.01.2016	08.00	21	0	0	0	Three cyclists
B	16.01.2016	12.00	122	3	1	0	
B	16.01.2016	15.00	157	6	0	0	Two cyclists
B	16.01.2016	17.00	113	0	0	0	
B	16.01.2016	19.00	102	8	0	0	
B	19.01.2016	08.00	37	4	0	0	General: Lots of people + cyclists moving from east to west, not captured as don't cross my "invisible line". Standing: two waiting to cross North/south, two waiting at ped. crossing over Nicolson St.
B	19.01.2016	12.00	177	44	0	0	
B	19.01.2016	15.00	220	50	0	0	Waiting to cross the road
B	19.01.2016	17.00	240	80	0	0	Standing: approx., could not count at same time as those walking.
B	19.01.2016	19.00	110	58	0	0	Light rain
RESEARCH DIARY OBSERVATIONS							

Key Location	Date	Time					
C	16.01.2016	08.00	12	0	0	0	
C	16.01.2016	12.00	83	6	0	0	Standing: Taxi drivers standing waiting next to taxis, people stop in doorways, people at bus stop
C	16.01.2016	15.00	120	4	0	0	Light snow, -1 degrees
C	16.01.2016	17.00	112	3	0	0	Light snow
C	16.01.2016	19.00	69	13	1	11	Heavy snow, playing, standing in snow, man sitting on bench in the park, people are playing in the snow in the park (all adults), two kids joins later
C	19.01.2016	08.00	25	0	0	0	
C	19.01.2016	12.00	85	0	0	0	
C	19.01.2016	15.00	65	4	0	0	
C	19.01.2016	17.00	128	2	2	0	
C	19.01.2016	19.00	56	0	0	0	
RESEARCH DIARY OBSERVATIONS							

Key Location	Date	Time					
D	16.01.2016	08.00	19	0	0	0	
D	16.01.2016	12.00	136	0	0	0	
D	16.01.2016	15.00	263	0	0	0	
D	16.01.2016	17.00	214	0	0	0	
D	16.01.2016	19.00	94	4	0	0	
D	19.01.2016	08.00	14	3	0	1	Playing: jogging
D	19.01.2016	12.00	240	27	0	0	
D	19.01.2016	15.00	168	10	0	0	
D	19.01.2016	17.00	171	28	0	0	
D	19.01.2016	19.00	55	8	0	0	
RESEARCH DIARY OBSERVATIONS							

Key Location	Date	Time					
E	16.01.2016	08.00	7	0	0	0	
E	16.01.2016	12.00	80	2	0	0	Standing: Standing seperatly waiting for someone
E	16.01.2016	15.00	140	0	0	0	
E	16.01.2016	17.00	122	3	4	0	
E	16.01.2016	19.00	52	2	0	0	Standing: Texting
E	19.01.2016	08.00	48	0	1	0	
E	19.01.2016	12.00	103	4	0	0	
E	19.01.2016	15.00	114	4	2	0	
E	19.01.2016	17.00	238	0	0	0	
E	19.01.2016	19.00	55	8	0	0	
RESEARCH DIARY OBSERVATIONS							



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