



PUBLIC LIFE STREET ASSESSMENT

STOCKBRIDGE

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+ NOW

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HERE+NOW is an Edinburgh-based landscape
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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 Stockbridge 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 Street, Bruntsfield and Morningside Road, Portobello and Nicolson St/Clerk St.

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 Stockbridge.

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 the Stockbridge town centre.

Research took place during January and February 2016 on both a weekday and weekend day (Wednesday, Sunday), 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 Stockbridge 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

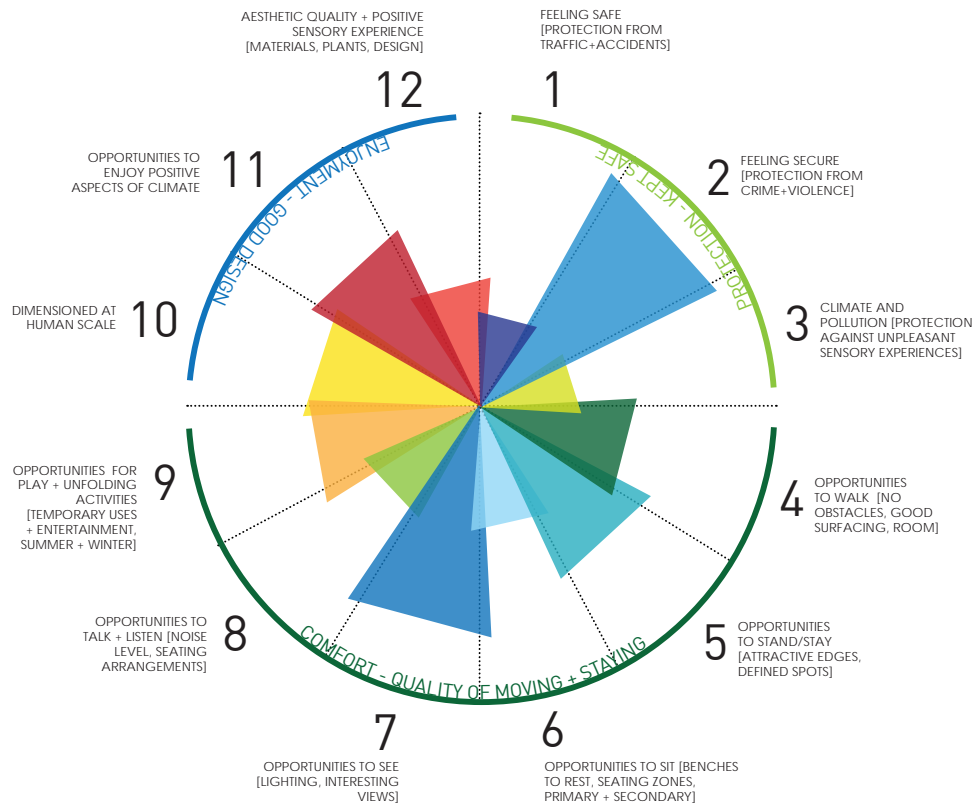
Place function for Stockbridge was established by synthesising the mix of data and results from the suite of qualitative and quantitative research methods used to assess the town centre, and analysing these findings against Gehl's 12 Quality Criteria. In doing so, this research found the Stockbridge town centre had mixed results in terms of place function, though overall it scored very well. Stockbridge scored favourably for feelings of safety from crime, opportunities to see, places to stand and stay, unfolding activities, opportunities to enjoy positive climates and dimensioning at human scale. However it scored less well for qualities including protection from climate and pollution, and feeling safe from traffic which, in combination with the dominance of parking spaces, was seen as one of the biggest factors hindering public life at present.

MOVEMENT FUNCTION

In terms of movement function, Stockbridge scored less well, with low scores for cycling movement, and only slightly better for pedestrian movement. Key issues were found to relate to cyclist perception of

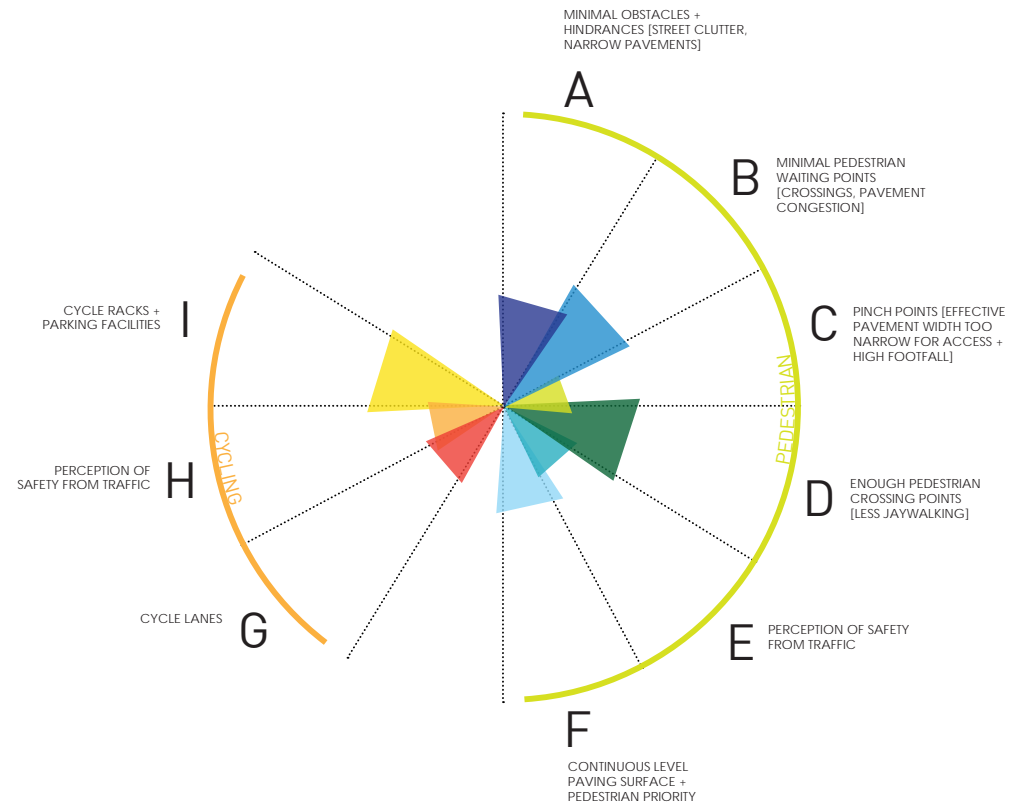
PLACE FUNCTION

ASSESSED AGAINST GEHL'S 12 QUALITY CRITERIA



MOVEMENT FUNCTION

BASED ON DIRECT OBSERVATION TECHNIQUES + USER INTERVIEWS



safety from traffic - with many cyclists walking with their bikes rather than cycle on the road and large amounts of car parking being prioritised over cycle lanes. Pedestrian movement function was found to be particularly lacking in terms of pinch points (particularly along Raeburn Place) and perception of safety from traffic with many users stating traffic was a threat to desired pedestrian movement and made the environment more hazardous to walk through or cross the road allowing free flowing pedestrian movement between both sides of the street and shops. 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 included walking to/from work, walking home or catching the bus. Whilst these are considered 'necessary' uses which would occur regardless of the quality of the built environment, there were also a smaller but still significant trend for more 'optional' and

'recreational' uses. These included those walking for leisure, walking the dog, meeting someone, visiting the Sunday market, and window shopping, which were smaller in number but still significant across the town centre. The impact of the mix of independent shops, Sunday market, and proximity to the Water of Leith for leisurely walking were found to have the biggest positive impact on public life.

More recreational and optional activities and public life could be encouraged throughout other parts of the town centre, particularly along Raeburn Place, by creating additional nodal gathering points and places to stop, pause and spend time. These are currently restricted by narrow pavements, street clutter, a large proportion of the carriageway devoted to parking and cars, and unrealised opportunities for increased public space at St Bernards Row and along Raeburn Place in particular.

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.

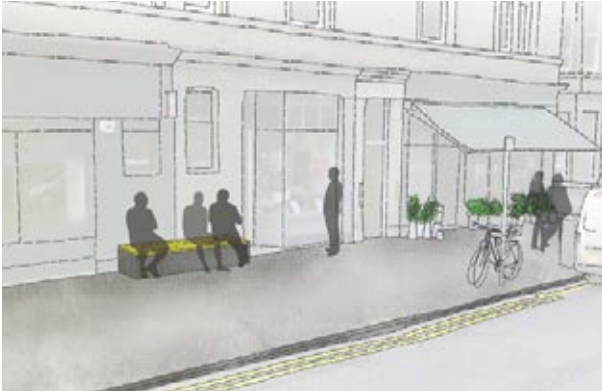
DESIGN RESPONSES AND NEXT STEPS

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.

STOCKBRIDGE: POSSIBLE DESIGN RESPONSES



Install a series of 'Chatty Benches' at key points through the town centre to encourage social interaction and provide places to rest.



Quick win - extend double yellow lines to ease congestion. Longer term - relocate bus stop against wall of public toilets to remove pinch point and create better space to view Water of Leith.



Creative interpretation, installations and signage to improve navigation and wayfinding, highlight character and history, and improve connection to Water of Leith.



Pilot - parklets take up 2 to 4 parking spaces at key points on Raeburn Place to increase public realm for pedestrians and promote outdoor seating and staying activities.



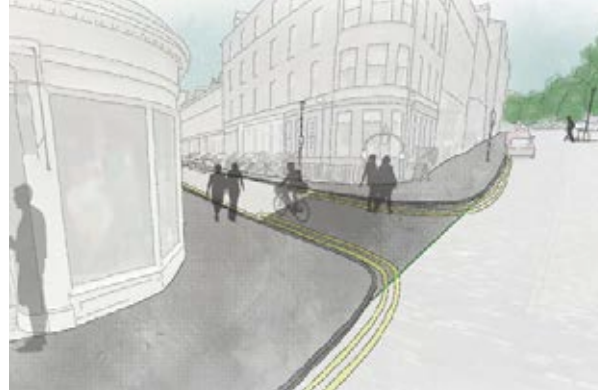
Pilot - test transformation of St Bernards Row outside Hector's as shared space with seating and raised planters. Longer term - monitor impact of pilot. Permanently redesign shared space plaza if successful.



Improve use of Jubilee Gardens for week-round activities and play. Introduce ground-sunk chess board or similar play opportunity that is free for all to use and encourages more public life Monday-Saturday.



Improve the junction of Leslie Place with the town centre with a signalised pedestrian crossing and raised table and junction surface to better prioritise pedestrians and increase accessibility.



Kerb extensions at minor roads with currently large corner radii, combined with raised tables help prioritise pedestrian movement and create more generous corner spaces.



Improve the North corner of Jubilee Gardens with improved and extended seating integrated around an enhanced and redesigned raised corner planter that also partially screens traffic. This redesigned corner planter features high canopy trees with lower sensory rich and attractive underplanting.



Reclaim Stock Bridge for public life. Widen the pavement in place of the left filter lane (observed to be infrequently used) to Hamilton Place, opening up possibilities for views to the Water of Leith, increased sitting and staying activities and extension of the Sunday Market to the bridge.



ANALYSIS

ANALYSIS

This section details the results and analysis of all data collected at each of the five locations within the Stockbridge 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

STOCKBRIDGE

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

- Friendly village atmosphere and strong sense of community.
- Compact non-linear town centre enables more of a nucleus of activity and identity.
- Nearby parks, walking routes, and green space including the Water of Leith, Inverleith Park and Botanic Gardens.
- Jubilee Gardens and Stockbridge Market - acts as central meeting place for public life within the town centre on Sundays.
- Positive architectural or historic character and features of interest - for example the gates for Old Stockbridge Meat Market.

WEAKNESSES

- Priority of vehicles over pedestrians, cyclists and place function.
- Narrow pavements in places - for example the South side of Raeburn Place.
- Prevalence of bollards effectively further narrows pavements and adds to street clutter.
- Bus stop locations often create pinch points, for example at Hamilton Place, and also Raeburn Place opposite Cheyne St.
- Poor quality and uneven paving surfaces can be difficult for less mobile users to navigate.
- Poor positioning and/or lack of enough signalised pedestrian crossings or drop kerbs/raised tables to facilitate movement on foot. For example lack of signalised crossing and drop kerbs/raised table at Leslie Place, poor position of drop kerbs at Cheyne St, narrow pavement corners insufficient to accommodate waiting pedestrians at junction with Hamilton Place.
- Excessive parking has been prioritised on both sides of Raeburn Place and throughout the town centre over a good quality environment for pedestrians and cyclists and higher place function.
- Lack of cycle facilities including dedicated bike lanes and enough cycle parking.

OPPORTUNITIES

- Remove bollards and introduce painted less intrusive mechanism to prohibit parking on pavements.
- Make a clearer connection to the Water of Leith to enhance wayfinding and promote this route via Stockbridge.
- Consider wall-mounted lighting along Water of Leith to promote its use via Stockbridge in darker Winter months.
- Extend pedestrian realm outside Hectors/ Stockbridge Tap to create a shared surface and room for outdoor seating in the currently disused end of St Bernard's Row.
- Reconsider Haugh St as a more dominant active transit route to Water of Leith, improving wayfinding and navigation.
- Potential for cohesive redesign of the patchwork of car parks at Veitch Square to create higher quality public realm.
- Develop an extended programme of activity for Jubilee Gardens on Mon-Sat to complement the Sunday market and help promote week-long vibrant use of this key public space.
- Open up views toward the Water of Leith and incorporate seating and places to spend time looking toward the river from Hamilton Place, the bridge, and Saunders St.

THREATS












- Heavy traffic weekdays at rush hour.
- Businesses/residents resistant to any reduction in parking.
- Perception of drivers that this is an arterial route rather than a place for people.
- A solution is needed to better tidy bins and remove these from cluttering the street.

OVERVIEW

STOCKBRIDGE

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 connection to Water of Leith 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 Raeburn Place for pedestrians
- 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 Stockbridge town centre has a mix of place function scores. For example, the town centre scored favourably for feeling secure (with almost all users expressing they do not worry about crime), opportunities to stand and stay (with the Sunday market acting as a major draw for public life as well as interesting local shops frequently stopped outside for window shopping), opportunities to see (particularly favourable views of local architecture and the Water of Leith from the bridge), and opportunities to enjoy positive aspects of climate. The town centre scored less favourably in terms of place function for feeling safe from traffic and accidents (with many users highlighting the busy junction at Kerr St/Hamilton Place feeling to be a threat due to car volumes, prioritisation of

vehicles and narrow corner pavements, as well as the prominence of parked cars and risk of traffic to cyclists and pedestrians crossing the road), and also for climate and pollution (with users commenting on lack of shelter, and a need for protection from air pollution associated with traffic).

Overall this gives the Stockbridge town centre a mixed place function. Whilst on the whole Stockbridge scored well, there are certainly some aspects which could be improved upon to increase the potential for public life and further enhance this place.

HIGH PLACE SCORE

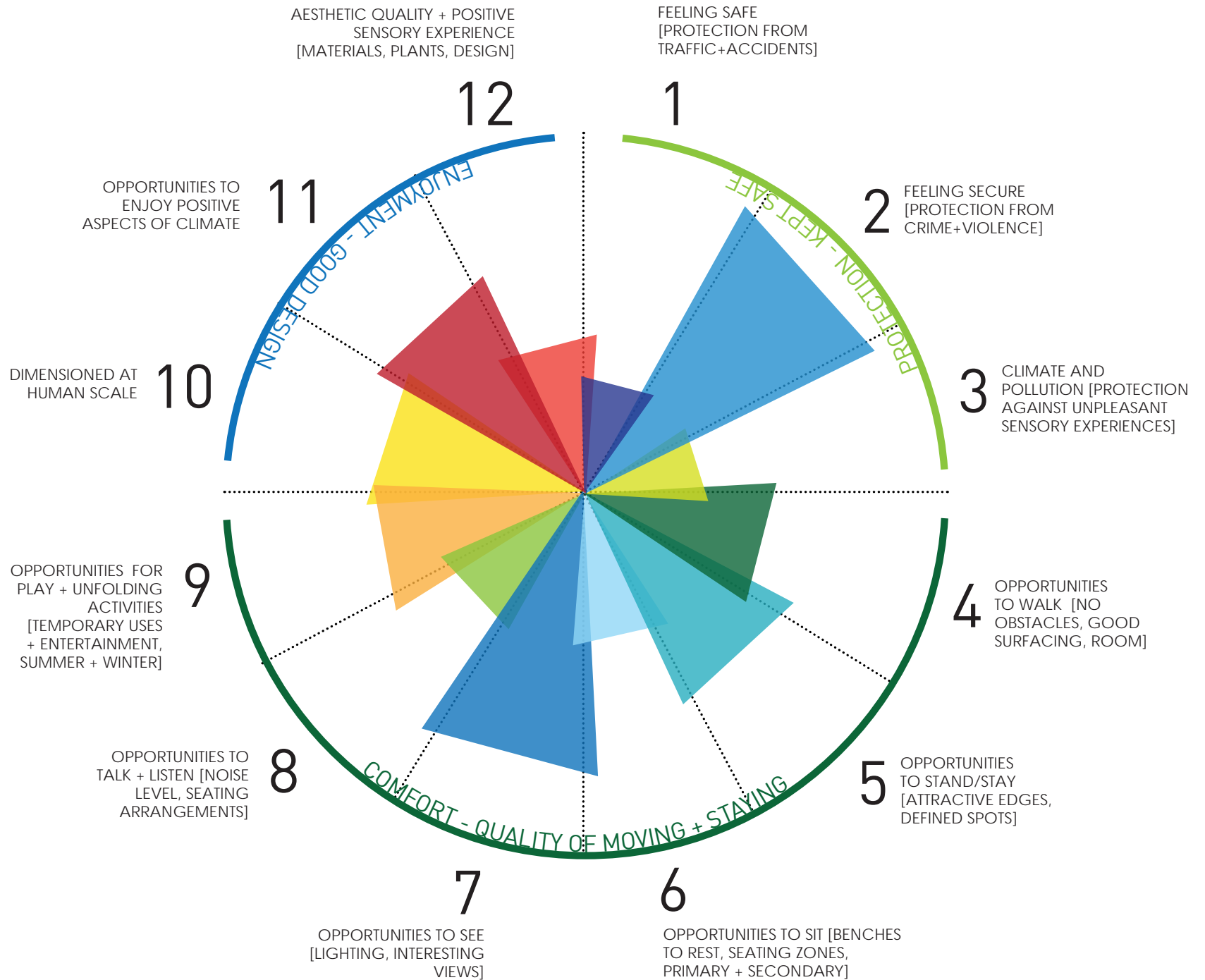
- Feeling secure - protection from crime and violence.
- Opportunities to stand and stay.
- Opportunities to see.
- Opportunities to enjoy positive aspects of climate.

MEDIUM

- Opportunities to walk.
- Opportunities to sit.
- Opportunities to talk and listen.
- Opportunities for play and unfolding activities.
- Dimensioned at human scale.
- Aesthetic quality and positive sensory experience.

LOW

- Feeling safe from traffic and accidents.
- Climate and pollution [protection from unpleasant sensory experiences].



MOVEMENT FUNCTION

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

The movement function of Stockbridge town centre has been assessed against those key aspects of both pedestrian and cycling movement that had been recorded through our data collection methodology of a mix of direct observation and user interviews. 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 Stockbridge town centre could be improved both in terms of pedestrian and cyclist movement functions. In particular, low scores for pedestrian movement function were found for obstacles and hindrances, pinch points, perception

of safety from traffic, and continuous level paving surfaces for pedestrians. Low scores were also found for cycle lanes as well as cyclists perceptions of safety from traffic. These low scores were due to a lack of dedicated cycle lanes, user interviews revealing both cyclist and pedestrian user perceptions of a threat from traffic, and frequent pinch points, obstacles and uneven pavement surfaces - particularly along the South side of Raeburn Place and at the junctions at both Leslie Place and Hamilton Place/Kerr St.

Medium scores were found for minimum pedestrian waiting points, enough pedestrian crossing points and cycle racks. These elements scored better due

to slightly improved pedestrian walking conditions along the North side of Raeburn Place with fewer waiting points and some pedestrian crossings. However these factors could be improved across the town centre. Equally, whilst some cycle racks were present in the town centre these were observed to be very much over capacity frequently throughout the day showing that supply currently does not meet demand.

Improving these factors relating to pedestrian and movement function will help promote more active transit choices through the town centre, with a positive benefit to public life.

HIGH MOVEMENT SCORE

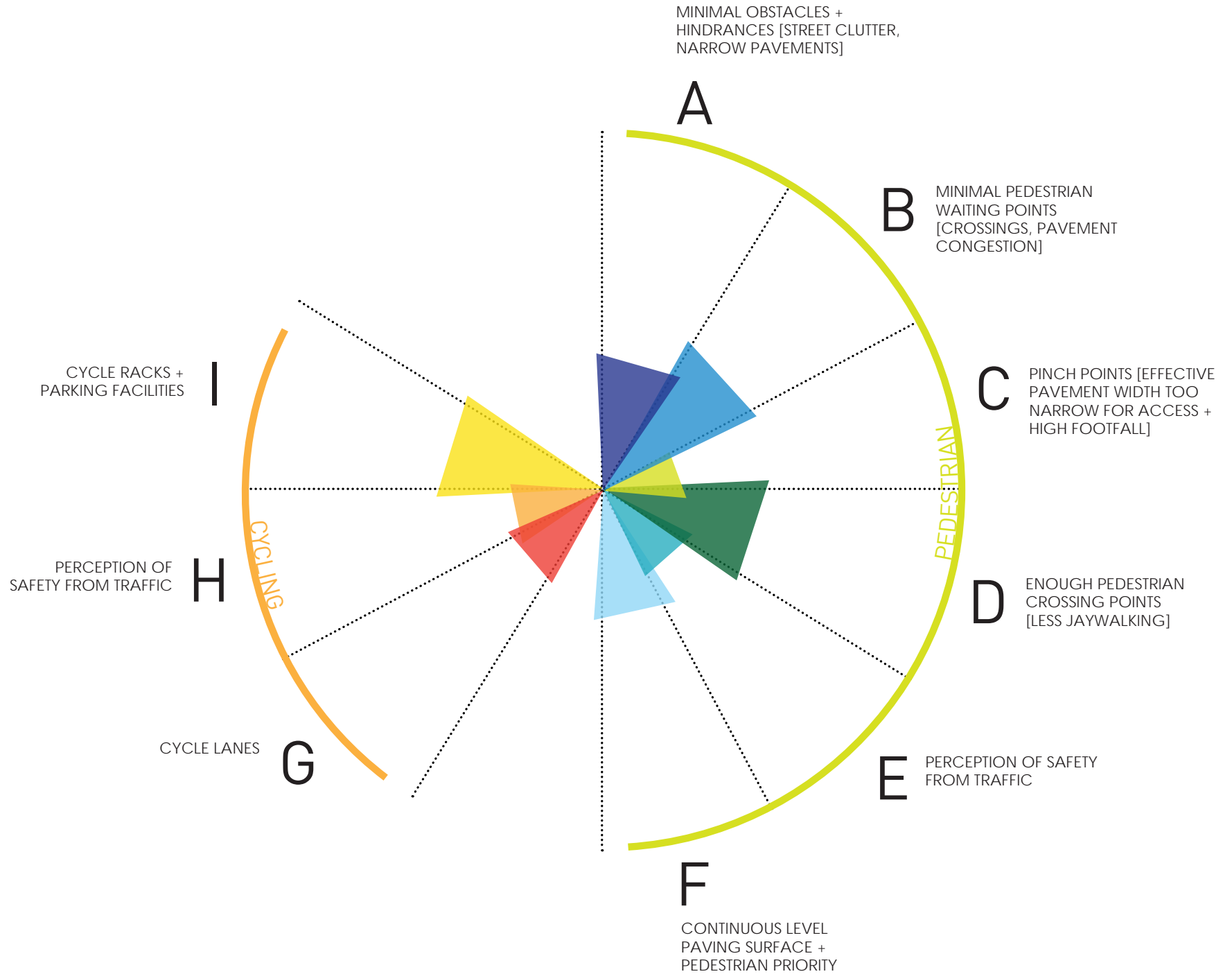
- None observed from research results.

MEDIUM

- Pedestrians - minimal pedestrian waiting points.
- Pedestrians - enough pedestrian crossing points.
- Cyclists - cycle racks and facilities.

LOW

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



LAND USE STUDY

OVERVIEW OF TOWN CENTRE

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

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

Stockbridge town centre was found to consist primarily of smaller shops and eating places. There was a majority of homeware shops, cafés and bakeries, all of which were observed to be very active during daytime.

Most noteworthy in the Stockbridge town centre was the overall theme of "lifestyle" with a creative touch to many shops and retail land uses. For example artistic cafés, food delicatessens and smaller artistic decorations for the home. This focus on lifestyle, homeware and creative high-end gift shops and establishments may indicate the area's socioeconomic status. A very limited number of vacant shopfronts were observed in Stockbridge, resulting in very active facades on the whole and a feel that this is a vibrant and cared for place that is desirable to be.

Bars, pubs and restaurant were primarily located in the northern part of Stockbridge whereas the cafés were found to be more spread out throughout the town centre. Homes facing directly onto the street at ground level were found in bunches throughout the town centre. These were noted especially down side streets with ground level direct frontage onto the street but also in the southern part of the town centre where they were found to be withdrawn from the street with low fences, hedges and smaller gardens. Even though these frontages are inactive in terms of public use, they are well maintained, and the gardens add green detailing to the street layout.

During the week, the Jubilee Gardens is an unused space, but on Sundays, it is home for the popular Stockbridge Market. Nearby the Jubilee Gardens there are public toilets which are a well-used facility.



SHOPS

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

OVERALL LAND USE STUDY RESULTS





● ASSEMBLY + LEISURE
(for example churches, doctor
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 Stockbridge town centre to gain insight into how 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 interaction with the street), 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.

Overall, the Stockbridge town centre could, with its older facade structure and great diversity of high quality frontages, be considered as having almost exclusively active facades compared to the other town centres where research was conducted. This is extremely beneficial for public life. However there is still a variety of facades within the Stockbridge

area, and some of these facades are more 'active' and 'friendly' than others.

Most facades found were either active (1) or friendly facades (2). There is a significant variation in the function and aesthetic of facades throughout the town centre, with small 'secret' passages (such as St. Stephen Place and the 'Stockbridge Market' gate and lane) as well as other hidden features. The detailing is rich and the facades change often, making for an exciting city centre to walk through.

Whilst some facades are stepped back from the street to make space for stairs and activities in the basement, these facade still seem friendly, because the public are still able to and invited to engage in activities such as window shopping or to take a peek inside, and there is plenty for detailing

with signs, plants and window displays. Especially window displays are important here, and where these are not present, the facade is reduced in quality and may instead be categorised as 'boring' instead. For comparison; where there is housing in Stockbridge, it is often withdrawn from the street with a garden or fence instead creating a semi-private space and frontage to the street instead (3). These types of facade were also categorised as 'boring' due to the limited interest and activity possible for those passing.

The layout, details and human actions visible in the neighbourhood indicate Stockbridge town centre to be a safe area. For example Hamilton's Bar and Kitchen on Hamilton Place, and some homes have pots and plants outside, indicating a lack of fear of theft (4). At the same time, it adds detailing to the view of the street.



1: Active: Around I.J. Mellis and Stockbridge Kitchen there are both friendly and active facades with detailing.



2: Friendly: View down St Stephen St is a good example of friendly facades present in the town centre.



3: Boring: Whilst attractive, housing is often withdrawn from the street and has a garden or fences facing the street but with little activity.



4: No 'inactive' facades. Instead, Hamilton's Bar and Kitchen and some of the homes have pots and plants outside, indicating perceived low risk of crime.

OVERALL FACADE STUDY RESULTS



ACTIVITY STUDY

OVERVIEW OF TOWN CENTRE

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

As the land use study has shown, the Stockbridge town centre has a diverse range of land uses, including a large number of smaller shops and eating places. These are primarily open between 9am and 6pm, with some coffee places open earlier in the morning (7am-9am), and some open later in the evening (10pm-late). The restaurants, bars and pubs are primarily situated in the northern part Stockbridge and open later in the day and evening. Takeaway places are spread throughout the town centre and similarly open in the evening.

The land use study combined with this hours of activity reveals that the Stockbridge town centre is more active (and therefore likely to be busy with more public life) during daytime hours (9am-6pm) when the majority of shops, cafes and eating establishments are open. There was found to be less but still ongoing activity in the evening and after 10pm though this is less dominant and may result in less public life at these times.

This activity study of Stockbridge has also shown that the town centre has a weekly rhythm, with many of the shops and cafés having one or two closed days, usually Monday or Tuesday (a few are closed on Sunday) and the weekly activity peak on Sunday with the organisation of the Stockbridge Market, and to a lesser degree, Saturday.



PLACES OPEN 7AM - 9AM



PLACES OPEN 9AM - 12PM



PLACES OPEN 12PM - 6PM



PLACES OPEN 6PM - 10PM



PLACES OPEN 10PM - LATE

DEMOGRAPHIC ANALYSIS

STOCKBRIDGE

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

Overall, men and women were nearly equally represented in the Stockbridge town centre, with 51% men to 49% women. This may indicate a high perception of safety by users in this street environment as equal representation of women and men in the public realm at all times of day and evening can often indicate users - regardless of gender - feel safe to out and about.

Regarding age, 26-36 year olds were found to be the most dominant group observed in the street, making up 24% of all users across the town centre. This group were followed by those 36-45 years old who made up 18% and people between 18-25 years (also 18%) of people visually represented in Stockbridge town centre.

What is interesting about the demographic results of Stockbridge is the high representation of people in the age groups 55-64 and 65+. Each of these age groups accounted for 10% of people observed in the street. This broad representation of different age groups indicates that the town centre already speaks to and offers activities for a wide age group and that future adjustment should aim to support this development.

LOCATION A

Females and males were almost equally observed during the week. Slightly more males (51%) were observed at Location A than females (49%) in total, however especially during the weekend this trend reversed with more females observed than males. Researchers observed that on weekend mornings it is primarily men who are visibly represented in the street, often taking dogs for a morning walk.

During the week, all age groups were represented at Location A. However, especially 26-35 year olds were active at this location, with this trend particularly significant on Sunday at 12pm and 3pm. Those aged 36-45 years old were the second most significant group at this time. Young children were observed to be most present at the weekend around lunchtime and early afternoon, with only a few younger children observed during the week (mostly at 3pm when school finished). Children aged 10-18 years were observed primarily on weekdays in the morning on their way to school and late in the afternoon. The 55-54 and 65+ year old age groups were most visually represented at Location A on weekdays and weekends, especially around noon on weekends and around noon and early afternoon during weekdays.

LOCATION B

At Location B slightly more females (54%) were represented than males (46%). During the week, all age groups were represented. The area is exceptionally busy during the opening hours of the local market on Sundays (10am-5pm), with researchers noting that Stockbridge market

attracts a lot of people, especially families with smaller children and buggies.

Location B seems to be a key location during both weekdays and weekends due to the regular flow of people of all ages. The change during weekday evenings is noteworthy however, where an increase in numbers of people aged 26-35 years was observed. Researchers noticed that many users at this location seemed to be on their way home from work.

Young children and children in the age group 10-18 years were observed primarily on weekdays in the morning on their way to school and in the afternoon on their way home. People in the age group 55-54 and 65+ years were visually represented at all times during the day on both weekdays and weekends.

LOCATION C

Both females and males were observed during the week with slightly more females (51%) represented than males (49%).

During the week, all age groups of adults were represented at Location C, though the group most visually represented were 19-35 year olds. Analysis of data shows a trend for young children to be particularly visually represented at Location C during the day (10am, 3pm, 7pm) on both weekdays and weekends. It was also noticed by researchers that the amount of children and parents passing by increases at around 8.30am on weekdays compared to earlier or later times. Children aged 10-18 years were especially represented in the morning (at the 8am time slot) on weekdays on their way to school.

During the weekend, pedestrian flows at Location C were similar to those observed at Location B. Researchers noticed that the public toilets were actively used at all times, but particularly whilst the market was open on Sundays.

LOCATION D

Both females and males were observed during the week with a slightly more males (52%) represented than females (48%).

During the week, all age groups are represented, but those most visually represented were 26-35 year olds. The number of children passing Location D on weekday mornings at the 8am timeslot and during the afternoon at 3pm and 5pm were also of note. This same pattern was also observed for children aged 10-18 years, who were also observed in the morning (at the 8am research slot) and during the afternoon (at 5pm). Those aged 55-54 and 65+ years were visually represented at Location D on weekdays and weekends at this location, particularly around noon and first thing in the afternoon on weekends, as well as all day during weekdays.

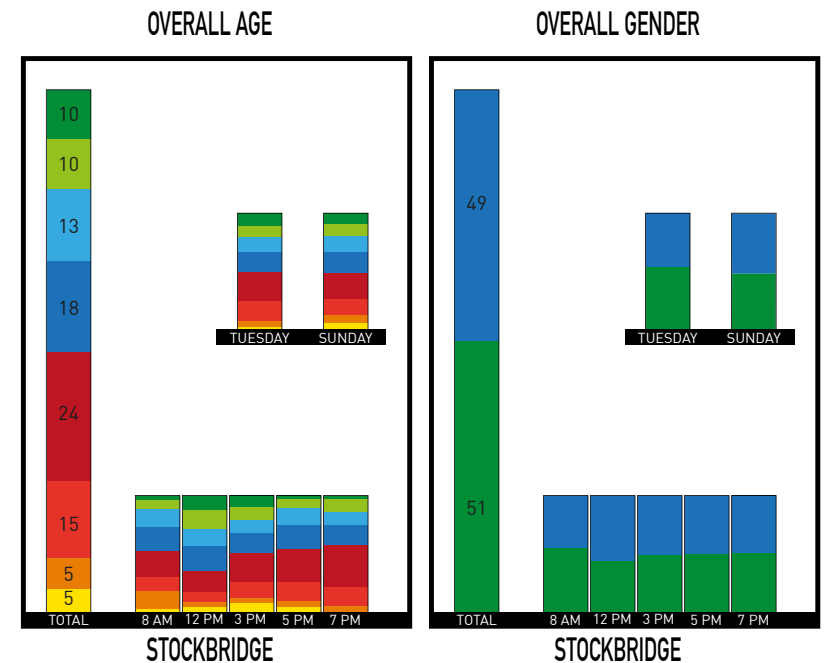
LOCATION E

Both females and males were observed and were equally represented (50%) at this location during the week.

During the week, all age groups were represented at Location E. Those aged 55-54 and 65+ years old were particularly represented at this location

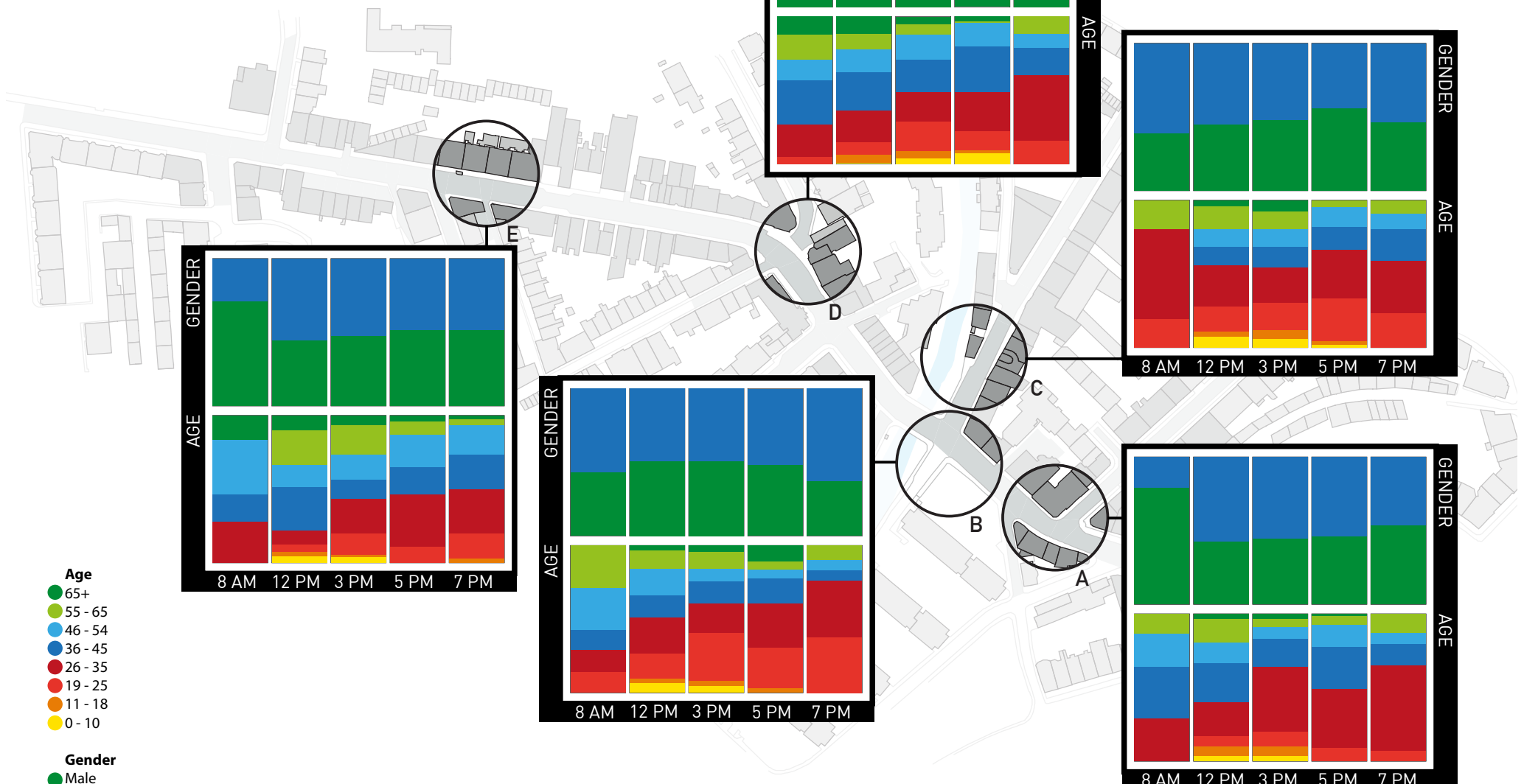
on weekdays and weekends, especially around noon (at the 12pm research slot) and early in the afternoon. On weekdays the 36-45 year old age group also stood out as popular users of the street environment at Location E.

Children in the age group 10-18 years were observed primarily on weekdays in the morning on their way to school, in the afternoon on their way home, and around lunchtime and early afternoon at the weekend.



SUNDAY 31 JAN

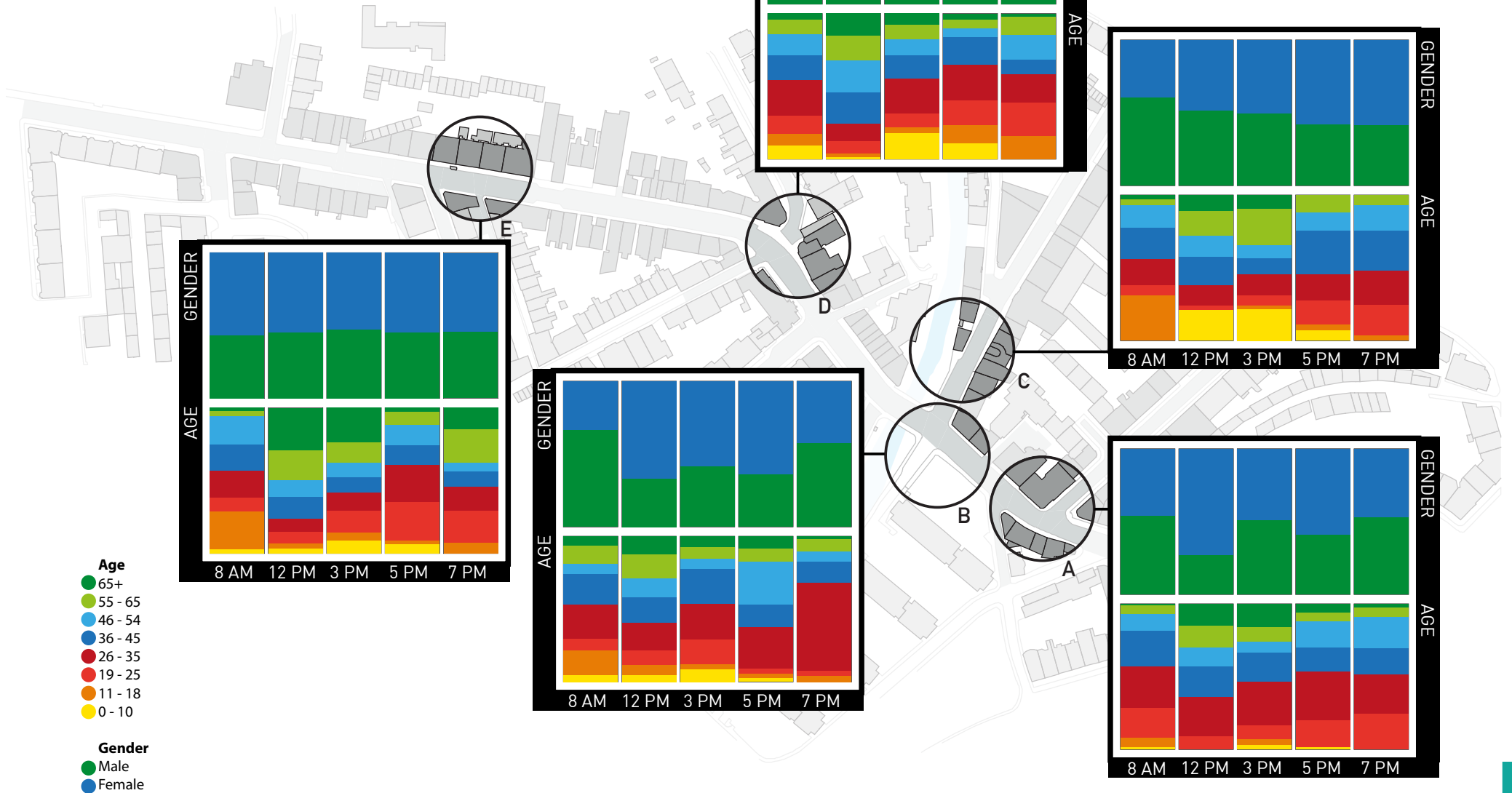
DEMOGRAPHIC ANALYSIS
STOCKBRIDGE



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

WEDNESDAY 3 FEB

DEMOGRAPHIC ANALYSIS
STOCKBRIDGE



PEDESTRIAN ANALYSIS

STOCKBRIDGE

Researchers conducted pedestrian counts for a timed ten-minutes at each of the five locations in the town centre at each of the time slots on the two research days. By registering how many people are passing each location, it is possible to get a picture of the daily rhythm of the town centre. The following map and graphics summarise this data from the pedestrian count.

Stockbridge was found to be most active on weekdays, though the difference between weekdays and weekends was small. The town centre was active with pedestrian movement at all times of day, though this flow peaks in the afternoon (around 3pm). The town centre is, in general, less active with pedestrian movement earlier in the day (8am) and in the evening (7pm).

The average number of pedestrians observed per day in Stockbridge was found to be lower than for the two town centres studied in the Lot One Street Assessments - Bruntsfield and Morningside, and Leith Walk and Great Junction St. There are a few possible reasons for this. For example, less pedestrian activity in Stockbridge may be due to a dominance of other forms of transport, though it seems more likely this is due to the town centre being smaller in size with fewer people to draw on for local shopping and because it used less as a movement route and more as a place to spend time within itself.

Overall, Location B near the market place was found to be the most active. Pedestrian movement at this location peaks at noon (12pm) and in the afternoon (3pm). This pattern is also more or less observed at the other locations in Stockbridge, and may indicate the combination of the market (open 10am-5pm on Sundays) and range of shops (mostly open during

the day) support pedestrian activity throughout the rest of the town centre too. The amount of people counted was slightly higher at Locations D and E, indicating that the centre of pedestrian activity in Stockbridge is positioned north of the market place. Weekend and weekday mornings and evenings were very quiet though there is a relatively consistent flow of people during the day.

LOCATION A

There is a mostly constant flow of people passing Location A during weekdays, increasing slightly in the late afternoon (5pm). During the weekend, the activity peaks at noon, which could be explained by people walking towards the market. In the morning and evening, Location A was very quiet, with, for example only one person passing on Sunday morning. Researchers noticed larger numbers of people frequently walking to the Starbucks on the nearby corner to buy coffee and then walk back towards the centre of Stockbridge. As these pedestrians did not pass the 'counting line' at this location many of these pedestrians do not appear in the numbers counted.

LOCATION B

Location B is placed at the corner of Jubilee Gardens in front of the marketplace. During the Stockbridge market on Sunday, the location was very active and researchers observed around 200 pedestrians passing at both 12pm and 3pm. In the morning and after the market was closed the location was quiet again. During weekdays Location B was most active in the morning and the afternoon, at 8am and 5pm when many people were walking towards and home

from work. Researchers noticed that many people passing were walking alone with headphones on or parents together with children.

LOCATION C

The pattern of activity at Location C (Hamilton Place) is similar to Location B, but with fewer people passing by. When the market is open more pedestrians were observed, with researchers noticing that the market's customers make use of the public toilet at Location B. During the weekdays Location C is most active in the morning and mid afternoon, times when parents and children are walking towards and home from school.

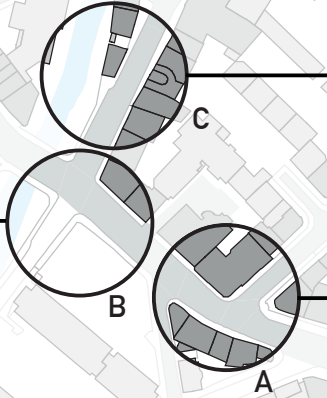
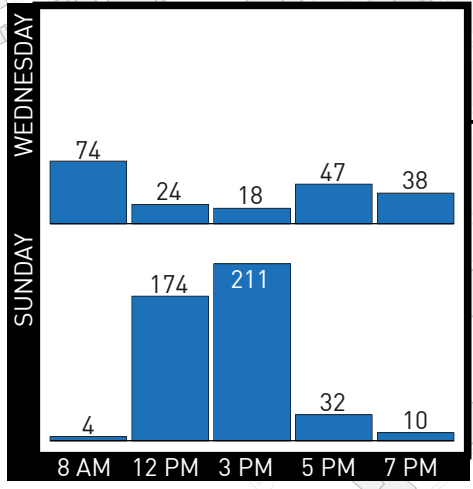
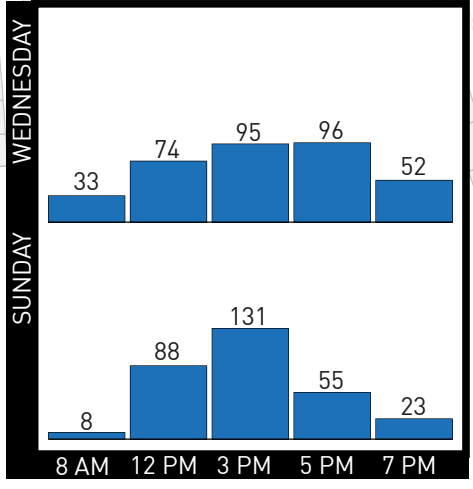
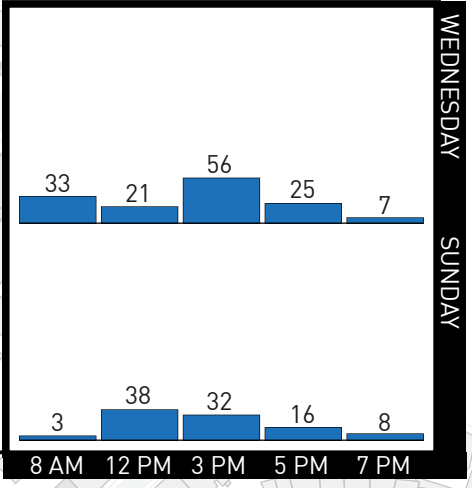
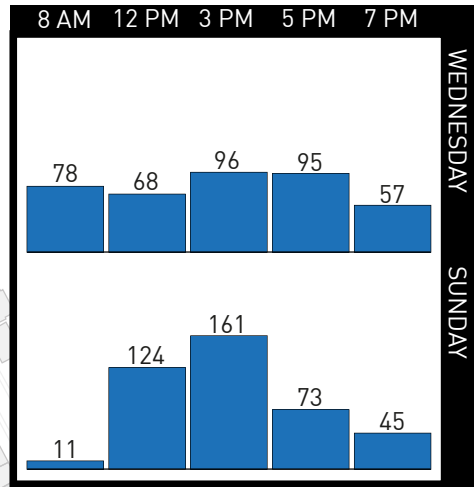
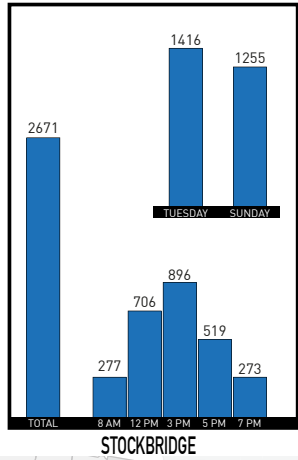
LOCATION D

Location D at St Bernard's Row was active at all times during weekdays with a nearly constant flow of pedestrians passing, however this decreases slightly during the evening. During weekends, this location was very quiet in the morning but increases during lunchtime and peaks mid afternoon at 3pm. After this time it gets quieter during the evening.

LOCATION E

Location E is relatively active at all times on weekdays, with a peak in the afternoon but is less busy in the morning and the evening. During weekends, the location is very quiet in the morning but increases during lunchtime in the lead up to a peak at 3pm, and is then gets quieter in the evening.

OVERALL PEDESTRIAN COUNT



TEST WALKS

STOCKBRIDGE

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 collection of observations and thoughts relating to each researchers' experience of the Stockbridge 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 first observations that emerged from the test walks was the presence of a community atmosphere created by human-scale independent shops and seemingly friendly people occupying the streets. Even though it was a cloudy and cold day

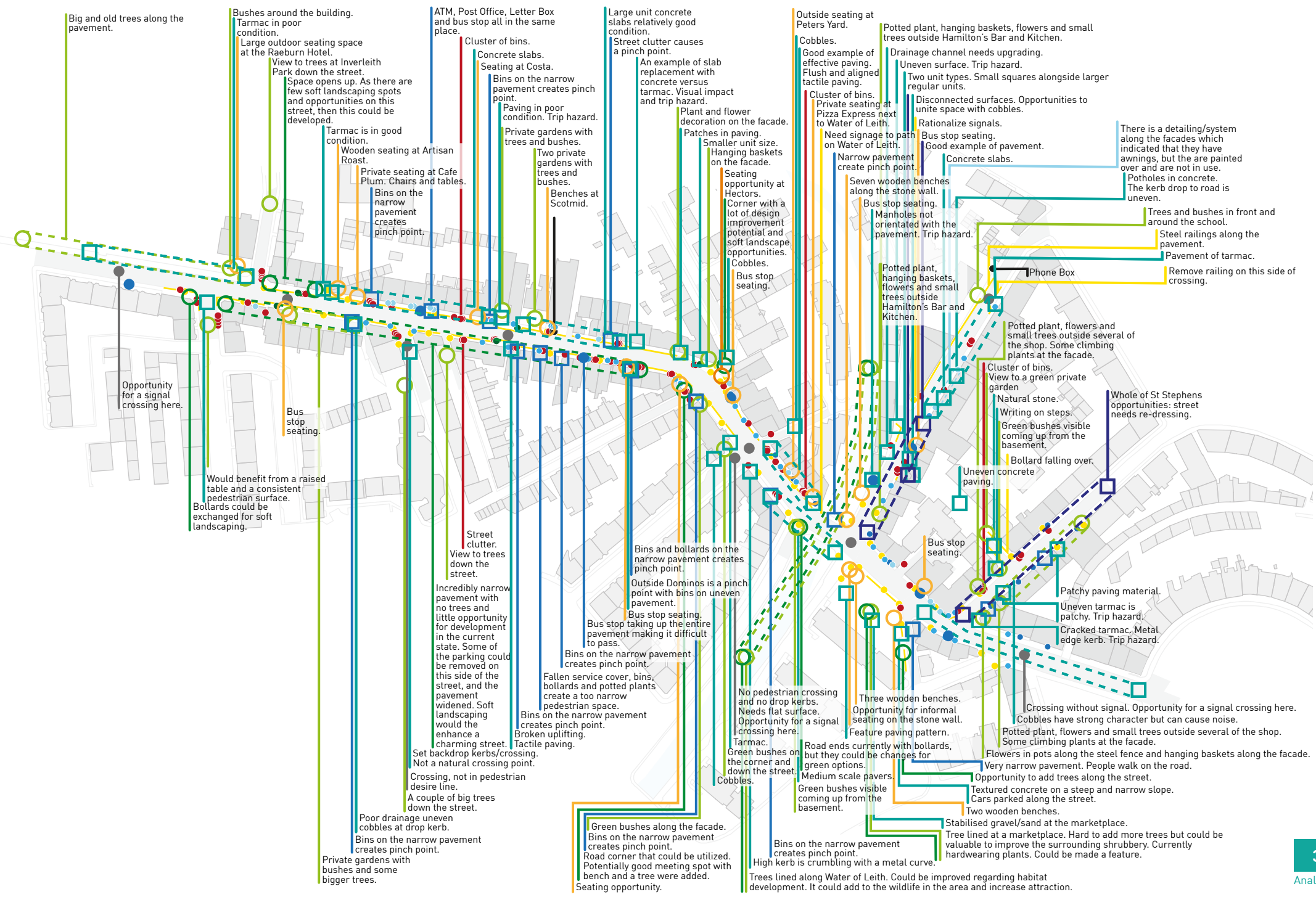
(particularly on the weekend day's research), there were a lot of people walking in the town centre, and in particular visiting the market. The Stockbridge Market was drawing a large number of people and providing a significant vibrance and public life to the town centre, bringing the area to life.

While walking in the town centre, researchers noticed that the pavement, especially along the South side of Raeburn Place in places near St Stephen St, is very narrow. It was not possible for two researchers to walk next to each other - indicating it may be hard for users to walk together in conversation. Researchers observed they often had to stop and wait at pinch points created by bollards, bins, rubbish bags, street clutter and bus stops for others to pass before they could continue. This issue could be helped by removing unnecessary bollards to widen the pavement, remove/rethink bus stops and better organise the bins out of pedestrian desire lines. Along the town centre length, researchers noted many parked cars, which detract from the street aesthetic and place and movement functions. Reduction in car parking spaces (whilst leaving those essential for loading, disabled spacing and similar) would enable an improved pavement width and knock on positive impact on public life. An improvement similar to this has already been made at pedestrian crossings/build outs on Raeburn Place where the pavement is widened in small sections and gives space for people waiting to cross and additional bike racks.

Test walks and direct observation revealed a pattern of people taking short cuts through the passages from St Stephen St to Hamilton Place.

This was despite the dark and uninviting entrance from Hamilton Place which could be improved. Researchers also noted significant numbers of tourists walking around Stockbridge, indicating its popularity as a city-wide destination for visitors, as well as its easy connection with the surrounding areas. Researchers noted rich detailing in the town centre with potted plants along the facades and awnings extending shops into the street which adds to the village-atmosphere. This is sometimes disturbed by a lack of material continuity but overall Stockbridge was observed to have many good qualities as a town centre.

- SEATING
 - Existing
 - Opportunity
- BINS, STREET CLUTTER AND POLLS
 - Bins
 - Cycle racks
 - Phone box
 - Bollards/fences.
 - 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



Big and old trees along the pavement.

Bushes around the building. Tarmac in poor condition.

ATM, Post Office, Letter Box and bus stop all in the same place.

Large unit concrete slabs relatively good condition.

Outside seating at Peters Yard.

Potted plant, hanging baskets, flowers and small trees outside Hamilton's Bar and Kitchen.

There is a detailing/system along the facades which indicated that they have awnings, but the are painted over and are not in use.

Potholes in concrete. The kerb drop to road is uneven.

Trees and bushes in front and around the school.

Steel railings along the pavement.

Remove railing on this side of crossing.

Potted plant, flowers and small trees outside several of the shop. Some climbing plants at the facade.

Cluster of bins. View to a green private garden

Natural stone. Writing on steps. Green bushes visible coming up from the basement.

Bollard falling over.

Uneven concrete paving.

Whole of St Stephens opportunities: street needs re-dressing.

Uneven concrete paving.

Patchy paving material.

Uneven tarmac is patchy. Trip hazard.

Cracked tarmac. Metal edge kerb. Trip hazard.

Three wooden benches. Opportunity for informal seating on the stone wall.

Feature paving pattern.

Crossing without signal. Opportunity for a signal crossing here.

Cobbles have strong character but can cause noise.

Potted plant, flowers and small trees outside several of the shop. Some climbing plants at the facade.

Flowers in pots along the steel fence and hanging baskets along the facade.

Very narrow pavement. People walk on the road.

Opportunity to add trees along the street.

Textured concrete on a steep and narrow slope. Cars parked along the street.

Two wooden benches.

Stabilised gravel/sand at the marketplace.

Tree lined at a marketplace. Hard to add more trees but could be valuable to improve the surrounding shrubbery. Currently hardwearing plants. Could be made a feature.

Road ends currently with bollards, but they could be changes for green options.

Green bushes visible coming up from the basement.

Medium scale pavers.

Green bushes visible coming up from the basement.

No pedestrian crossing and no drop kerbs. Needs flat surface. Opportunity for a signal crossing here.

Tarmac.

Green bushes on the corner and down the street.

Cobbles.

Bins and bollards on the narrow pavement creates pinch point.

Outside Dominos is a pinch point with bins on uneven pavement.

Bus stop seating.

Bus stop taking up the entire pavement making it difficult to pass.

Bins on the narrow pavement creates pinch point.

Fallen service cover, bins, bollards and potted plants create a too narrow pedestrian space.

Bins on the narrow pavement creates pinch point.

Broken uplifting. Tactile paving.

Set backdrop kerbs/crossing. Not a natural crossing point.

Crossing, not in pedestrian desire line.

A couple of big trees down the street.

Poor drainage uneven cobbles at drop kerb.

Street clutter. View to trees down the street.

Incredibly narrow pavement with no trees and little opportunity for development in the current state. Some of the parking could be removed on this side of the street, and the pavement widened. Soft landscaping would enhance a charming street.

Street clutter. View to trees down the street.

Would benefit from a raised table and a consistent pedestrian surface. Bollards could be exchanged for soft landscaping.

Opportunity for a signal crossing here.

Bus stop seating.

Would benefit from a raised table and a consistent pedestrian surface. Bollards could be exchanged for soft landscaping.

Private gardens with bushes and some bigger trees.

View to trees at Inverleith Park down the street.

Space opens up. As there are few soft landscaping spots and opportunities on this street, then this could be developed.

View to trees at Inverleith Park down the street.

Large outdoor seating space at the Raeburn Hotel.

Wooden seating at Artisan Roast.

Tarmac is in good condition.

Private seating at Cafe Plum. Chairs and tables.

Private seating at Cafe Plum. Chairs and tables.

Cluster of bins.

Concrete slabs. Seating at Costa.

Cluster of bins.

Private gardens with trees and bushes.

Private seating at Inverleith Park down the street.

Space opens up. As there are few soft landscaping spots and opportunities on this street, then this could be developed.

Private seating at Inverleith Park down the street.

Large outdoor seating space at the Raeburn Hotel.

AWNINGS, A-FRAMES AND WALL-MOUNTED SIGNAGE.

There are many awnings along the main street as well as some side streets. Some were in use, creating a nice atmosphere out on the street that also helps protect from rain whilst walking and adds to the human-scale of the street. Along Hamilton Pl, there is an indication of awnings on some facades. These were painted the same colour as the facades however so it was hard for researchers to see if they still were in use. Researchers observed a large number of A-frames on the pavement, particularly given the narrow pavement where these further restrict walking width. However, A-frames were in good condition and do add to the street atmosphere where these are not locked to poles or adjacent to bins/other street clutter. If the pavement were widened researchers suggest A-frames should remain in good condition.



BINS AND STREET CLUTTER.

Researchers observed bins on the street and pavement in multiple locations. These were clustered together, taking up a lot of space which has a negative impact on the street's aesthetic and movement function for pedestrian. This space could be better used for outdoor seating to positively impact public life. Narrow pavements and street clutter gave less space for spill out space for shops and cafés. By integrating bins better in the street layout so these do not create obstacles, space for more recreational elements could be created. Currently bins may be off-putting for those wishing to sit outside but would not like to do so next to a (frequently smelly) bin. Researchers noted improvements at the signalised pedestrian crossings where wider pavements give space for people waiting to cross and bike racks. There were also a few phone boxes which could be removed as are currently disused and add to street clutter.



BOLLARDS AND POLES.

Bollards currently take up a lot of space on the pavement, particularly the narrow pavement on the south side of Raeburn Place. Bollards could be removed at almost all locations to make the pavement wider. Painted indications that parking on the pavement is not allowed could be used instead and allow widening of the pavement for pedestrians. Pavement width varies a lot throughout the town centre and where this is narrow these bollards cause people to have to pause/step into the road to avoid a collision. Bollards also prevent two people walking next to each other and should be removed throughout the town centre.



WAITING POINTS.

People were observed waiting to cross the street at various points throughout the town centre where there is currently no signal crossing. An opportunity was found to add to more signalised crossings at each end of the town centre as well as improve the existing crossings to shorten waiting times for the light to turn to the green man. Pedestrians were observed jaywalking due to frustration at having to wait for long periods between pressing the crossing button and the lights changing, for example at the crossing next to St Bernard St and the junction at Kerr St.

There are some car-priority junctions with missing or poorly positioned drop kerbs which would benefit from raised tables and smaller corner radii. For example at the Kerr St and Hamilton Place junction pedestrians were observed blocking the pavement whilst waiting for the lights due to narrow pavement widths at corners which prioritise cars.



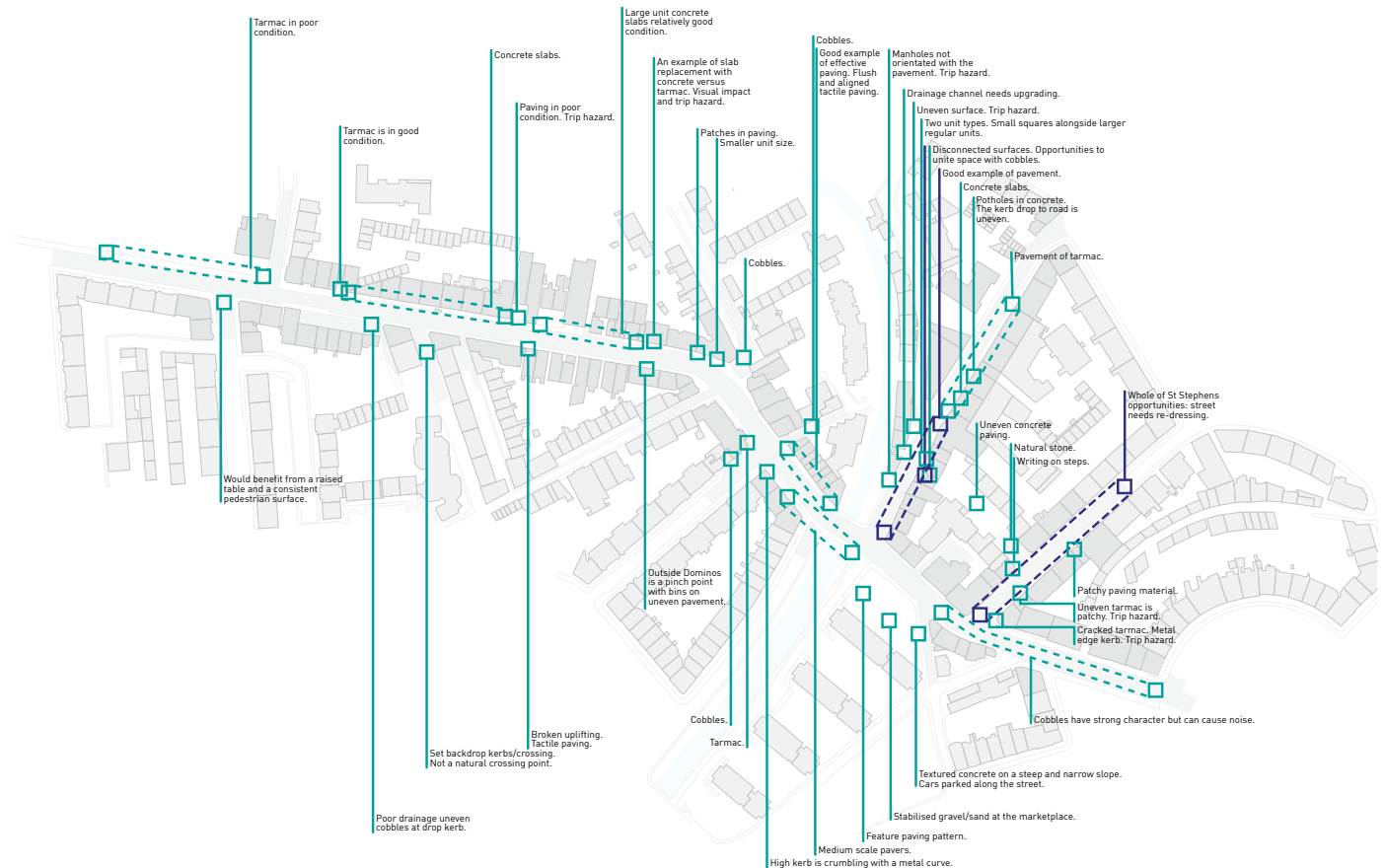
MATERIALS.

There are currently a number of transitions in paving materials and road surfaces. Researchers observed poor pavement connections over minor roads where materials could be used more effectively to prioritise pedestrian movement. The majority of materials are grey concrete slabs in three different sizes, though researchers observed a total of at least 26 different materials used throughout the town centre, creating a patchwork and neglected effect rather than high quality cohesive street design.

Some areas, for example St Stephens Street, are dressed with tarmac, with this extending onto pavements and sections of road in poor state of repair. Many pedestrians reported a significant problem with surface water near St Stephen St as a result.

Tactile paving type varies in colour from pink to grey throughout the town centre. The pink appears to be older and in worse condition. Paving slab replacement, repairs and infill around service covers and manholes varies frequently in terms of material used, though frequently either tarmac or concrete. The concrete infill repairs appear to be more flush and less damaged than the tarmac. Paving is in the best condition along the north side of Raeburn Place where large concrete slabs form a mostly flush surface with wider pavements and tidier fill repairs.

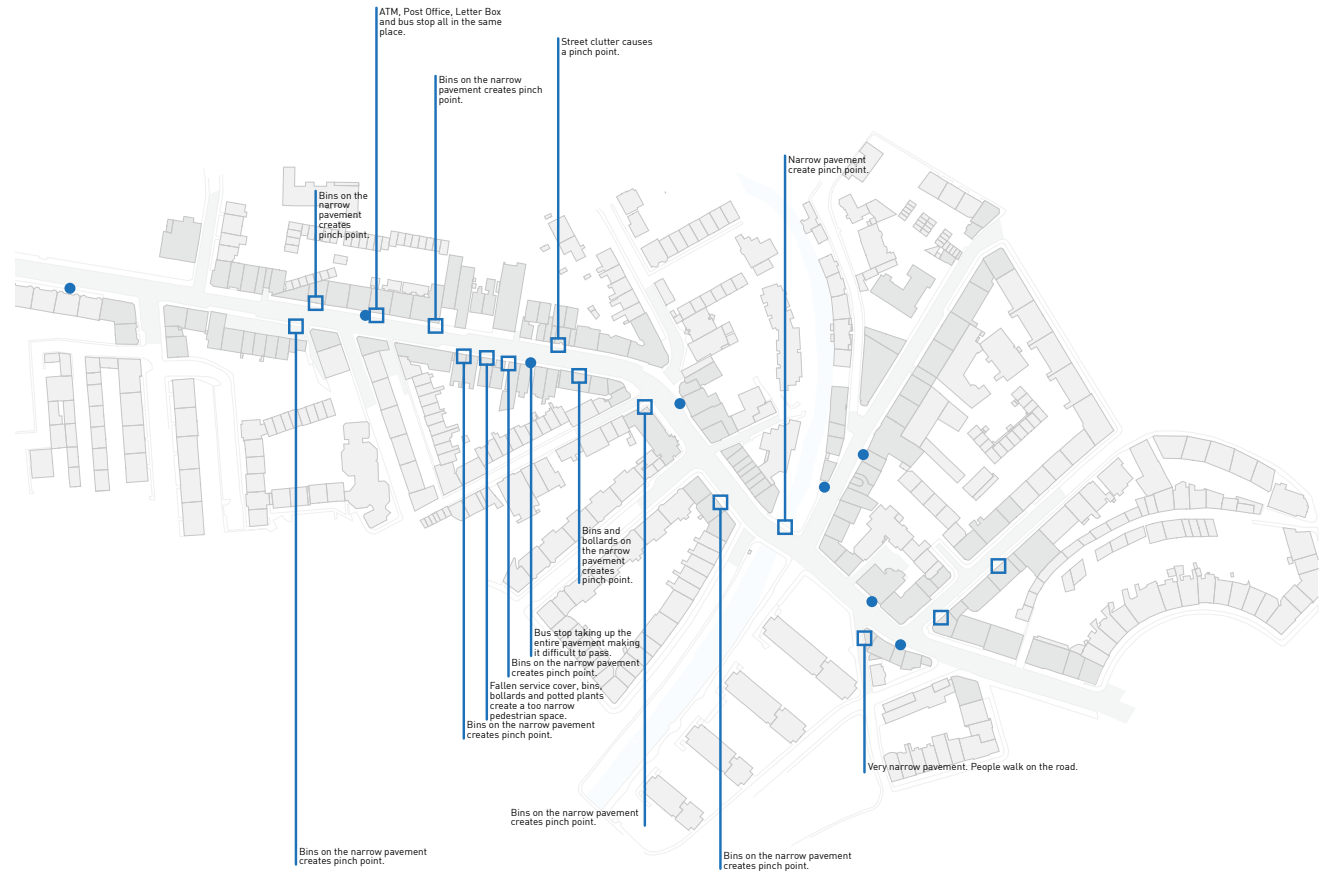
The cobble setts at North West Circus Place in combination with large concrete paving slabs help set the streetscape character for Stockbridge as you enter from the city centre. These materials are in keeping with the grey tones of the Craigleith sandstone buildings and walls. There is an opportunity for this palette of materials to be used in areas requiring resurfacing, e.g. St. Stephens Street where the tarmac could be taken up to reveal the cobble setts which offer more character and improved quality of material. There are currently many trip hazards related to broken slabs, kerbs, tactile paving and uneven manhole and services covers which could be improved short-term. Grey concrete tiles appear to be more desirable and less visually intrusive on the streetscape and might make a good short-term choice ahead of more holistic material improvements.



MATERIALS
■ Good examples
■ Opportunity for improvement

PINCH POINTS.

The pavements are very narrow on the south side of Raeburn Pl and also along St Stephen St. On a Sunday morning the streets are quiet and it is easy to walk at these locations, but during the most active hours with larger numbers of pedestrians on the street researchers observed it was hard to walk side by side as two people together. Pedestrians often had to stop and wait at pinch points created by bollards, bins, rubbish bags, street clutter and bus stops for other pedestrians to pass before they could continue.



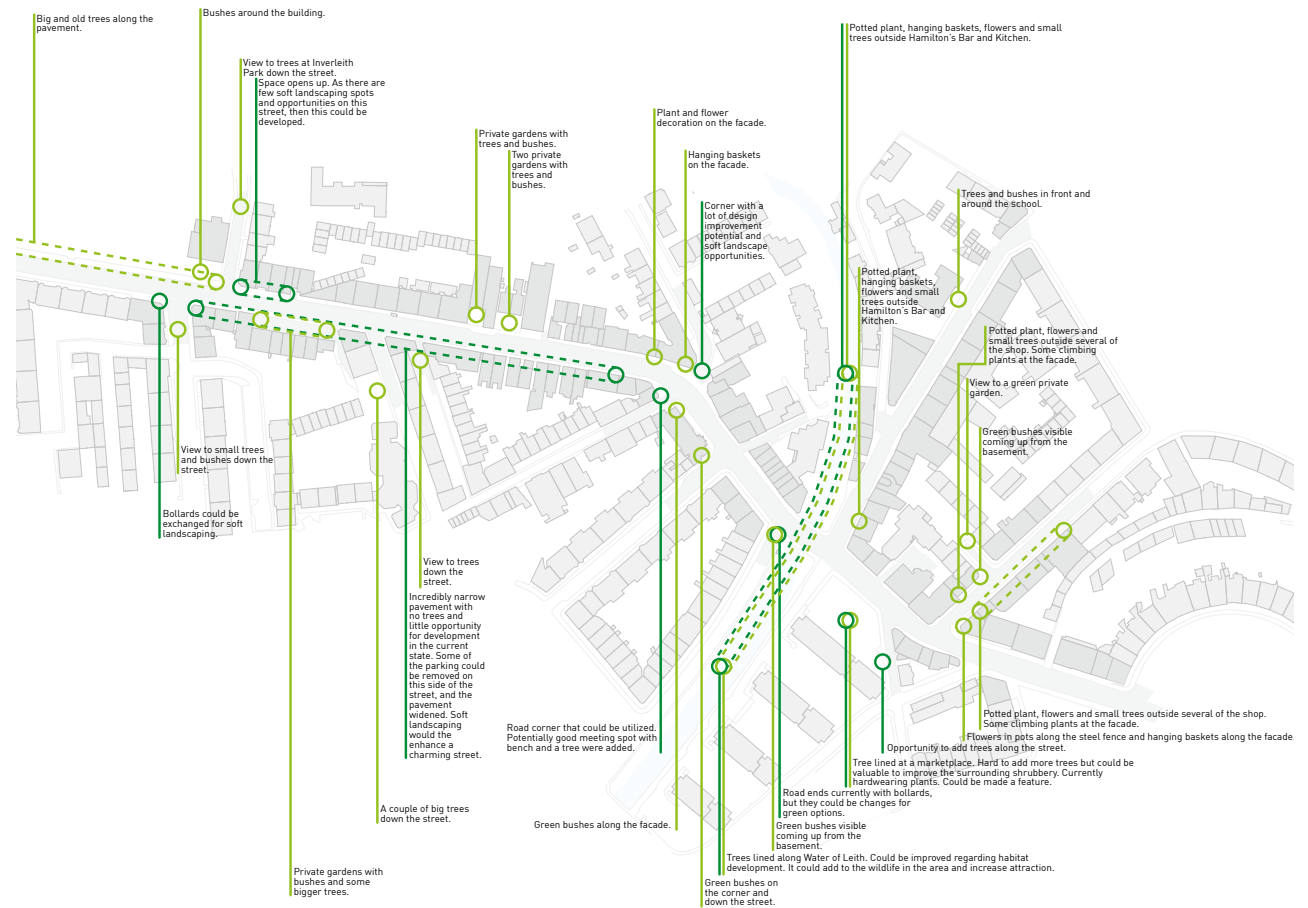
- PINCH POINTS
- Bus stops

TREES AND SOFT LANDSCAPE.

Along Stockbridge town centre there are a few trees and soft landscaping within the public realm, however most green space and planting is privately owned in connection with local businesses or private houses. Along the streets, some shops and bars have potted plants, flowers and trees outside which helps support the village character, however there is a lack of street trees in the public realm. Those plants currently present and associated with businesses and shops are often positioned either directly on the pavement or in hanging baskets/ planters at windows or and doors where they 'frame' the facades of that business.

Jubilee Gardens and the Water of Leith are the primary locations for public trees and soft landscape. When Jubilee Gardens is not in use for the Sunday market the area seems grey and quiet in high contrast to market days. Tweaks to the design of Jubilee Garden to encourage more varied, week-long and multiple uses may help improve public life and the character of the space on both market days and throughout the week.

The main streets in the town centre are often narrow, making it hard to add more trees and soft landscaping throughout the street length, however there are some clear opportunities and spaces where space is more generous. The addition of street trees at these locations would improve both the aesthetic of the town centre and also help create a greener more pleasant environment, improving place function and providing some tree canopy cover from rain. Suitable location include at wider street corners (or where kerbs could be widened if corner radii are reduced), key connections to and along the Water of Leith, and at the gathering spot outside Hectors at St Bernard's Row where this meets Raeburn Place. Researchers also noted that the Water of Leith is a key linear green space which gives Stockbridge a strong identity and which could be strengthened by opening up the area around the river to improve views and connection to this important route and destination.



TREES AND SOFT LANDSCAPE

- Existing
- Opportunity



“ I find it fine to walk around here, but it’s really hard for those people that are unsteady on their feet - the crossings are in the wrong places and the pavements are really poor quality and often uneven. ”

Anon, user interview, Raeburn Place, 2016



“

The biggest threat here is the narrow pavements - I get pushed onto the road with a pushchair as I can't get through.

Lynne, user interview, Hamilton Place, speaking about whole town centre, 2016

“

HOW ARE PEOPLE USING THE STREET?

ANALYSING THE BALANCE OF NECESSARY, OPTIONAL AND RECREATIONAL ACTIVITIES

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 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 Stockbridge 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 most research locations, at Location B (Jubilee Gardens) the majority of users were engaged in optional or recreational activities. These were primarily due to the Sunday market and those walking for leisure through the area, connecting in with longer walking routes to nearby greenspaces such as the

Water of Leith, meeting friends or sightseeing. This location has the best mix of necessary, optional and recreational activities and indicates more public life and a higher place function here, particularly on market days.

Whilst the other four research locations in the town centre featured a majority of necessary activities there were also significant number of optional and recreational activities present at most of these locations. The location with least optional and recreational activities present was Location E (opposite Cheyne St along Raeburn Place), where only a small number of optional activities were observed.

Optional activities are those that involve choosing to spend more time in the public realm than needed, for example going for a leisurely walk, window shopping, walking the dog or stopping to take a seat to rest. Optional activities were found throughout the Stockbridge town centre and indicate a place that has a good place function. These were found to mainly relate to the character of the area, including local shops popular for window shopping, connection to the Water of Leith and its popularity as a local leisure destination, particularly at the weekend.

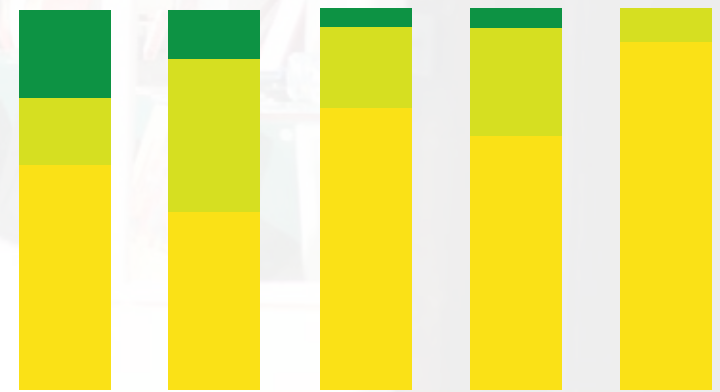
Recreational or 'social' activities were most dominant at Location A (St Stephen St) and Location B (Jubilee Gardens). These activities involve the presence of others, for example a user making an

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. Locations A and B were found to have high recreational activities due to their proximity to the Sunday market and as a popular meeting point.

More recreational and optional activities and public life could be encouraged throughout other parts of the town centre, particularly along Raeburn Place, by creating additional nodal gathering points and places to stop, pause and spend time. These are currently restricted by narrow pavements, street clutter, a large proportion of the carriageway devoted to parking and cars, and unrealised opportunities for increased public space at St Bernards Row in particular. By removing bollards and some parking spaces to widen the pavement on the South side of Raeburn Place, more staying activities such as window shopping, easier pedestrian movement and even outdoor seating could be facilitated to benefit public life. Along the North side of Raeburn Place the positive South-facing microclimate and more generous and less linear spaces such as at St Bernards Row could enable more nodal gathering spaces with seating and additional planting.



NECESSARY ●
OPTIONAL ●
RECREATIONAL ●



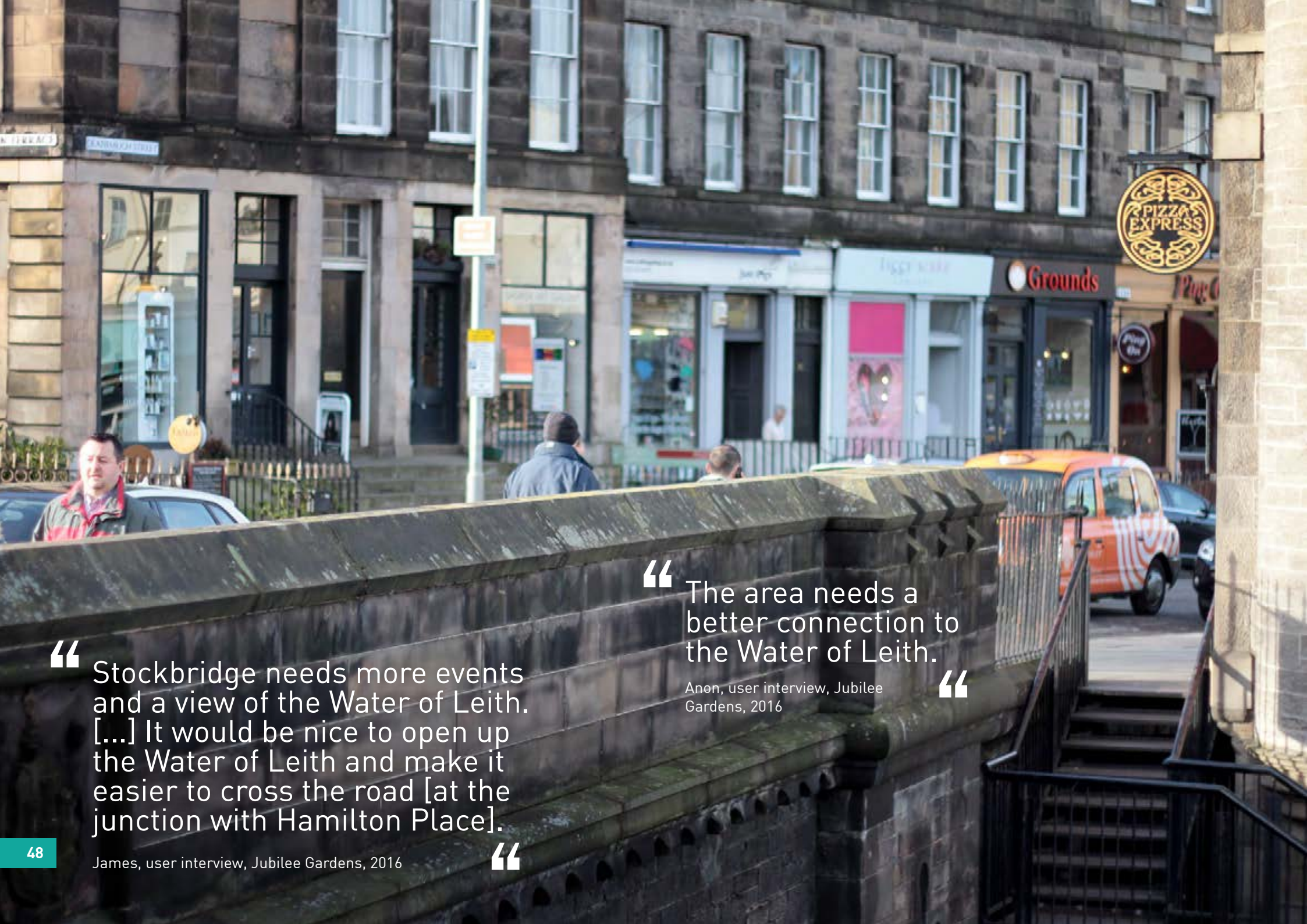
A

B

C

D

E



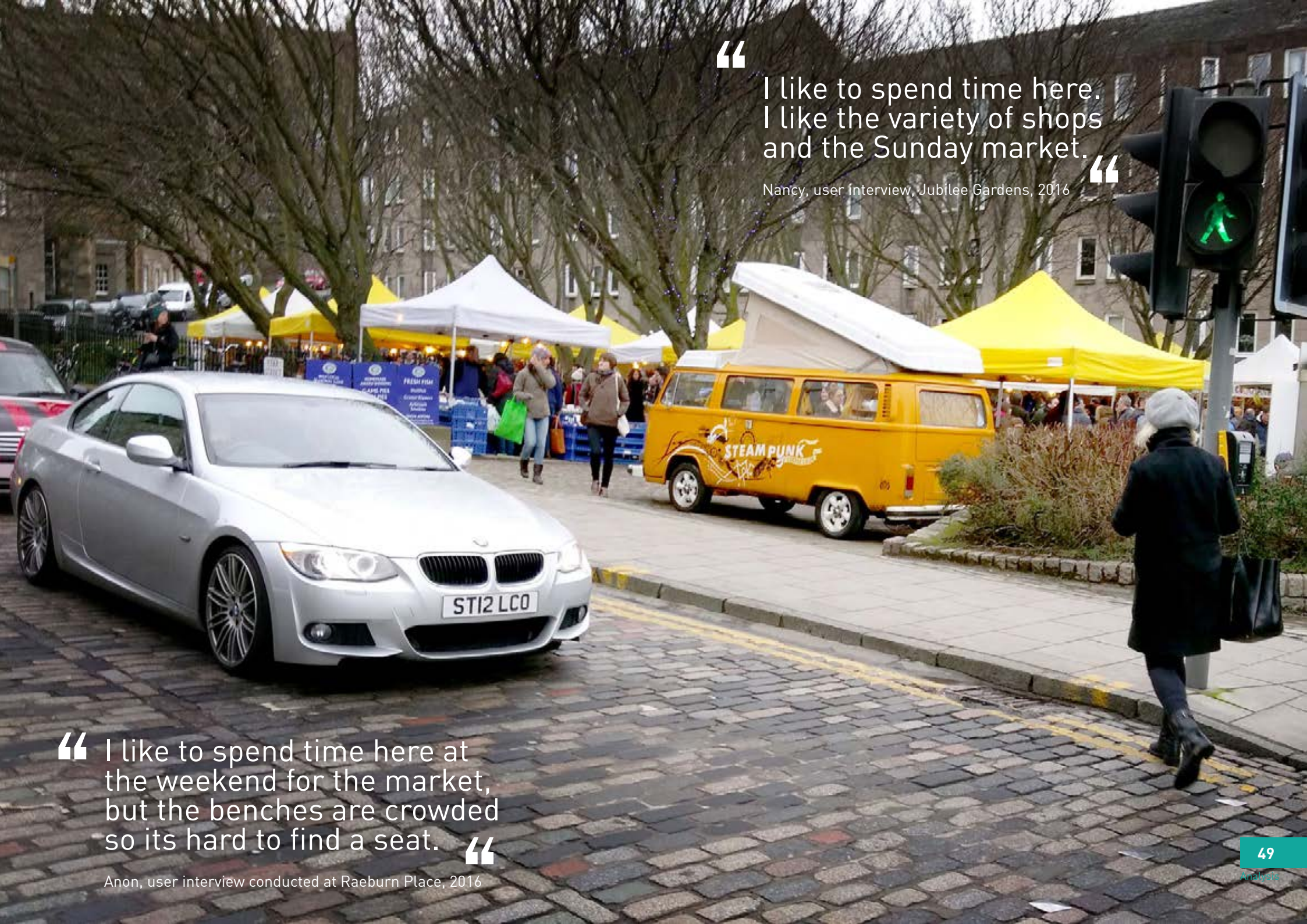
“ Stockbridge needs more events and a view of the Water of Leith. [...] It would be nice to open up the Water of Leith and make it easier to cross the road [at the junction with Hamilton Place].

James, user interview, Jubilee Gardens, 2016

“ The area needs a better connection to the Water of Leith.

Anon, user interview, Jubilee Gardens, 2016

“



“

I like to spend time here.
I like the variety of shops
and the Sunday market.

”

Nancy, user interview, Jubilee Gardens, 2016

“ I like to spend time here at
the weekend for the market,
but the benches are crowded
so its hard to find a seat. ”

Anon, user interview conducted at Raeburn Place, 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 walking to/from work, walking home or catching the bus. Whilst these are considered 'necessary' uses which would occur regardless of the quality of the built environment, there were also a smaller but still significant trend for more optional and recreational uses. These included those walking for leisure, walking the dog, meeting someone, visiting the Sunday market, and window shopping, which were smaller in number but still significant across the town centre.

USER ACTIVITIES BY LOCATION

Users interviewed at Location A (junction of St Stephen St and Kerr St) were predominantly walking home, to work or catching the bus (15.8% each respectively). A slightly smaller but still significant number were also walking the dog or going to the Sunday market (10.5%), meeting someone or for coffee with friends (10.5%). These imply more optional and social uses of public space in the vicinity and therefore public life. Less frequent uses included window shopping at local shops, walking for leisure or sightseeing, and taking a cigarette break outside.

At Location B - the Northern corner of Jubilee Gardens next to the main junction - the most common user activities were walking to work

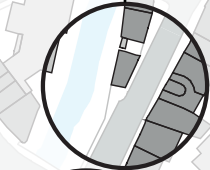
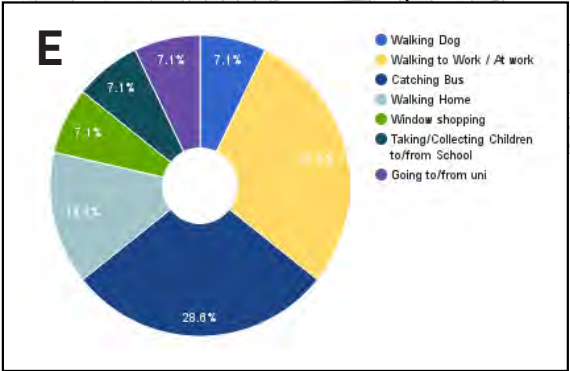
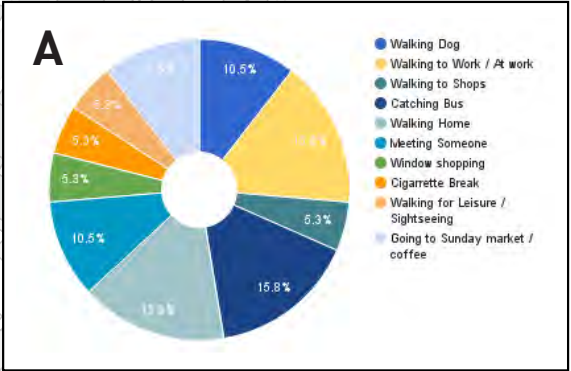
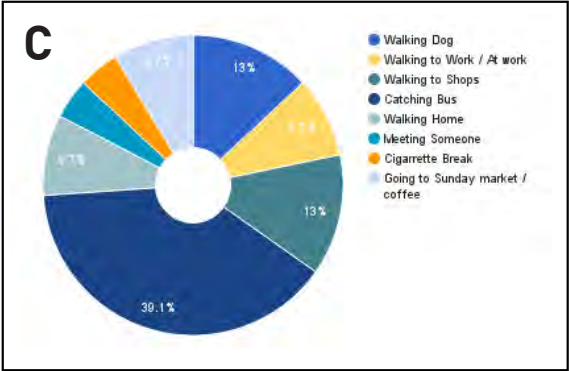
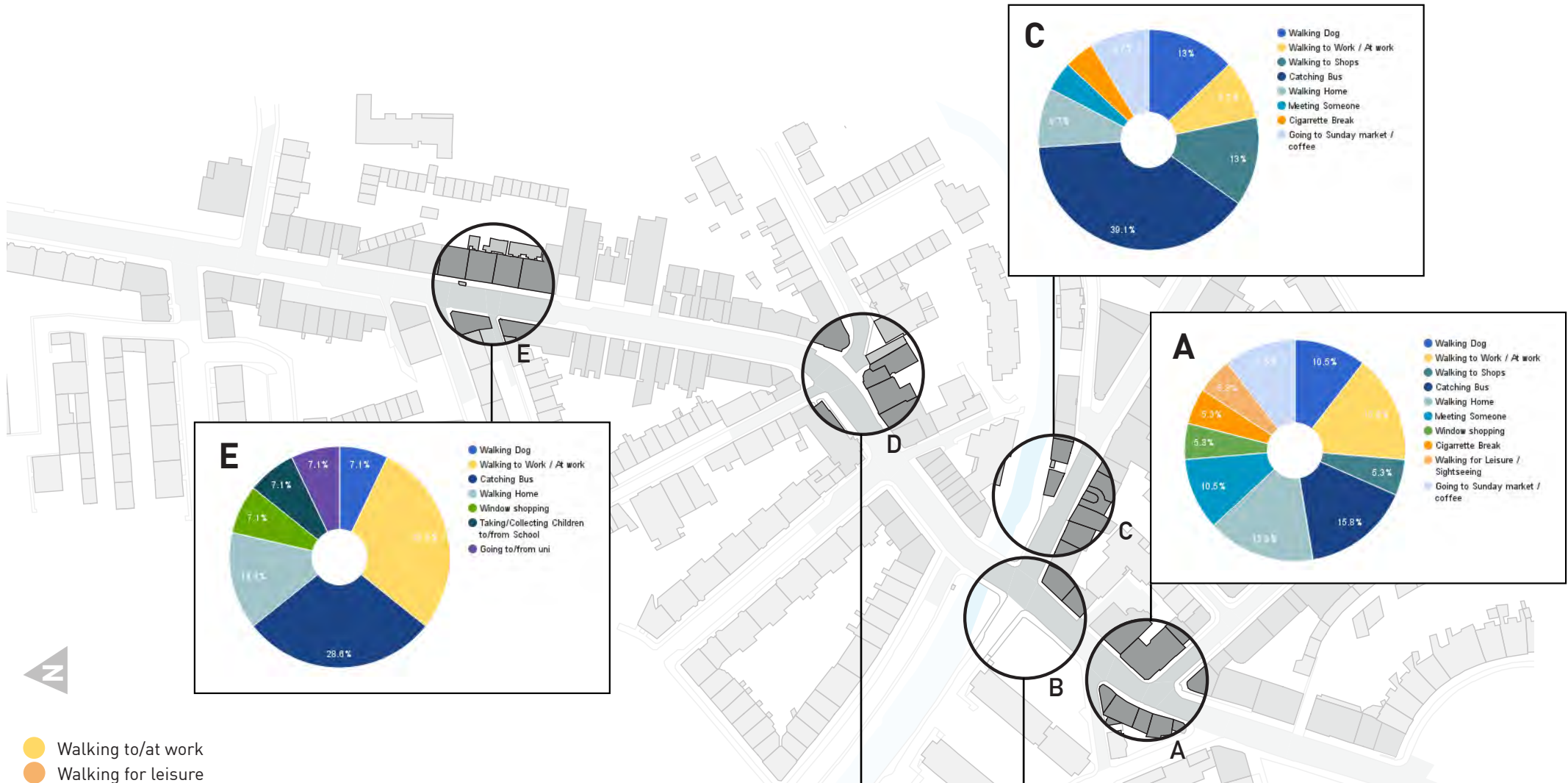
(28.6%) or walking the dog (21.4%). These were closely followed by users going to the Sunday market or for coffee, those walking for leisure or sightseeing, or taking children to school (14.3% each). This highlights the importance of the market in particular but also local shops/cafes and character as a desirable location to walk, see, meet people and spend time. This breakdown of user activities highlights a significant percentage of optional and recreational activities and public life.

Users interviewed at Location C - Hamilton Place adjacent to the bus stop - were primarily catching the bus (39.1%). This is the dominant function of this spot within the town centre, despite views over the wall to the Water of Leith and numerous benches, which are currently not positioned in a way facing onto and opening up the Water of Leith which might increase more optional and recreational uses and public life at this location. Other user activities at Hamilton Place included walking to the shops, walking the dog, walking to work, and walking home (each 8.7%-13%). These are primarily necessary activities. A smaller number of users were either on cigarette breaks or meeting someone nearby (4% each).

Users interviewed at Location D at the junction of St Bernards Row and Raeburn Place were primarily walking to work (23.8%), walking to the shops (19%) or walking home (19%). A slightly smaller number of users were walking the dog (14.3%) or on a cigarette break (9.5%). These are mostly necessary activities, however many users interviewed spoke of the potential for spending more time here if trees,

seating and shelter were provided in addition to a reduction in traffic and/or parking. Other minor uses included walking for leisure and sightseeing, window shopping and going to the Sunday market and/or for coffee. These are more social and recreational uses that build on the existing variety of independent local shops mentioned by users and the Sunday market. These aspects of the town centre enable increased levels of public life.

At Location E - Raeburn Place - users were predominantly walking to work (28.6%), catching the bus (28.6%) or walking home (14.3%). Smaller numbers of users were window shopping, taking children to school, going to university or walking the dog (7.1% each). This indicates primarily necessary activities here, with a small number of window shopping users due to the local shops.



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



“

Traffic is a big issue for cyclists. Lots of people try to bike through here but there's no bike path! ... We need more cycle racks!

“

“ Traffic is bad for cyclists, I wheel my bike through this bit [Raeburn Place, Deanhaugh St and Hamilton Place] and only cycle from Henderson Row. Bike lanes are needed. ”

Stephanie, user interview, Hamilton Place, 2016



WHAT DO USERS FEEL IS LACKING?

OVERVIEW OF TOWN CENTRE

User interviews were also coded using qualitative methodologies for people's responses when asked what they felt was lacking at each location along the Stockbridge 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 slowed or reduced traffic, prioritisation of pedestrians, improved materials and surfaces, and cleaner streets with reduced clutter.

At Location A at the corner of St Stephen St and Kerr St, the most pertinent desire mentioned by users was for a more pedestrian friendly environment with reduced traffic and parking (30.8% of responses). Users mentioned difficulty crossing the street here and the prevalence in terms of noise, pollution and busyness of traffic. This was closely followed by a desire for improved surfaces and materials (15.4%)- with many users mentioning slippery surfaces - and also more shelter from the elements (also 15.4%). Other users mentioned a desire for more seating, retention of the existing character, wider pavements, improved pedestrian crossings, and more activities and things to do as important to them.

At Location B - Northern corner of Jubilee Gardens - user interviews showed biggest demand for a more pedestrianised environment with reduced traffic and parking (18.2%), and also for a better connection with the Water of Leith (18.2%). The Water of Leith was mentioned by users as a key local walking route and attractive feature of the town centre but which currently has minimal views of it and poor connection on foot or by bike. Other

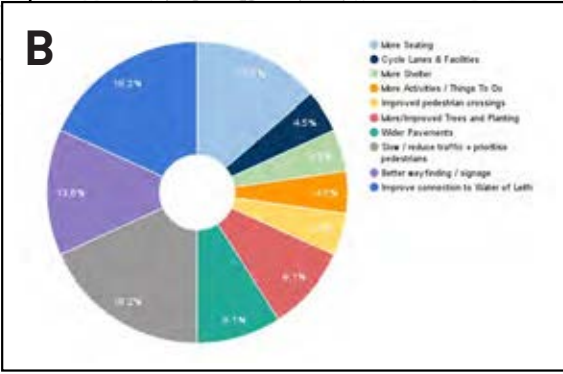
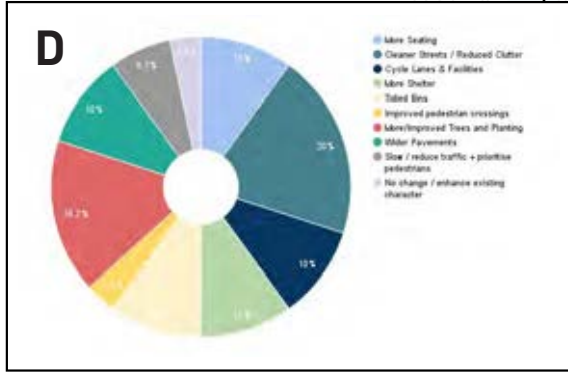
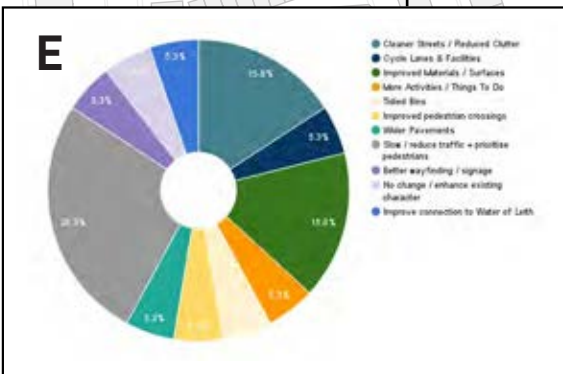
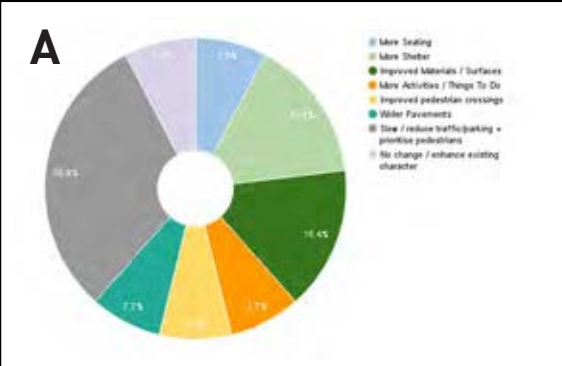
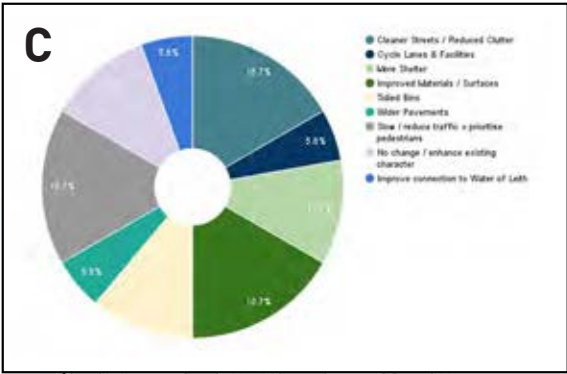
users were keen for additional wayfinding and signage (13.6%) - often in relation in to the Water of Leith - and more seating (13.6%), which were also very popular suggestions. Many users mentioned that during summer and on Sunday market days there is not enough seating at Jubilee Gardens and nearby to accommodate all those wishing to sit and spend more time here. Other less dominant comments related to a desire for the addition of more trees and planting, more activities and things to do (particularly play and those openly accessible to all in the public realm), more cycle facilities and lanes and more shelter - particularly from noise and air pollution of traffic at the junction.

At Location C - Hamilton Place - users highlighted improved materials and surfaces, reduced street clutter, and a more pedestrian-oriented environment with reduced traffic and parking as the most important improvements needed here (16.7% each respectively). Users mentioned congestion at the junction, traffic going through red lights, and buses frequently stuck in congestion near the bus stop at Hamilton Place as key reasons to reduce parking and traffic volumes to make this a more conducive environment for walking and where pedestrians feel safer. A smaller number of users also mentioned wanting tidier bins, more shelter and an enhanced existing local character (11.1% each). Other users mentioned a need for a better connection with the Water of Leith, improved cycle lanes and facilities and wider pavements. Users mentioned the bus stop at this location creating a pinch point as well as narrow pavements elsewhere in the town centre causing a hindrance to pedestrian movement. They also spoke of a desire to open up to the adjacent Water of Leith which is seen as being poorly connected and with limited views at present. Some users spoke of issues as a cyclist at the

nearby junction and a lack of cycle lanes resulting in a perceived threat from traffic.

Users interviewed at Location D - the junction of St Bernards Row and Raeburn Place - primarily felt there was a need for more trees/planting at this location (16.7%) and reduced street clutter (20%). Users also frequently mentioned a desire for wider pavements, more seating, more shelter, tidied bins and better cycle facilities. Key issues highlighted included the narrow footpath beset with bins and bollards on the south side of Raeburn Place, and the potential for more public life and 'people-watching', facilitated by seating and planting at St Bernards Row. Smaller numbers of users also mentioned a desire for a more pedestrianised environment with less traffic and parking, improved pedestrian crossings, and enhancement of the existing character rather than dramatic immediate change. Users mentioned a need for longer crossing times and more immediate light-change at the existing pedestrian crossing.

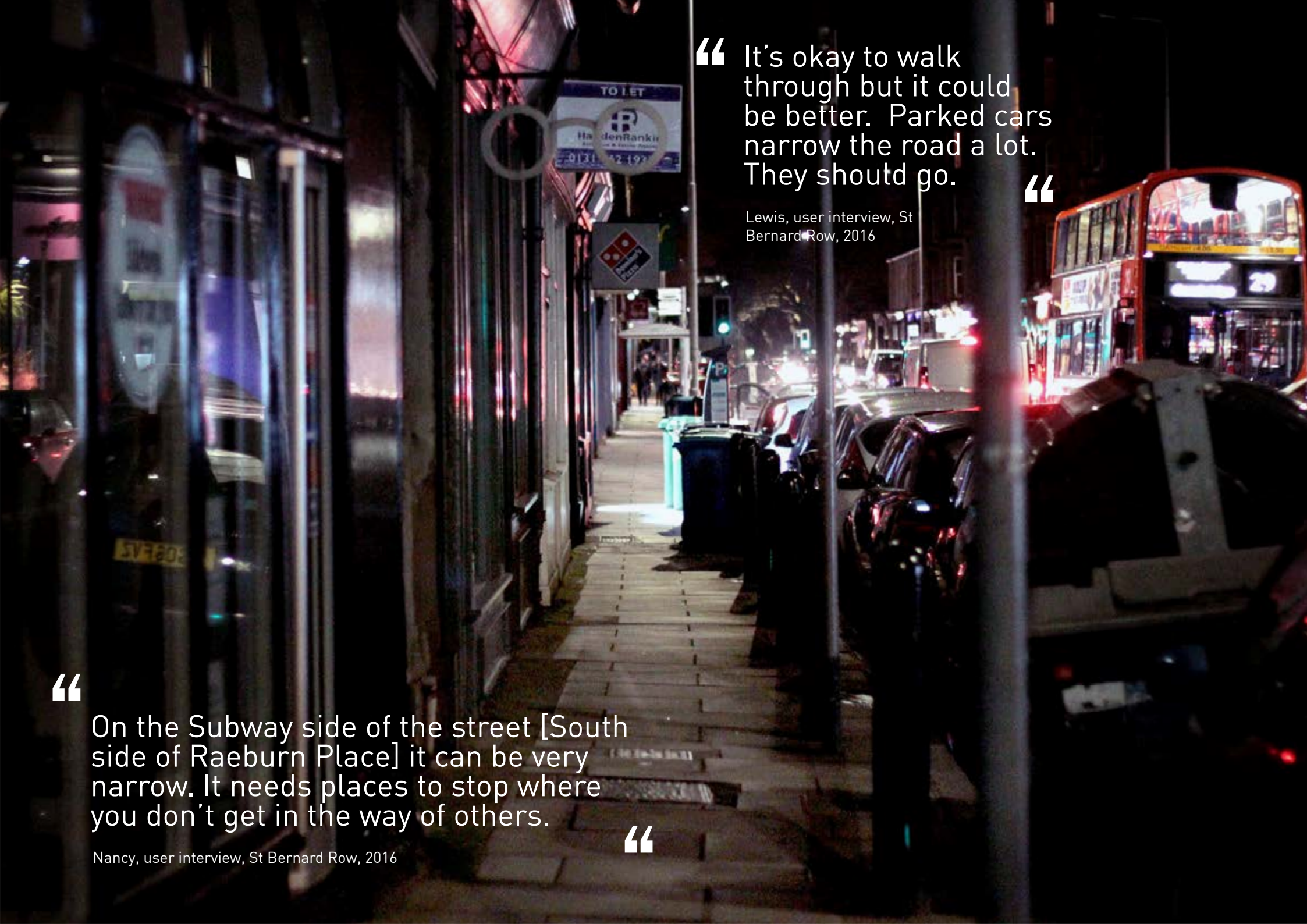
At Location E - Raeburn Place - users interviewed primarily desired a more pedestrian-oriented environment with less traffic and parking (26.3%), decreased street clutter and cleaner streets (15.8%) and improved materials and surfaces (15.8%). Users particularly mentioned the dominance of parked cars reducing pavement widths and uneven surfaces reducing accessibility. Smaller numbers of other users mentioned a need for better wayfinding and signage, enhancement of the existing character, improved connection to the nearby Water of Leith, wider pavements, improved pedestrian crossings, tidier bins and more activities and things to do.



- Tidied bins
- Improving pedestrian crossings
- More activities / things to do
- More trees / planting
- Better cycle facilities
- Cleaner streets / reduced clutter
- More seating
- Improve connection to Water of Leith
- Wider pavements
- More shelter
- Improved materials / surfaces
- Slow/reduce traffic / prioritise pedestrians
- Better wayfinding / signage
- No change / enhance existing



“ I like walking here.
The cobblestones are
slippery though. ”



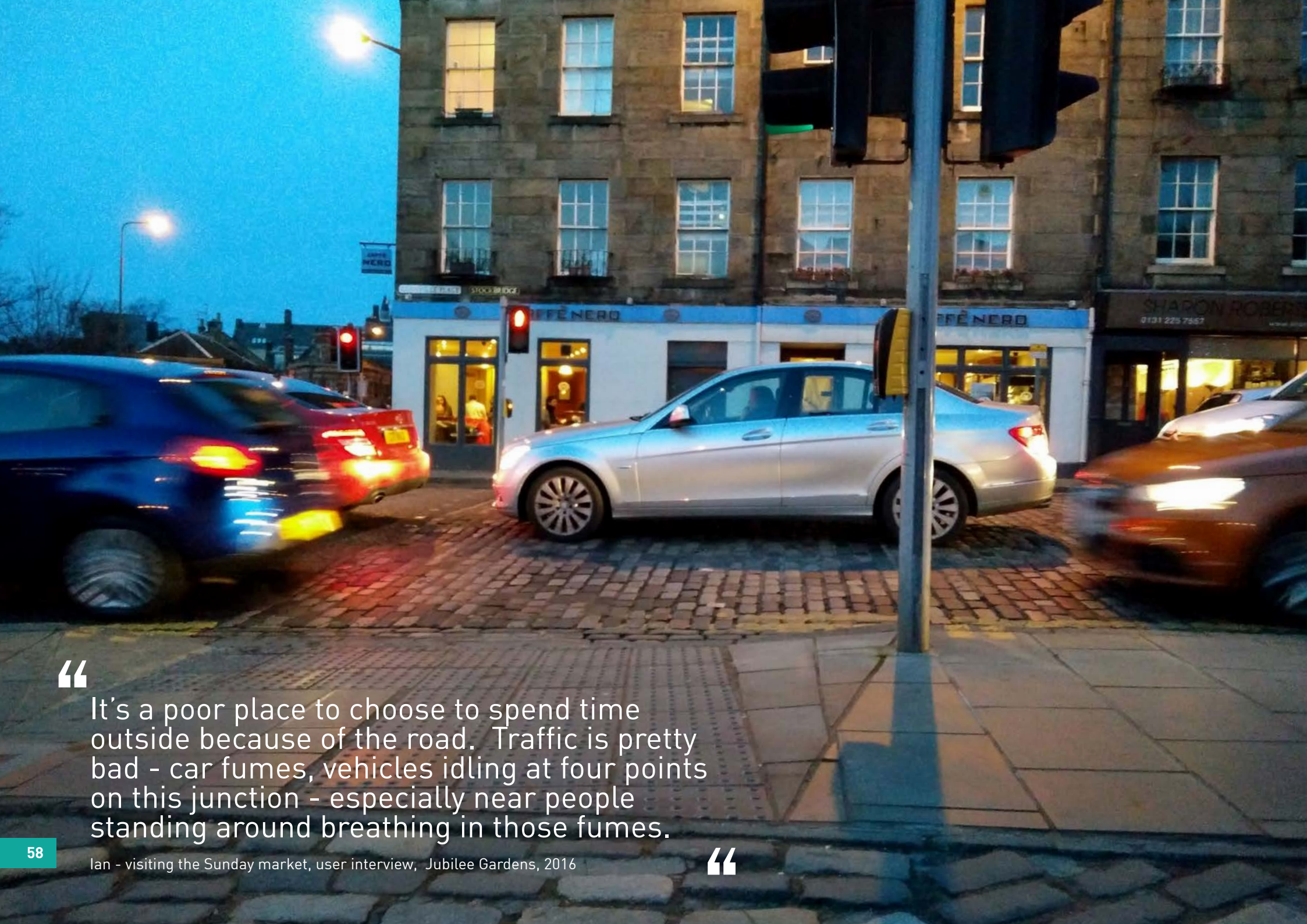
“ It’s okay to walk through but it could be better. Parked cars narrow the road a lot. They should go. “

Lewis, user interview, St Bernard Row, 2016

“ On the Subway side of the street [South side of Raeburn Place] it can be very narrow. It needs places to stop where you don’t get in the way of others. “

Nancy, user interview, St Bernard Row, 2016

“



“

It's a poor place to choose to spend time outside because of the road. Traffic is pretty bad - car fumes, vehicles idling at four points on this junction - especially near people standing around breathing in those fumes.

“



“

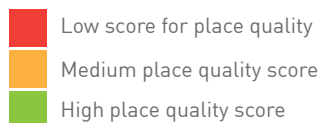
Tidy all the bins up - there are a lot down this road [Raeburn Place] and they're in the way and unsightly. Less trade waste would be good.

”

Shona, user interview, St Bernards Row, 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: CORNER OF ST STEPHEN STREET + KERR STREET



A: BEHAVIOURAL MAPPING

CORNER OF ST STEPHEN STREET + KERR STREET

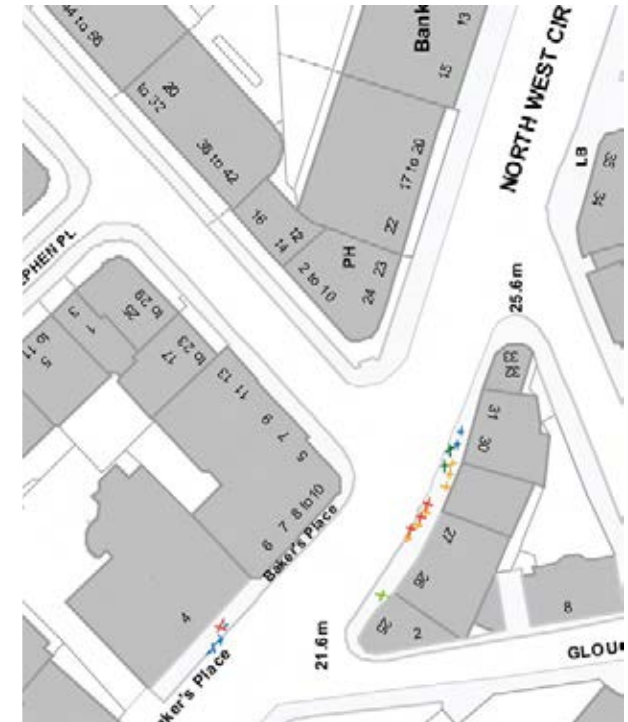
Research was conducted on a weekday (Wednesday) and weekend (Sunday). On the weekday morning people were observed standing waiting for the bus at the permanent bus stop on the East side of the street and the temporary bus stop on the West side of the street. At noon and late in the afternoon and evening most people were standing at the temporary bus stop. A few were window shopping on the west side of the street.

On Sunday, the pattern was nearly the same around the bus stops as on Wednesday. During the day, people are also standing outside Starbucks smoking, and a few are trying to cross the street. In the afternoon people are standing window shopping on the West side of the street and in the afternoon and evening people are standing outside smoking or waiting for the bus.

There were only a few window shoppers observed on research days, as well as several smokers and people waiting for the bus - the main standing activities. Researcher noticed that few people crossed the street here, though people do frequently stop to look for an opportunity to cross the road (unsuccessfully). A pedestrian crossing at Location A would help facilitate these pedestrian desire lines and wish to cross sides of the street more frequently than the current street layout and crossings allow given the traffic.



SUNDAY 31 JANUARY



WEDNESDAY 3 FEBRUARY

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



Awnings would offer increased shelter. Open facades create an active frontage to the street.

Small independent local shops attract window shopping and give a positive aesthetic.

Cars currently park both sides of St Stephen St, restricting pedestrian movement

Large corner radii and car priority make pedestrian crossing distances longer than needed at minor roads

Cobbles add positive small-scale human interest but should be well maintained.



Traffic congestion backs up from the junction with Hamilton Place. Users interviewed worried about air pollution from idling engines and said this made it hard to cross the road.

Pedestrians struggle to cross the road and have limited space to wait without obstructing others at the narrow pavement corner.

Large windows enable natural surveillance of the street outside, increasing feelings of safety.

Bollards further narrow the pavement and could be replaced with painted markings indicating no parking on the kerb.

Large corner radii, narrow pavements, and a lack of continuous pedestrian surface over the junction prioritise vehicles over pedestrians at present.



Three storey mix of residential with retail beneath creates a vibrant human-scale place.

Parked cars on both sides of the street create a narrow passageway for cars and inhibit pedestrians crossing between shops either side. Should be reduced if possible.

Interesting and attractive architectural detail and aesthetic.

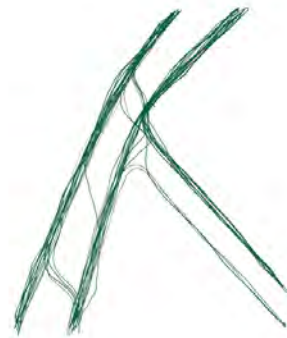
A: TRACING STUDY - SUNDAY 31 JAN

NORTH-WEST CIRCUS AT ST STEPHEN STREET



8AM

- East side of Kerr Street is the most walked pavement.
- Starbucks as a focal point for pedestrians and for customers driving from other destinations.
- Secondary pedestrian traffic comes from the North side of St Stephen Place, Gloucester Lane and both sides of N W Circus Place.
- Desire lines are shown by pedestrians crossing Kerr Street.



12NOON

- More intense footfall along all thoroughfares.
- Researchers note a high number of pedestrians walking in groups, families and children.
- Intense flow on both sides of N W Circus Place and the North side of St Stephen St.
- Frequent use of traffic island to the South to cross N W Circus Place.
- Desire lines converge at Starbucks.



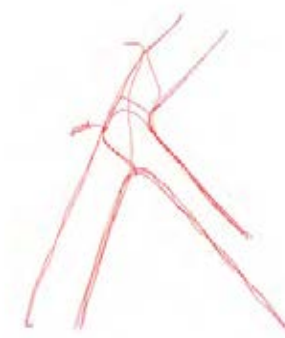
3PM

- Quieter pavement with a noted interest towards the market.
- Individual cases of desire lines across N W Circus Place.
- Equally intense footfall on both sides on N W Circus Place.
- Secondary pedestrian traffic along North side of St Stephen Street.



5PM

- East side of Kerr Street as the most walked pavement with primary flows on both sides of N W Circus Place.
- Secondary traffic along North side of St Stephen Street.
- Barely noticeable presence of desire lines across Kerr Street.



7PM

- Visibly less footfall across the whole area.
- Main traffic concentrated along both sides of St Stephen Street.
- Desire lines covering considerable lengths across N W Circus Place with links converging towards Gloucester Lane and towards St Stephen Street.



LOCATION A SUNDAY 31 JANUARY

Moderately intense foot traffic along all thoroughfares with an overall peak during the 12noon slot. N W Circus Place and Kerr Street are the primary thoroughfares in the area with movement along both sides of the pavement. Flows of pedestrians along St Stephen Street are secondary in intensity with a predominance of the North side of the pavement. Researchers noted a high presence of groups of pedestrians along the area with a high number of children.

The North corner of Kerr Street and St Stephen Street is particularly busy, with researchers observing considerable activity around Starbucks, which functions as a focal point.

Desire lines across the road are visible throughout this section of street. Pedestrians cross at a diverse range of places, with a slightly higher frequency near the junction and only a moderate number using the traffic island. Despite the lack of formalised crossing, a considerable number of pedestrians walk across St Stephen Street to continue along the East side of Kerr Street at all times. Offering a more visible and safe way of crossing would better facilitate movement across the area.

Considering the intensity of activity in the corner next to Starbucks, the pavement would benefit from a wider and more even surface to accommodate the intense footfall registered during the day.

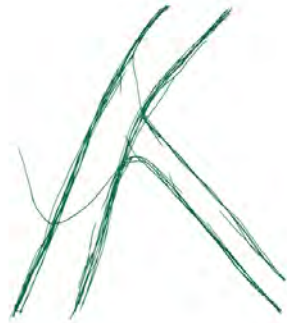
A: TRACING STUDY - WEDNESDAY 3 FEB

NORTH-WEST CIRCUS AT ST STEPHEN STREET



8AM

- Intense traffic along all thoroughfares with slight predominance of both sides of Kerr Street and N W Circus Place.
- Considerable activity registered around Starbucks.
- Desire lines along N W Circus Place.



12NOON

- Less intense footfall evenly distributed along all thoroughfares .
- High number of pedestrians crossing St Stephen Street along the East side of N W Circus Place.
- Individual cases of desire lines crossing the main thoroughfare.



3PM

- Intense footfall on both sides of N W Circus Place continuing on the East side of Kerr Street.
- Secondary pedestrian traffic along St Stephen Street, especially its North side.
- Visibly increased number of desire lines across the junction at all levels.
- Both corners of St Stephen Street present pedestrian flows converging.



5PM

- Intense footfall especially along the East side of Kerr Street continuing down N W Circus Place.
- Secondary traffic along St Stephen Street with a slight predominance on its North Side.
- Desire lines crossing N W Circus Place in proximity to the junction with no registered use of the traffic island.



7PM

- Less intense foot traffic evenly distributed along all thoroughfares.
- Individual cases of desire lines across N W Circus Place making use of the existing traffic island.



LOCATION A, WEDNESDAY 3 FEBRUARY

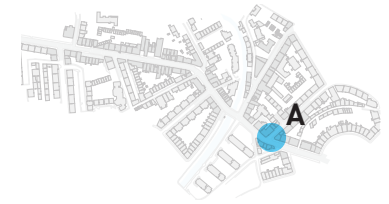
Footfall along Location A is intense throughout the whole day. Kerr Street and NW Circus are the primary routes taken by pedestrians, with St Stephen Street presenting slightly fewer pedestrians, though still a considerable volume of pedestrian movement. Both corners of St Stephen Street at the junction present converging flows of pedestrians with a high number crossing along Kerr Street, despite the lack of formalised crossing. Starbucks is a prominent focal point in the area.

A variety of desire lines are visible during all times slots covering considerable lengths. Limited crossing of the road was registered along St Stephen Street, with the vast majority of pedestrians crossing with their desire lines noted along Kerr Street and N W Circus Place. These were rarely using the existing traffic island, instead crossing at locations more fitting to pedestrian desire lines.

Researchers noted a high presence of elderly people being affected by the poor condition of the pavement outside Starbucks and along St Stephen Street. For the improvement of the area, it would be advisable to enhance the conditions of the kerb and pavements, widening and improving these would allow smoother and easier movement for all users through the area. Relocating the traffic island closer to the junction with St Stephen St, would help accommodate and focus desire lines crossing N W Circus Place, or alternatively (and preferably) a zebra pedestrian crossing at this location prioritising pedestrian movement.

A: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



1. FEELING SAFE / TRAFFIC

Users at Location A found traffic to be a key nuisance. The most commonly stated reasons for this were that cars drove too fast, there were too many of them (too busy), they were noisy and made it hard to cross the road.

2. FEELING SECURE / CRIME

Users interviewed at Location A all stated that they did not worry at crime at all here. Many gave their perceived safety score a 10 out of 10. Users commented that the area had a good community and village-feel, and felt very safe.

3. CLIMATE + POLLUTION

Users interviewed stated that negative climatic factors such as wind, rain and cold reduced the amount of time they would spend outside in public space. Some users stated they would spend more time outside in favourable weather providing the necessary infrastructure such as seating was introduced to enable them to do so. Users did not feel there was shelter from unfavourable weather which may reduce public life in winter or poor weather. Traffic was cited as a key issue in the area, though no users at this location specifically referenced air pollution. Little protection can currently be sought from pollution and noise.



4. OPPORTUNITIES TO WALK

Users initially responded in interviews that they found this location fairly easy to walk through. However many then highlighted issues with crossing the road which is seen as difficult due to traffic and large kerbs, as well as difficulties walking through the area due to uneven surfaces, pinch points and cobbles causing a slipping hazard. Researchers noted the relatively high number of older people using the street and that surface materiality and quality needs to make the walking experience easy rather than hazardous for all ages, and navigation simple and intuitive. There are a number of angled steps and uneven surfaces (especially outside Vincent Bell) which currently make this difficult for some users. Researchers also observed that the walk ways seem to work relatively efficiently at this location with few waiting points. However few people were observed crossing the street between different sides of Kerr St and those that did struggled to cross between traffic. This may suggest pedestrians do not use this area to window shop easily between both sides of the road, instead either sticking to one side or using this area as primarily a movement route into the city centre to the south or local town centre toward Raeburn Place to the north. Users 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

User interviews revealed that Stockbridge is seen by many as a destination to spend time at weekends and for the market in particular. Other users highlighted the importance of its location along the Water of Leith and other nearby walking routes which people use to incorporate Stockbridge as a destination en route. Users felt that the time they spend outside here would be increased by providing shelter and protection from poor weather and if there were more activities to do within the public realm (as opposed to commercial spaces indoors such as cafes). Other draws were the cafe culture, shops, and the idea that Stockbridge is a destination for a special occasion or 'treat'. Some users highlighted that spending time here is something they do during the middle of the day particularly on the weekend, rather than in the evening.

6. OPPORTUNITIES TO SIT

User interviews showed a mix of opinions. Most users stated that they liked Stockbridge as an area and would enjoy spending time sat here if only there were more seats and opportunity to do so. A smaller number of users said that they don't currently sit outside here - it is unclear whether this is simply due to a lack of opportunity with few seats facing pleasant aspects and views such as the Water of Leith (as mentioned by some users), or due to other factors such as lack of protection from poor weather.



A: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



7. OPPORTUNITY TO SEE

Users were overwhelmingly positive about the area [due to the small compact town centre size most users spoke about Stockbridge as a whole rather than this specific point]. Users cited the cafe culture, shops, Water of Leith, Sunday market, village feel and character as key reasons this is an attractive place. Researchers also noticed these positive nearby vistas which could perhaps be enhanced through removal of barriers screening these in places such as dense car parking on St Stephen's St and toward Locations B and C opening up views to the Water of Leith. Researchers observed that the market is the centre of activity on market days such as these. In addition, many users stated that they like the village character and attractive aesthetic combined with active uses such as diverse cafes and shops.

8. OPPORTUNITY TO TALK + LISTEN

Users mentioned key issues including noise from busy traffic (with and emphasis on noise from the cobbles) as making it hard to stop and have conversations in the street environment. Some users stated they preferred to spend time in this location when traffic was quieter as a result.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Many users stated that the market was a very positive phenomenon enabling street life and activity. However a smaller number of users (interviewed on a non-market day) felt there were little activities or things to do in the public realm (as opposed to commercial spaces). Whilst the market has a large positive impact on public life on Sundays, it may be beneficial to introduce other activities or things to do at other times of the week and on Saturdays too which are free to enjoy in the public realm.



10. DIMENSIONED AT HUMAN SCALE

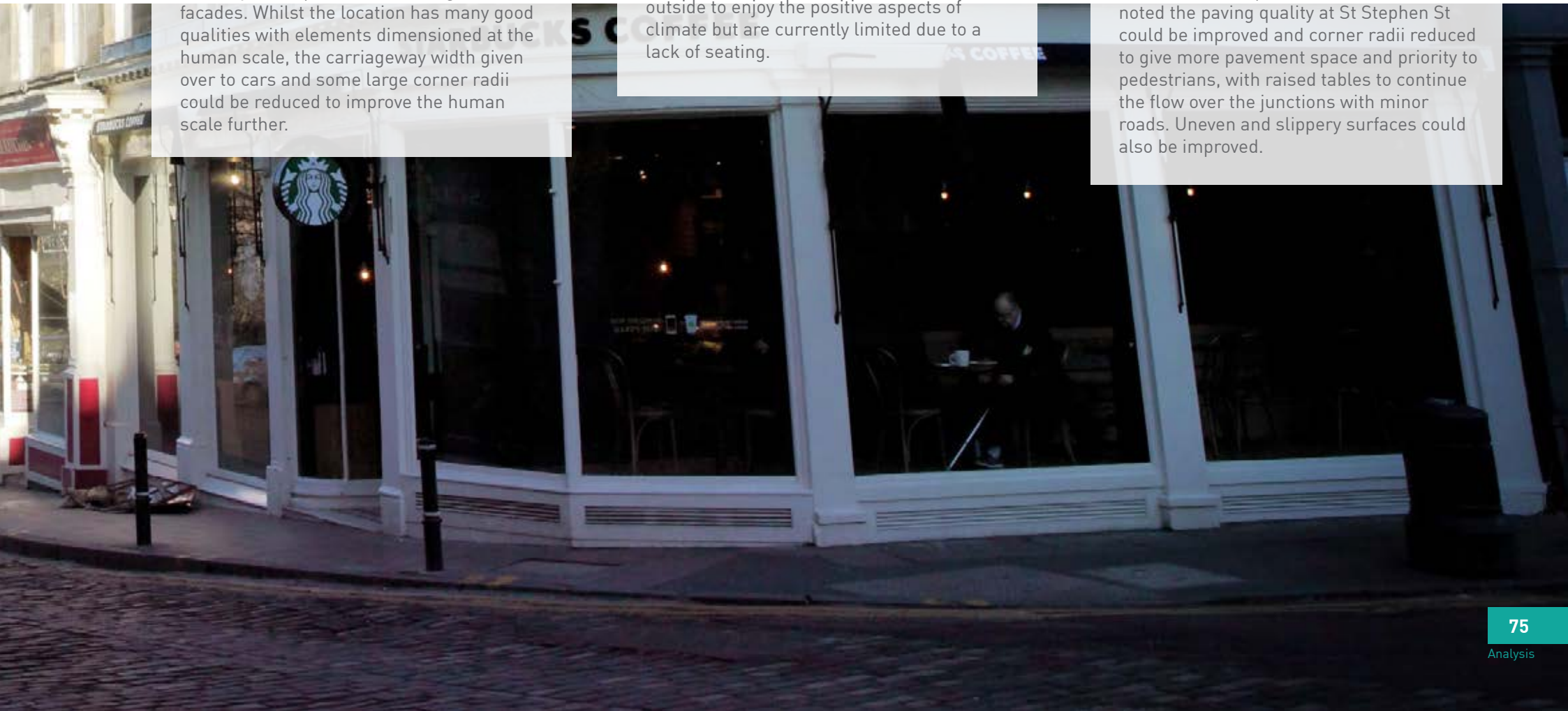
Users commented on a number of positive attributes including the character and 'village feel' of the area. Researchers also noted that this location features a number of interesting details and historic character including cobbled street surfaces and a diversity of shops with interesting and varied facades. Whilst the location has many good qualities with elements dimensioned at the human scale, the carriageway width given over to cars and some large corner radii could be reduced to improve the human scale further.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

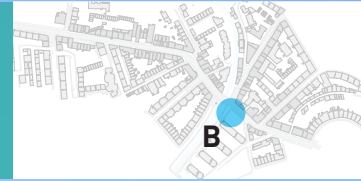
User interviews revealed that the weather currently restricts use of the public realm in all weather conditions due to a lack of shelter and protection. However in more favourable weather some users indicated that they would like to spend more time outside to enjoy the positive aspects of climate but are currently limited due to a lack of seating.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Whilst there are many positive aesthetic qualities, including the village feel and character as mentioned by users, some improvement to the detail design could be introduced to enhance the walking environment for pedestrians. Researchers noted the paving quality at St Stephen St could be improved and corner radii reduced to give more pavement space and priority to pedestrians, with raised tables to continue the flow over the junctions with minor roads. Uneven and slippery surfaces could also be improved.



B: CORNER OF JUBILEE GARDENS



B: BEHAVIOURAL MAPPING

JUBILEE GARDENS

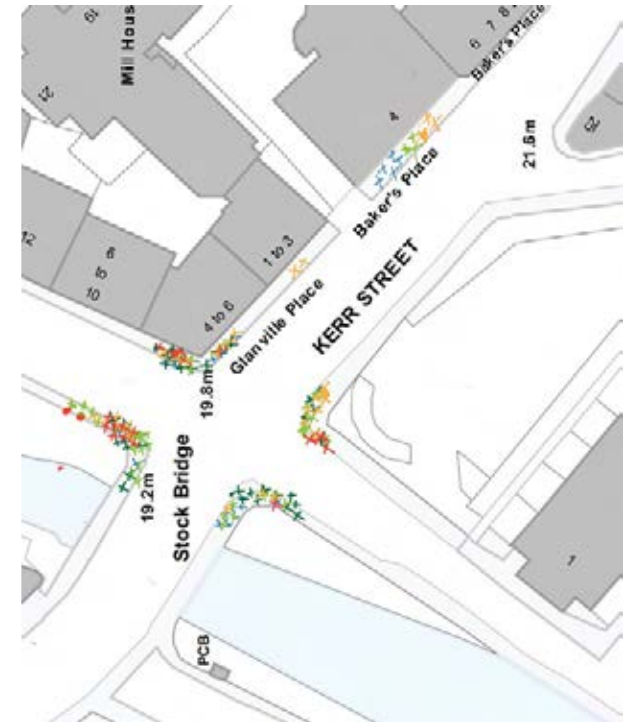
During the weekday, most of the people standing at this location are standing waiting to cross the junction. The junction is busy all times of the day. Researchers noticed that people are more likely to cross Saunders Street without waiting for the light to change, as this street is less busy. A shared space surface may be possible on this street due to the low car flows, enabling more spill out space for the market and pedestrian friendly atmosphere.

In the morning and afternoon people were observed waiting at the nearby bus stop. In the afternoon, people were observed starting to sit on the benches on the east side of the street next to Water of Leith.

At the weekend, the junction is very busy, with large numbers of people waiting to cross the street. The market has a large impact on the behavioural mapping at this location, generating a huge amount of positive public life during opening hours. People were observed sitting and standing in the marketplace, with volumes exceeding the quantity of seating available and creating a bustling vibrant atmosphere. When the market is closed in the morning and the evening on Sundays, Jubilee Gardens is rarely used, except as an occasional cut-through for pedestrians.



SUNDAY 31 JANUARY



WEDNESDAY 3 FEBRUARY

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



The community noticeboard is currently set within an uneven cobbled surface corner that pedestrians sometimes struggle to cross.

Dense low hedging acts as screen to junction. Could be improved with high canopy trees and sensory interest low planting beneath.

Saunders St is very quiet compared to other roads and could become a shared surface with frontage onto the Water of Leith.

Impact of air pollution from idling engines and noise from cars at the junction a concern for users.

Views to the Water of Leith are currently obscured and not maximised upon.



People enjoy people-watching this vibrant space on a Sunday.

On Sunday market days, even in Winter, there is not enough seating for all those who wish to sit.

Market-holders told us there is currently more demand for stalls than space will allow. Additional nearby public realm might help provide space for this.



Overlooking Jubilee Gardens residential flats offer a passive frontage but natural surveillance.

Trees and gravel provide an attractive aesthetic and public space.

Some informal seating is present in the form of shallow steps at this end of Jubilee Gardens and steeper steps to the South.

On weekdays in Winter very few people were observed using Jubilee Gardens.

Some formal benched seating, though this quickly fills up on Sundays and in summer.

Some users felt this corner was exposed in poor weather.

Dense hedging is unattractive. A planted screen with more sensory interest and glimpse views through high canopy trees may be more attractive.

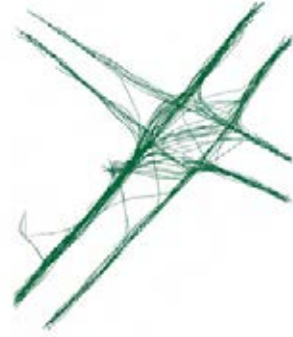
B: TRACING STUDY - SUNDAY 31 JAN

JUNCTION OF KERR ST, SAUNDERS PLACE, HAMILTON PLACE AT JUBILEE GARDENS



8AM

- Very quiet pavements with a slight predominance on the North East corner of Hamilton Place and Kerr Street.
- Presence of desire lines in proximity to the traffic lights.



12NOON

- Peak of foot traffic across the whole area with primary flows along the West side of Kerr Street and the South side of Hamilton Place.
- Heavy activity around the market in the Jubilee Gardens.
- Intense diagonal crossing on single-phase junction.



3PM

- Intense footfall with predominance on the West side of Kerr Street and the South side of Hamilton Street.
- Sunday market at Jubilee Gardens as converging point for movement across the junction.
- Visibly intense desire lines and diagonal crossings over all streets, in particular across the junction where pedestrians become frustrated by long crossing lights, and toward the market over Kerr St from the East.



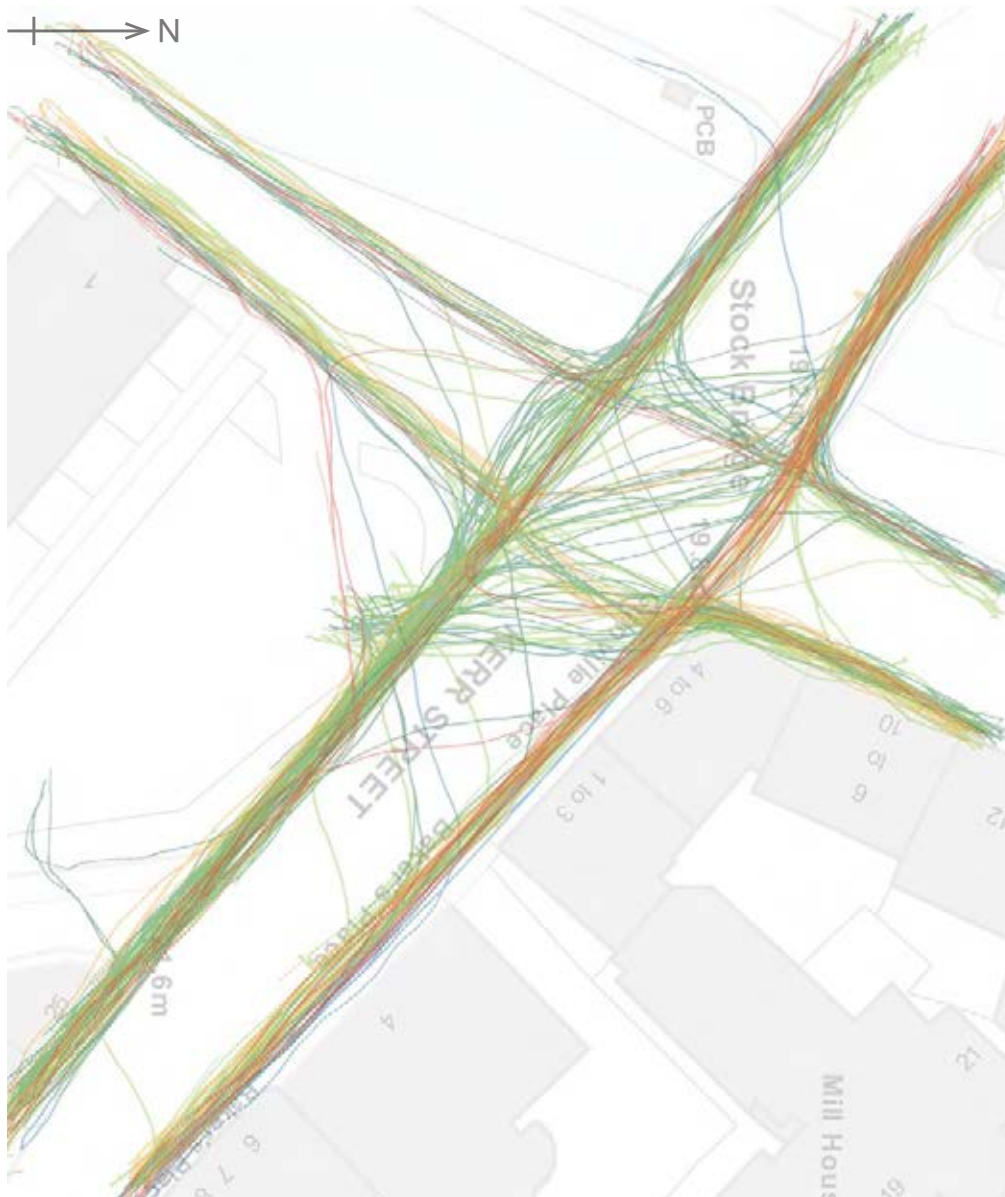
5PM

- Visibly less foot traffic along the whole area.
- Primary traffic on the East side of Kerr Street and South side of Hamilton Street.
- Less activity along the passive frontages on the West side of the area with the market now closing at the Gardens.
- Less diagonal crossing desire lines across the whole area.



7PM

- Less footfall with a higher number of pedestrians on the East more active frontage side of Kerr Street.
- Desire lines outwidth normal pavements cut through Jubilee Gardens, along Saunders Street and cross the road at the South end of Kerr Street.



LOCATION B, SUNDAY 31 JANUARY

Intense pedestrian traffic was observed along all pavements throughout the day. The most dominant pedestrian flows were observed along the West side of Kerr Street linked to the Sunday Market taking place at the Jubilee Gardens.

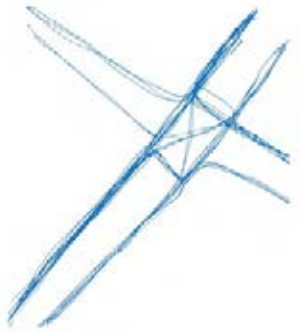
Peak footfall was found to occur between 12noon and 3pm with considerable pedestrian traffic joining the main South-North route from Hamilton Place and to a lesser extent from Saunders Street. All corners of the junction were significantly crowded, frequently blocking the pavement to other users, especially between 12noon and 3pm.

Significant visible presence of diagonal crossing and desire lines across the junction was observed. These converged at the market in Jubilee Gardens and were facilitated by the existing single-phase crossing system, though many deviated from the suggested crossing routes, cutting the corner by moving diagonally up Kerr St, and others became frustrating by long waits at the lights and jaywalked across when they saw an opportunity.

Location B is a lively area with a heavy flow of pedestrians, and rich in activities and amenities. Its potential for public life could be developed by promoting a more pedestrian friendly public space. If widened, the corners of the pavement at the junction would allow a smoother flow of pedestrians both waiting to cross and passing through. Foot traffic is at the moment heavily polarised towards the East access to the gardens. More permeable edges or the Jubilee Gardens would allow a more evenly spread out flow across the area.

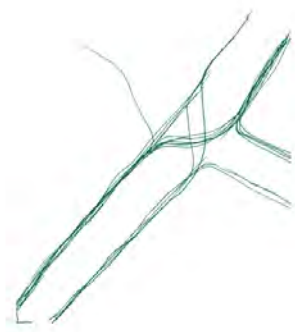
B: TRACING STUDY - WEDNESDAY 3 FEB

JUNCTION OF KERR ST, SAUNDERS PLACE, HAMILTON PLACE AT JUBILEE GARDENS



8AM

- Primary foot traffic was along both sides of Kerr Street.
- Secondary traffic was along Hamilton Place and along Saunders Street.
- Diagonal crossing was observed at the junction from all corners.
- No additional crossing desire lines were seen along roads leading to the junction at this time of day.



12NOON

- Primary foot traffic along the East side of the Stock Bridge crossing over at the junction and along the West side of Kerr Street.
- Researchers note large groups of people walking through the area.
- Movement was predominantly on the North/South axis through the junction rather than East/West.
- Scarce traffic along Saunders Street.



3PM

- Visibly more intense footfall along the whole area with a slight predominance of the North side of Hamilton Place, the East side of the Bridge and the West side of Kerr Street.
- Large number of school children noted.
- The North East corner of the junction was focal point and frequently became crowded and congested.
- Diagonal crossings and desire lines were observed across the junction.



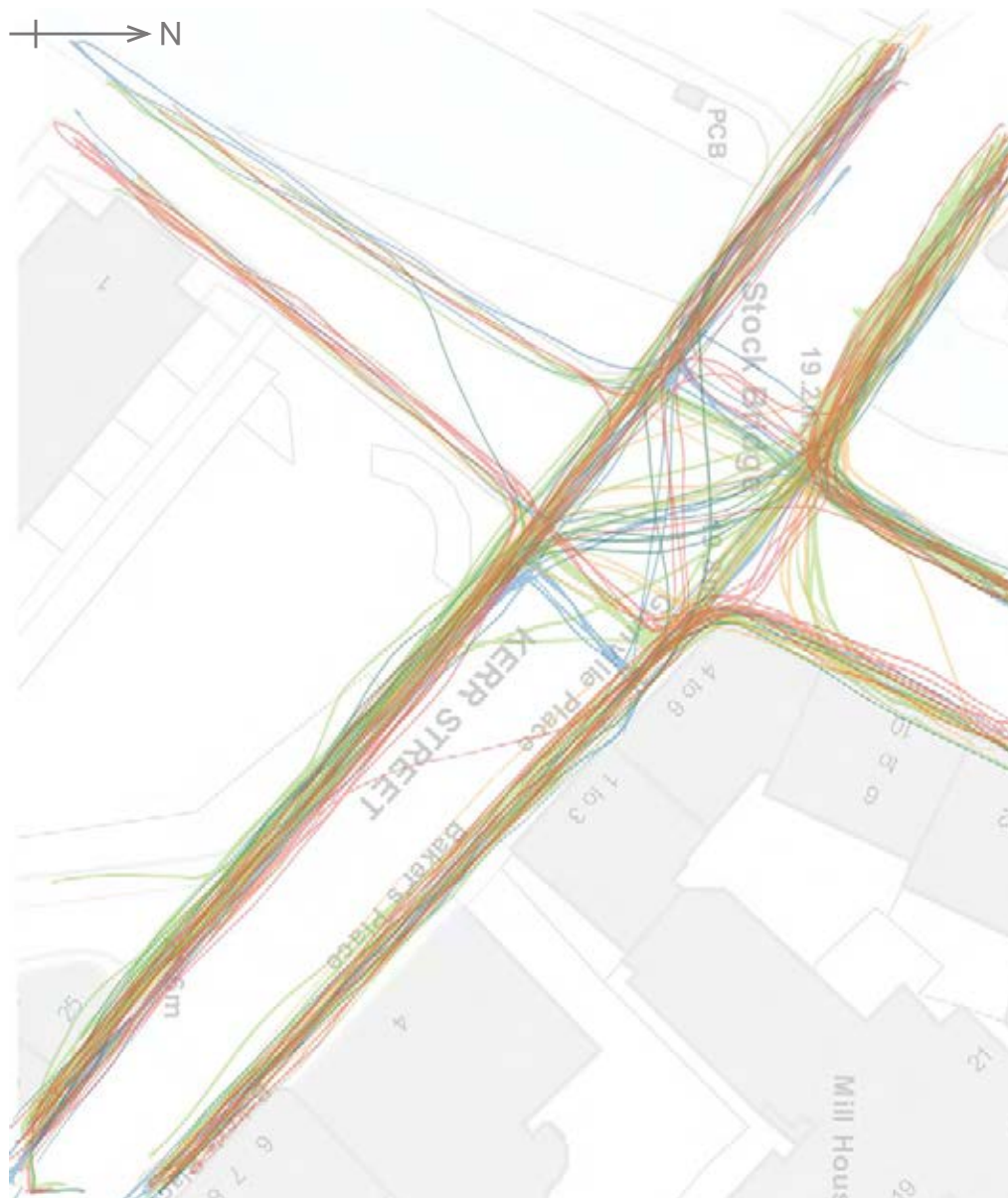
5PM

- Moderate pedestrian flows cross the whole area.
- East side of the Stock Bridge is the most used pavement.
- North East corner of the junction as focal point with desire lines and diagonal crossing to and from it.



7PM

- Increased footfall with primary traffic on both sides of Kerr Street and Hamilton Place.
- Secondary lesser pedestrian flows observed along Saunders Street.
- In particular very few people walking on the North side of Saunders St presumably due to a lack of active frontage and views despite close proximity to the Water of Leith.
- Crossing mainly at the lights with some cases of diagonal crossing.



LOCATION B, WEDNESDAY 3 FEBRUARY

Foot traffic in the area varies of intensity with peaks during the 8am slot due to commuters, the 3pm slot with the school run and the 7pm slot, as noted by researchers. Primary pedestrian flows were found along both sides of Kerr Street with a slight preference for the East side of the Stock Bridge. The North side of Hamilton Place is more crowded than the South and acted as a key movement route feeding into pedestrian journeys toward Raeburn place. Less pedestrian traffic was registered along Saunders Street.

The single-phase traffic lights at the junction allow diagonal crossing. Researchers noted a zigzag movement of pedestrians at the lights in order to avoid cars stopping in the middle of the crossing. Desire lines to cross the road occur in close proximity to the junction. Traffic jams were registered at different times of the day, with some pedestrian taking advantage of this stationary traffic to nip in between cars and cross the road without waiting long periods for the lights.

All corners of the junction are converging points for heavy foot traffic, with a visible trend to and from the corner of Hamilton Place and the Stock Bridge. Location B would benefit from the widening of pavements and corners to accommodate the fluctuating flows of pedestrians. No pedestrian activities were registered within Jubilee Gardens whose potential could be developed for week-long use to supplement the existing Sunday market. Saunders St is currently very quiet, with pedestrians favouring the South side of the street, despite proximity to the Water of Leith, which could be opened up to improve vistas and views and turn the focus around to face this attractive feature.

B: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



1. FEELING SAFE / TRAFFIC

User interviews at Location B showed that traffic was considered to be a major problem by those using the space. Users primarily cited reasons of car drivers unable to clearly see when lights were changing at the junction and so running red lights (with resultant hazards for pedestrians), the noise from loud traffic (especially lorries and buses), four directions of vehicles idling causing air pollution for those at the market, and a need for reduced parking on Hamilton Place and Kerr St to enable buses to pass more easily and vans to load/unload for the market. A key suggestion was to introduce double yellow lines on one side of the road at Hamilton Place and also on the East side of Kerr St, leaving loading space adjacent to the market on the West side with some additional permit-only parking spaces on that side of the road only. These were seen as key ways to reduce congestion. Other users reported difficulty to crossing the road and at the junction as pedestrians, with long waiting times. Researchers also observed traffic was busy at the junction. Car drivers seemed to find it hard to see the lights change coming from the North to the South resulting in a lot of honking of horns and people were observed cutting across the road in between stationary cars at the lights to get to the other side without waiting for the green man. This may be an indication that waiting times are currently too long and pedestrians need additional priority.

2. FEELING SECURE / CRIME

All users interviewed stated that they felt very safe at this location in Stockbridge. Reasons given included that it is seen as a 'nice area', with a wealthy demographic, and that the market on Sundays was particularly important in ensuring there were lots of people around, thereby increasing feelings of safety due to natural surveillance. No users felt unsafe. The only possible crime mentioned were pickpockets in the market. This consensus on perceived safety is significant as it means there is great potential to encourage people to engage users in staying activities at all times of day without fear of crime or anti-social behaviour hindering this. This could be built on to encourage more evening staying activities as well as those during the day at Jubilee Gardens.

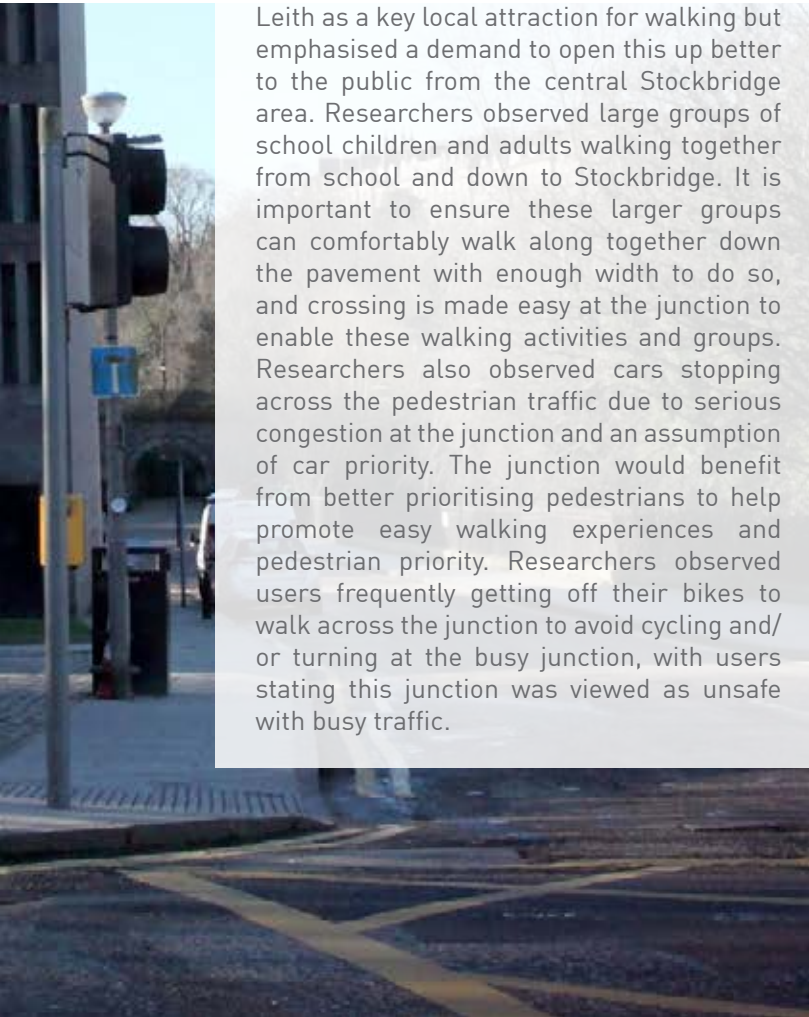
3. CLIMATE + POLLUTION

Users at Location B cited negative climatic and sensory experiences such as wind, cold, rain and dog poo on the pavement as primary reasons for them not spending more time outside in public space. Users implied they felt there was currently little protection from these negative experiences. Creating shelter from wind and rain through increased use of awnings extending from shop-fronts to protect pedestrian movement, or addition of trees to help provide some shade and shelter from rain, may help mitigate these negative sensory experiences. Researchers also noted lines of cars with engines idling waiting at the junction. Idling cars cause air pollution and as one user noted - this creates a poor quality environment for pedestrians and those gathered at the market or nearby. Reducing the number of cars and congestion would help reduce the negative impact of air pollution. Researchers also noted those around them complaining about the wind and exposure.



4. OPPORTUNITIES TO WALK

Many users commented that the Stockbridge area is an enjoyable place to walk, particularly due to key nearby walking routes and destinations such as the Water of Leith. Users commented on attractive qualities such as the area being calm and beautiful. However, many users also commented on the narrow pavements in certain areas of the town centre as being a hindrance to walking. Others highlighted the Water of Leith as a key local attraction for walking but emphasised a demand to open this up better to the public from the central Stockbridge area. Researchers observed large groups of school children and adults walking together from school and down to Stockbridge. It is important to ensure these larger groups can comfortably walk along together down the pavement with enough width to do so, and crossing is made easy at the junction to enable these walking activities and groups. Researchers also observed cars stopping across the pedestrian traffic due to serious congestion at the junction and an assumption of car priority. The junction would benefit from better prioritising pedestrians to help promote easy walking experiences and pedestrian priority. Researchers observed users 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

User interviews revealed that people generally feel this location is a positive place to stand and spend time with many choosing to come here to spend time - at the weekend, for the market, or whilst walking along the Water of Leith. However, some users expressed that they wouldn't sit here - either due to a lack of opportunity, proximity to the junction and traffic, or for other reasons not given.



6. OPPORTUNITIES TO SIT

User interviews revealed that whilst some users enjoy sitting outside at this location on the benches at the corner of Jubilee Gardens, others said they would spend time here but not sit. Researchers observed that the existing benches were heavily used by people visiting the market, with many trying to eat standing up when these were at capacity despite the cold weather (2°C) indicating a demand for increased seating opportunities. The addition of more seating - both more formal benches and also informal seating opportunities - would help facilitate staying activities at this location, particularly on market days and in summer when the number of people wishing to use these are considerable and even further above current capacity.



B: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



7. OPPORTUNITY TO SEE

Users interviewed spoke of the area being beautiful, with interesting local shops, a 'good local vibe', community spirit and 'village feel'. Others commented on the attractive architecture and views of the Water of Leith as positive aspects to the area. Proximity to Inverleith Park and the Water of Leith are seen by users as key attributes, and for which views of, and connections to, could be enhanced for pedestrians and cyclists.

8. OPPORTUNITY TO TALK + LISTEN

Users interviewed mentioned that they liked to use this area for conversations, meeting people and talking/listening activities. This positive environment for talking and listening could be built upon to enhance opportunity and comfortable spaces for these conversations to happen in. For example clusters of formal and informal seating and screening from the traffic with vegetation/trees.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

The Sunday market is a valuable node of activity enabling unfolding activities. However, users interviewed expressed that they would spend more time outside at this location if there were additional activities for children and play. Researchers observed a large number of people jogging through the area past Location B. This was especially prevalent at 7pm on weekdays. A more pedestrian priority environment and junction would enable easier jogging and pedestrian movement through the area.



10. DIMENSIONED AT HUMAN SCALE

On the whole users had very positive feelings about this location and Stockbridge as a whole, frequently commenting on its 'village feel', beautiful surroundings, interesting shops and architecture. Researchers also noted that this location includes many elements at human scale - from the cobbled street to trees in Kerr St Gardens and small independent shops nearby. However, the road junction at this location is the main element at a larger scale - with two lanes of car traffic in some directions and a focus on vehicular movement (and scale) through the junction. An amended junction layout with surface materials and detail design that emphasises pedestrian priority across the junction would help enhance the human scale, and better prioritise pedestrian and cyclist movement over cars.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

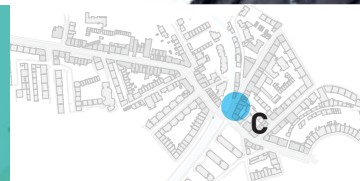
Users interviewed stated that they would spend more time here in summer or favourable weather. Users also gave high scores when asked how they would rate this location as a place to spend time outdoors. Many cited the market, its quiet and attractive character as reasons to spend time here. Researchers observed the market space at Jubilee Gardens features prominently as a destination for people spending time outside during more pleasant weather. However, there are opportunities to enhance enjoyment of these positive aspects of climate through introduction of additional formal and informal seating clusters for use both during the Sunday market when large crowds gather but also during the week in quieter periods when users also expressed wanting to spend more time here.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Most users interviewed spoke positively of both this location and the Stockbridge area in general in terms of aesthetic qualities and positive sensory experience. Users commented positively on the bustling friendly character, village-feel and attractive aesthetics. Researchers also observed these positive qualities though noted some detail design at Location B which could be improved to help further enhance this. For example the corner of Kerr St and Saunders St features a mix of paving materials and uneven surfaces which could be improved to create a more level walking surface and pleasant aesthetic whilst also incorporating more soft landscaping to screen traffic and seating.



C: HAMILTON PLACE ADJACENT TO BUS STOP / BENCHES

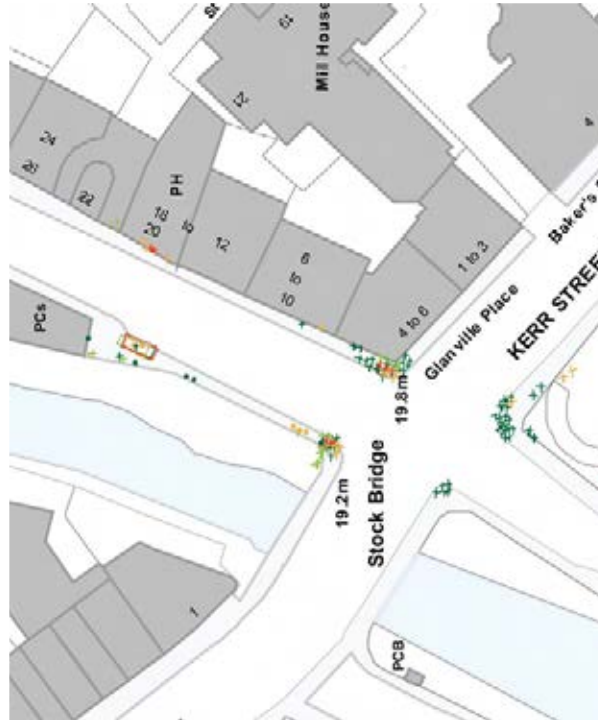


C: BEHAVIOURAL MAPPING

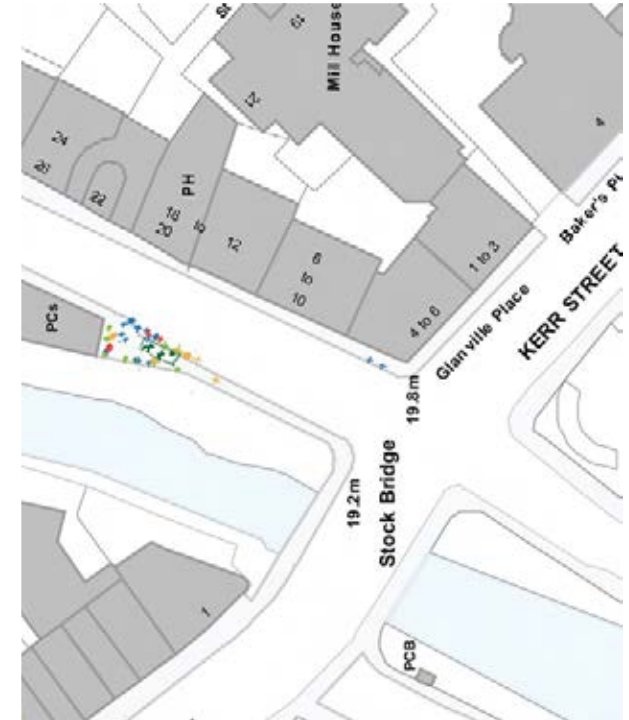
HAMILTON PLACE

On weekdays the bus stop at Location C is busy throughout the day. Researchers observed people either standing at the bus stop waiting for the bus, sitting on the benches along the wall next to the Water of Leith or inside the bus stop. This location becomes a bit quieter in the evening.

Researchers observed that on weekend days, the bus stop is less active. On weekend mornings, this location and the bus stop are generally quiet, with only a few people are standing to wait for the bus present and engaging in stationary activities in the public realm here. The benches near the bus stop are in use throughout the day, as are those benches closer to the junction. Only a few people were observed window shopping across the street.



SUNDAY 31 JANUARY



WEDNESDAY 3 FEBRUARY

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



Bus stop currently obstructs the natural pedestrian desire line. This could be relocated against the public toilets wall to better facilitate movement on foot.

Railings are used to lock up bikes due a lack of bike racks in the vicinity.

Users struggle to pass one another and often step into the road to pass.

Benches face away from the Water of Leith toward the road. Opening up the Water of Leith to those passing by or sitting would be beneficial.



Pedestrians fill the narrow pavement corners at the junction waiting long periods for a green man and causing congestion on the pavement.

Some people do use the benches, though these face away from Water of Leith toward the road.

Limited views to Water of Leith, with wall-mounted railings adding an extra barrier to views. Views and connection to Water of Leith could be better opened up.

During busy periods buses struggle to pass parked cars on Hamilton Place.

Junction feels very vehicle dominated. Wider pavements, smaller corner radii and more frequent single phase crossings would enhance place and movement functions.

C: TRACING STUDY - SUNDAY 31 JAN

HAMILTON PLACE



8AM

- Pavement is relatively quiet with primary foot traffic registered only on the North side of Hamilton Place and the East side of Kerr Street.
- Minor secondary traffic along the South side of Hamilton Place.
- Pedestrians observed were mostly seen to be walking to the shops.
- High number of runners.



12NOON

- More intense foot traffic on all pavements and presence of diagonal crossing over the roads with pedestrian desire lines toward the Sunday market.
- Significant activity registered down the Water of Leith path.
- Users registered stopping along Hamilton Place to look at the river and take pictures.
- Benches were observed being used to stop for lunch.
- High number of pushchairs were



3PM

- Primary pedestrian traffic was observed along both sides of Kerr Street and Hamilton Place.
- South corner of Kerr Street and Hamilton Place is particularly busy with converging pedestrian flows and desire lines.
- Public toilets are noted to be regularly used during the day.



5PM

- Primary foot traffic noted along the East side of Kerr Street and the North side of Hamilton Place.
- Most pedestrians walk behind the bus stop on the regular pavement now that the roads are quieter.
- Children registered playing at the bus stop.



7PM

- The South side of Hamilton Place is very busy in proximity to Hamilton's pub.
- Most activity is on the East side of Kerr Street.
- Limited crossing on the East/West axis at the junction, with North-South directional movement more common.
- Pedestrian desire lines cut across Hamilton Place at various spots.



LOCATION C, SUNDAY 31 JANUARY

Foot traffic was registered on all pavements near Location C with more intense flows on the East side of the area along Kerr Street and Hamilton Place. The East side of the Bridge is used throughout the whole day, with a secondary flow along the Water of Leith pathway, especially at the 12noon slot. This highlights the importance of this walking route and connection to Stockbridge along the Water of Leith, with many users walking this way to the Sunday market at the weekend.

Both sides of Hamilton Place are particularly busy throughout the day. Interestingly, researchers noted pedestrians walking between the back of the bus stop and the very edge of the pavement next to traffic (often stepping into the road) at busier times regardless of the traffic. This shows that pedestrians are prioritising their desire lines above safety concerns with adjacent traffic. At quieter times this route stepping into the road was less used, with pedestrians taking the longer way around the bus stop along the prescribed pavement.

Closer to the junction at Hamilton Place/Kerr St, desire lines across the road become more visible. A peak of activity is noticeable on both corners with Hamilton Place, creating disruption along the pavement where congestion causes conflict and some pedestrian to step into the road or those less sure-footed to struggle to pass.

To improve the overall experience of walking at Location C along Hamilton Place, it would be advisable to widen the pavements and corners on Hamilton Place and Kerr Street to facilitate pedestrian movement. The seating area adjacent the public toilets on Hamilton Place would benefit from the repositioning of the bus stop either closer to the edge of the road to discourage stepping onto the street, or ideally this would be moved with its back against the public toilets out of pedestrians desire lines. Enhanced visibility towards the river is also recommended.

C: TRACING STUDY - WEDNESDAY 3 FEB

HAMILTON PLACE



8AM

- Primary foot traffic was observed to be along the East side of Kerr Street and the South side of Hamilton Place.
- Large numbers of people were observed getting onto buses on the North side of Hamilton Street.
- The South East corner of Hamilton Place and Kerr Street is a focal point for converging flows of pedestrians.



12NOON

- Considerably quieter pavements across the whole area.
- Main foot traffic on the East side of Location C down Hamilton Place and the East side of Kerr Street.
- Movement was registered along the underpass to St Stephen's Place.



3PM

- Both sides of Hamilton Place are busy with traffic.
- Flows on the East side of Kerr Street merge with pedestrians from Saunders Street.
- Researchers note a high number of pupils passing from the schools on Hamilton Place towards Kerr Street.
- Movement along St Stephen Place which is used as a cut-through.



5PM

- Quieter pavements with even flows along both sides of Hamilton Place and the East side of Kerr Street.
- Researchers note a high number of commuters returning from the city centre.



7PM

- Foot traffic focused on the East/West axis of the junction.
- Less crossing at the traffic lights on Kerr Street compared to earlier in the day.
- Researchers note a higher tendency to jaywalk during this time slot, possibly due to less traffic making this easier.



LOCATION C, WEDNESDAY 3 FEBRUARY

Both sides of Hamilton Place are heavily walked throughout the day and evening with a peak registered during the 8am time slot, when the bus stop appears to be heavily frequented as well. This may be due to those walking or taking the bus to work.

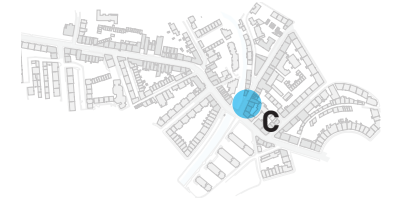
Flows along the North edge of Hamilton Place, encounter a pinch point immediately East of the bus stop, where public toilets, the bus stop and the street paving design narrow the walkable section of the pavement.

The formalised crossing between Kerr St and the bridge is heavily used. Both corners of the junction are particularly busy and sometimes overcrowded. A minor pedestrian flow is visible along St Stephen Place and its underpass linked to desire lines to the bus stop. Desire lines crossing the road are also visible in proximity to the junction on Hamilton Place, sometimes covering considerable distances at times when less traffic is present.

The area would benefit from the widening of pavements especially on the North side of Hamilton Place to minimise the negative effects of the existing pinch point and to facilitate movement of commuters. Wider corners at the junction would avoid potential conflicts between standing and moving pedestrians allowing a smoother flow across the area.

C: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



1. FEELING SAFE / TRAFFIC

User interviews revealed a key traffic issue at this location is due to parked cars blocking the road for buses and ambulances with many users realising the need to reduce parking by the introduction of more double yellow lines (particularly on Hamilton Place) whilst also having concerns about the impact this might have on local businesses. Users also highlighted issues of air pollution from cars idling at the junction and busy traffic and the roads at this location being difficult to navigate with small children. Some users commented they would not cycle through the junction for fear of traffic accidents, instead preferring to walk their bikes across. Some users also noted that the bus stop's current location divides pedestrian traffic, with some pedestrians stepping into the road in front of the bus stop to pass more easily and quickly at this pinch point. Researchers noted that at quieter traffic times, such as in the evening, more users were observed stepping in to the road to take a shortcut around the bus stop. At these times more users were also observed cutting across the road not at the traffic lights, and were able to do this due to fewer cars on the road.

2. FEELING SECURE / CRIME

All users gave this location an 8 or above out of 10 in terms of how safe they feel here. This was supported in their comments, with all stating that they did not worry much about crime here. Despite this, a few users did highlight that the only crime they would worry about at this location related to house burglaries, stolen bikes and a perceived threat from those sat on the street asking for money.

3. CLIMATE + POLLUTION

Many users interviewed spoke of the importance of the shelter the bus stop provides for those waiting for a bus at this location. However, several users also commented that this bus shelter should be bigger to accommodate more people in bad weather as this quickly fills to capacity, with those unable to fit left in the wind/rain. Other users commented that this location does become very windy. Researchers noted that repositioning of the bus stop against the public toilets wall would help reduce exposure by tucking this into a more sheltered spot whilst also easing pedestrian flow. Additional shelter would be beneficial at this location, whether through more formal structures such as an extended shelter at the bus stop or through introduction of trees or similar to provide some canopy shelter.



4. OPPORTUNITIES TO WALK

Users generally felt this location was easy to walk through. However, some users did cite air pollution, slippery cobbles, fast car speeds and uneven paving as hindrances. Other users commented on difficulties moving through the area with buggies or when wishing to walk with a friend and talk side by side due to obstacles such as bins and street clutter in the way, narrow pavements and pinch points. Researchers noted a large number of runners - around 8 per 30mins - mostly running North-South over the Stock Bridge. Researchers also noted that the footpath along the Water of Leith is heavily used for those walking and with dogs. Large numbers of people walking their dogs were also observed walking through the area on the street. Some users noted that many people try to avoid the obstacle of the bus stop in their desire lines by stepping into the road to go around the bus stop. Researchers noted that the moving of the bus stop from its current position to the wall of the public WCs would allow better views of buses coming by those waiting, creation of more of a 'space' at this point to build on the pavement width at this spot, and also ensure the bus stop does not create an obstacle dividing the pavement space along this busy walking route. Researchers also observed large groups of school children, families, parents with pushchairs trying to navigate through the pavement.

5. OPPORTUNITIES TO STAND/STAY

User interviews included those speaking about both the specific locality of the bus stop, and the slightly more broad Stockbridge area. Many of those speaking about the area around the bus stop specifically mentioned the importance of the shelter at the bus stop in enabling longer staying activities, and that this should be extended. They also mentioned the importance of the Water of Leith as a key (if difficult to currently see) view from the bus stop. This could be improved to better reveal this attractive feature. Those speaking more generally about the vicinity around Location C highlighted the importance of the Water of Leith and Sunday market in promoting staying activities, as well as the other community facilities, shops/cafes, and Botanic Gardens in the nearby area which help act as a draw for visitors and as a destination. Researchers noted the public WCs at this location are heavily used by both visitors and those at the market and help enable longer stays by people in the area outside here.

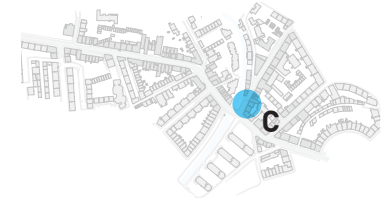
6. OPPORTUNITIES TO SIT

User interviews revealed that currently users engage in sitting activities on the benches at this location and nearby either as a rest stop en route other places or whilst at the market. Other seated activities were mainly cited as being outside at cafes. Many users stated they would engage in more sitting activities here in summer due to better weather, whilst others said they would sit here all year round assuming the opportunity for a seat was presented. These user interviews highlight the importance of seating for both leisure uses in combination with the market and summer more social 'hanging out' activities with friends, as well as the role of seating in the public realm as a valuable resource that allows those who are older or have mobility issues to take a rest en route to destinations outside.



C: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



7. OPPORTUNITY TO SEE

A key finding from user interviews at Location C was the importance of the Water of Leith as a key view, both for those waiting at the bus stop and passing by. This view could be enhanced. In addition to the view of the Water of Leith, users commented that they enjoyed the vibrant atmosphere, cafes and village feel of the area. Researchers observed users stopping to take photographs over the wall to the Water of Leith by peering over railings. Researchers noted that in the short term, removal of the railings from the top of the wall at this location or possible reduction of wall height in certain spots with apertures through would help improve views and connection to the Water of Leith. Longer term this frontage onto the Water of Leith might be rethought to better 'face' the river.

8. OPPORTUNITY TO TALK + LISTEN

User interviews showed that this area is seen as a place that people would like to spend time and have conversations with friends. However several hindrances to being able to talk and listen here included the narrow pavements / pinch points making it hard to walk side by side and talk to one another, and loud sirens from police and ambulances, as well as traffic noise. Researchers noted bin collection causes a lot of noise [8am Saturday 31 Jan].

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Users mentioned the vibrant and village feel with interesting things to do, as a key reason they would spend time here. These imply a certain degree of unfolding activities and social activities. In addition to the market which provides a great amount of public life on a Sunday and potential for unfolding activities, researchers also noted a large number of runners - around 8 per 30mins - mostly running North-South over the Stock Bridge, especially at the 8am and 5pm and 7pm slots. Researchers observed children playing at the bus stop on the pavement, though there are no other play facilities nearby.



10. DIMENSIONED AT HUMAN SCALE

Researchers noted that whilst there are a great number of small shops and interesting features nearby at the human scale, there is still some room for improvement. The junction at Hamilton Place/Kerr St still favours the vehicular scale, and leaves little room for pedestrians waiting on the pavement at the corners. These corners could be widened to increase space for both waiting pedestrians and those trying to pass by. In addition the space at Location C and the bus stop could be improved to provide more sensory interest by opening up views to the Water of Leith rather than leaving this as a larger-scale blank stone wall facade creating a barrier to the water.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

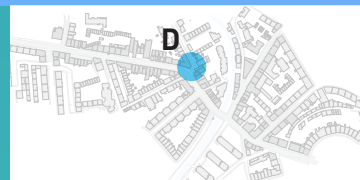
User interviews highlighted that outdoor seating at cafes is currently seen as the primary way to enjoy the positive aspects of climate when the sun is shining, with few users mentioning the seats at this location near the junction as a place they would consider sitting. Additional provision of well-placed seating in areas nearby to Location C (for example Jubilee Gardens, or by opening up the Water of Leith frontage with informal seating facing the water not traffic) could help provide for more outdoor seating in a public realm/non-commercial setting which enables a broader range of people to enjoy positive aspects of climate at this location.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Key moves to improve the aesthetic quality and sensory experience at this location would include widening pavements and relocation/removing street clutter to ensure easy movement on foot through the area. For example relocation of the bus stop would free up the pedestrian desire line through this location and create more of a coherent space. Key pinch points at the junction could also be widened to create a more generous pedestrian priority pavement width, and introduction of double yellow line adjacent to the bus stop along Hamilton Place to restrict parking would enable easier flowing of traffic - particularly for buses. Researchers noted that at this location the public toilets smelled quite strongly, which is a deterrent for people spending a long time here, though many need to wait here for long periods because of the bus stop. Locating the source of this smell and rectifying the issues causing it (perhaps blocked drains) would enhance the sensory experience. Equally, by opening up views toward the Water of Leith and facing this street onto a river view would enhance the visual experience at this location. This could be done short term by removing railings from the top of the wall here or through more serious interventions to reduce the wall and integrate stepped seating and improved public realm toward the water as a longer term improvement.



D: ST BERNARDS ROW + RAEBURN PLACE



D: BEHAVIOURAL MAPPING

ST BERNARDS ROW + RAEBURN PLACE

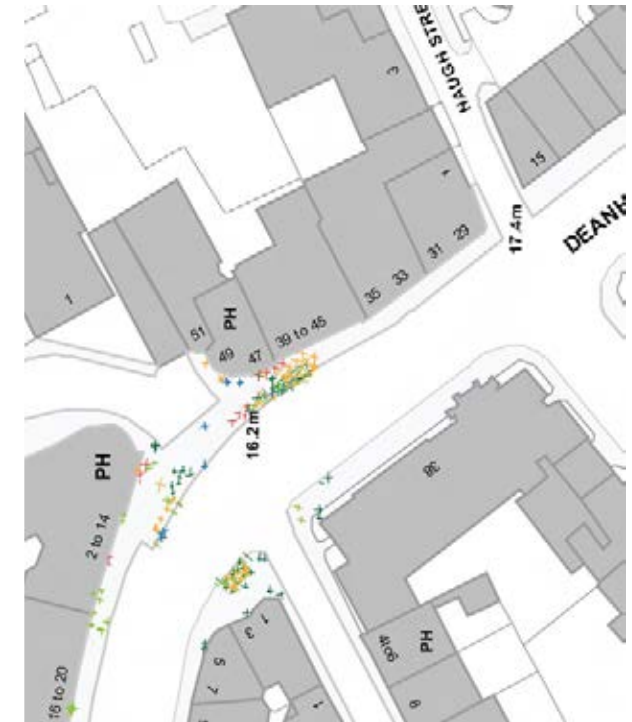
At Location D, people were observed to be mostly waiting at the nearby bus stop or waiting to cross the street at the signalised crossing.

In the morning on weekdays, researchers observed that the primary function is people waiting for buses or for the pedestrian crossing to change to the green man, however at around noon people started to be noted also window shopping. Window shopping and public life in the street increases throughout the afternoon. In the evening, whilst the street becomes less busy, more people were observed standing outside the bars (Stockbridge Tap and Hectors) to smoke.

During the weekend, this location is very quiet in the morning, with only a few people standing either waiting for the bus or to cross the street. Around noon and into the afternoon public life increases with more standing and staying activities relating to the crossing and bus stop. This then decreases again in the evening. This demonstrates a limited range of activities at present at this location, despite the space and potential for more public life at this more spacious location with a positive sunny microclimate on good weather days.



SUNDAY 31 JANUARY



WEDNESDAY 3 FEBRUARY

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



Active frontages add sensory interest and natural surveillance.

Narrow pavements with bins, poles and other obstacles, hemmed in by parked cars make walking difficult and sometimes inaccessible for all users.

Pedestrians feel crossing times are not long enough to safely cross and it takes too long for the green man.

The pavement gets congested with large volumes of pedestrians and inadequate space for easy free movement.

A lack of bike racks means people have to lock up bikes on poles.

This part of the road is rarely used by cars but frequently walked by pedestrians. There may be potential to extend the pavement to create a shared surface and spill-out space for Hectors and Stockbridge Tap.



Pedestrians interviewed felt the lights took too long to change.

Currently active frontages of The Stockbridge Tap and Hectors have no space to have seating outside.

Lack of enough bike parking even at less busy times of day mean poles are used instead.

Very few vehicles drive to the end of St Bernard's Row to get to this entrance. A shared space could accommodate these low volumes of vehicles whilst creating a better public space for gathering.

D: TRACING STUDY - SUNDAY 31 JAN

ST BERNARD'S ROW + RAEBURN PLACE



8AM

- Moderate foot traffic on both sides of Raeburn Place.
- Considerable secondary flow along St Bernard's Row. Minor flows along Dean Street.
- Diagonal crossing near the crossing lights by pedestrians seem may indicate attempts to avoid frustration and long waits at the signalised crossing, instead choosing to dash across with desire lines in between cars.



12NOON

- Heavier footfall at 12noon on both sides of Raeburn Place and on the North side of St Bernard's Row.
- Secondary pedestrian traffic observed along Dean Street.
- Variety of desire lines using the pavement between the bus stop and St Bernard's Row with many treating this as a shared space.
- Desire lines show people using the pedestrian crossing and often cutting corners to shorten their route.



3PM

- North side of Raeburn Place and West side of St Bernard's Row are the primary thoroughfares at this time of day.
- Secondary pedestrian traffic observed along East side of St Bernard's Row and Dean Street.
- Activity around the bus stop is clearly shown, and has desire lines to and from it.



5PM

- Heavier foot traffic along both sides of Raeburn Place and the West side of St Bernard's Row.
- Jaywalking between the bus stop and Dean Street observed with many pedestrians not waiting for long crossing lights.
- Heavy use of the traffic lights with a cluster of desire lines around them.
- Researchers note movement back and forth from the bus stop to see if the bus is approaching up Raeburn Place.



7PM

- Foot traffic is reduced and evenly distributed along Raeburn Place and St Bernard's Row.
- The formalised crossing is used less frequently with desire lines covering noticeable lengths across Raeburn Place. With less busy vehicle traffic pedestrians can cut across the road more easily without the assistance of the lights, so do so more in line with their desire lines to shorten the distance walked and avoid long waits for the green man.



LOCATION D, SUNDAY 31 JANUARY

Foot traffic at Location D is intense throughout the whole day with peaks during the 12noon slot and 5pm slot. Footfall is heavy along Raeburn Place, with St Bernard's Row also contributing with a variety of users along it. Pedestrians, cyclists and runners were observed using the space heavily.

The bus stop on the East side of Raeburn Place is highly frequented, but lacks of visibility of approaching buses - users were frequently spotted walking North-East along the street to see if buses are coming. This is an issue which could be resolved with live service update panels.

The crossing lights on Raeburn Place are in constant use with a high number of jaywalkers due to its long waiting times. To better prioritise pedestrian movement and reduce pedestrian frustration it is recommended that this become a zebra crossing, or signalised crossing with much shorter waiting times for the green man.

The pedestrianised junction with St Bernard's Row is heavily frequented with a richness of desire lines across its whole area, including those still marked as road. This is already used as a shared space and key pedestrian route due to the low volume of vehicles present. The potential for public life could be maximised here by formalising the end of St Bernards Row as a shared space, with seating, trees and improved public realm. This would act as a place to pause and rest for those window shopping or meet friends. It could also incorporate outdoor seating for the adjacent bars and restaurants.

D: TRACING STUDY - WEDNESDAY 3 FEB

ST BERNARD'S ROW + RAEBURN PLACE



8AM

- Moderate footfall along both sides of Raeburn Place though with more pedestrians on the North/East side. This is presumably due to the wider pavement.
- Diverse desire lines and primary pedestrian routes across and along St Bernard's Row, including a high number of cyclists.
- Pedestrians were only observed crossing Raeburn Place at the traffic lights.
- High activity around the bus stop.



12NOON

- Visibly heavier footfall with primary pedestrian traffic along both sides of Raeburn Place, with slightly more people walking along the North/East pavement.
- St Bernard's Row is heavily used with its West side being the primary pedestrian route.
- Pedestrians predominantly crossed at the lights with desire lines towards the bus stop.



3PM

- The North/East side of Raeburn Place is the most used pavement, and is fed into from the South and St Bernard's Row.
- Secondary flows were observed along the South/West pavement of Raeburn Place, and to a lesser extent Dean Street.
- Desire lines crossing the road at the end of St Bernard's Row where this meets Raeburn Place were observed, with many pedestrians treating this as a shared surface.



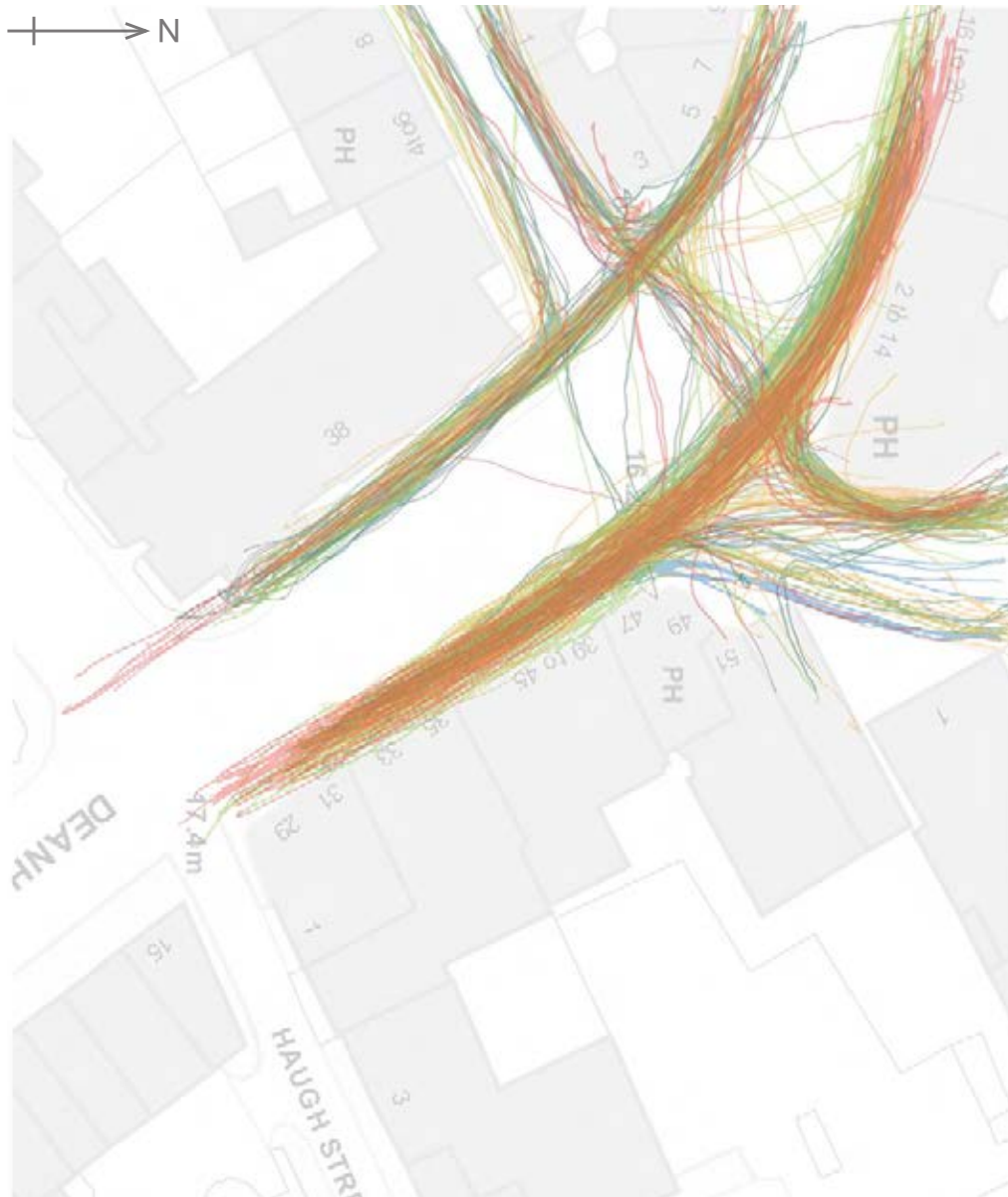
5PM

- Consistently heavy pedestrian traffic primarily down the East side of Raeburn Place, followed by secondary flows on the South/West side of St Bernard's Row.
- Secondary traffic along Dean Street.
- Some desire lines were observed to and from the North corner of Dean Street across Raeburn Place, often diverting from the pedestrian crossing at this location.



7PM

- Primary pedestrian traffic was observed along the North/East side of Raeburn Place.
- Lesser flows were observed on the South/West pavement of Raeburn Place, on St Bernard's Row and on Dean Street.
- Higher number of jaywalkers.
- Dean Street is more frequently used than at previous time slots. Pedestrians are observed cutting diagonally across Dean Street to avoid clusters of bins blocking the pavement on its Southern side.



LOCATION D, WEDNESDAY 3 FEBRUARY

The most walked pavements near Location D are the North/East side of Raeburn Place, followed by the South/West side of Raeburn Place and the West side of St Bernard's Row. Researchers noted Dean Street is currently walked along on both sides throughout the whole day though to a lesser extent than other nearby pavements.

Desire lines crossing the street outwith the usual pavement surfaces are visible across the whole area, especially along Raeburn Place where pedestrians cut through parked cars, zigzagging to get to the other side. A number of pedestrians are noted waiting for the lights and jaywalking after waiting for a few minutes without the green man appearing. A reconsideration of the timing for the lights would be advisable to better favour pedestrians wishing to cross.

Significant desire lines are also visible from the pavement at Raeburn Place heading down St Bernard's Road on the road surface. This end of St Bernard's Row is treated as a shared surface at present. The activity on both corners of the junction of Raeburn Place and St Bernard's Row reveal a large potential for creating a lively and effective civic space at this location, with seating space, more green and an even surface spreading along St Bernard's Row. The existing nearby bus stop would also be enhanced by integrating its function into this pedestrianised space by adding recreational and seating opportunities, rather than creating a pinch point, as currently happens.

D: GEHL 12 QUALITY CRITERIA



BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION

1. FEELING SAFE / TRAFFIC

Researchers noted that the pedestrian crossing lights take a long time to change, resulting in frustrated pedestrians jaywalking to cross the road in-between cars rather than waiting to cross with the lights. User interviews also included mention of narrow pavements which are hard to pass, which when compared to the road carriageway width implies a more car oriented rather than pedestrian priority for movement in the street. Passing traffic and parked cars were seen as barrier to free movement for pedestrians to cross between sides of the road. Users also specifically highlighted the negative impact that they feel traffic has on this location, citing major threats from traffic as including air pollution and traffic noise. Other users held conflicting views, with some supporting complete pedestrianisation of Raeburn Place and the space in front of Hectors for more pedestrian and cyclist focussed public realm, whilst others felt there was a need for more parking in busy periods (though this was a less popular attitude). Many users did also mention that they found the street environment hard to cycle through, and would be in support of a safer cycling environment incorporating dedicated cycle lanes.

2. FEELING SECURE / CRIME

Users interviewed overwhelmingly stated that they felt very safe in the area. The only fear of crime mentioned related to burglaries and bikes being stolen, though no-one mentioned having experience this personally, instead referencing that this was based on rumour.

3. CLIMATE + POLLUTION

Researchers noted that the spot outside Hectors can become quite windy and can feel exposed in cold and windy weather. This was supported by some users stating that weather affects their quality of experience outside. This could be mitigated with additional shelter from rain provided by tree canopies at this location or other landscape design elements to increase shelter from wind to better enable staying activities. Encouraging shops to adopt awnings would also help promote more window shopping and staying behaviours during rainy weather along Raeburn Place.



4. OPPORTUNITIES TO WALK

User interviews revealed that most people feel generally positive about Stockbridge as a place to walk. Many users mentioned enjoying walking through the area, either as a destination in itself or en route to Inverleith Park or the Botanic Gardens. Researchers also observed that St Bernard's Row is a very popular route to the Botanic Gardens, Inverleith Park, and Water of Leith for runners, those out for walks and cyclists. However, many users felt the most dominant hindrance to the walking experience here is the narrow pavements along Raeburn Place which were mentioned by many as a negative feature of the street environment that should be improved. It was also noted by researchers that the pedestrian crossing at this location takes a long time to stop cars and allow pedestrians to cross, causing frustration in some users who jaywalk across between cars rather than waiting for the green man. This pedestrian connection could be improved and its linkage through to other destinations such as Inverleith Park down St Bernards Row. A shared space at St Bernard's Row could be complemented by an extended raised pedestrian crossing surface at this set of pedestrian crossing lights to promote pedestrian connectivity between both sides of the street here.

5. OPPORTUNITIES TO STAND/STAY

User interviews revealed that people enjoy spending time at this location because of the shops, restaurants, vibrant atmosphere for people-watching and compact village feel where people are friendly and many know each other. However some users stated they would like more sheltered spots and seating in order to enjoy longer stays outside. This could be facilitated through addition of seating and trees for shelter in this more generous gathering space outside Hectors/Stockbridge Tap. Researchers at this location observed large numbers of pedestrians pausing to look in shop windows, particularly outside of the Field and Grill House, Anne Smith, the estate agent's, and Hectors. Even when raining, some users were still observed pausing and looking in windows. Researchers also noted that those waiting at the bus stop repetitively move toward the Stockbridge Tap to check whether their bus is approaching down Raeburn Place. Repositioning of the bus stop toward the Stockbridge Tap or installation of a live departure board may help enable people to remain sheltered in the bus stop in poor weather whilst also not worrying they will miss their buses. When traffic becomes busy with congestion and parked cars buses frequently cannot pull into the bus stop and have to stop in the main traffic lane with those waiting boarding the bus in the middle of the road. Addition of a bus bulb may formalise this behaviour whilst giving more pavement space to pedestrians.

6. OPPORTUNITIES TO SIT

User interviews at this location showed that many people currently choose to sit outside at restaurants or cafes such as Henri's or Pizza Express - stating they enjoy the cafe culture here - or go to other nearby green space destinations such as Inverleith Park and The Botanic Gardens to sit outside. However researchers observed there are very few opportunities to sit in the public realm (as opposed to a non-commercial setting) at this location within the town centre. A large number of users also stated that they would be very keen to spend more time sat outside at this location (in between Hectors and Stockbridge Tap) if more seating was provided. Additional seating here would have a large impact on public life, with some users already observed by researchers as standing here to talk to friends or smoke and mentioning they like people watching at this location.

D: GEHL 12 QUALITY CRITERIA



BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION

7. OPPORTUNITY TO SEE

Users interviewed mentioned positive views of architecture, the Sunday market, views from seats outside coffee shops, people watching and the vibrant village characteristics. Researchers observed large numbers of pedestrians pausing to look in nearby shop windows (even when raining). Researchers also noted that this location offers good views of the whole of Stockbridge, with bustling mix of people walking past, and seems to be a key movement route for pedestrians and cyclists as well as staying activities. These could be built upon to create an improved public realm 'place' from a mosaic of different smaller surfaces and 'spaces' here.

8. OPPORTUNITY TO TALK + LISTEN

Researchers observed the pavement between Hectors and the Stockbridge Tap is a popular spot for people to stop and talk. Many users spoke of a village atmosphere where people are friendly and everyone seems to know everyone. This space seems to act as a natural meeting place and gathering spot along the town centre. Researchers observed people stopping for frequently more than 5 minutes here with friends (depending on the weather) to have conversations, meet each other and pause. These social activities could be built upon by enhancing the public realm at this location with opportunities to lengthen stays with seating and trees to provide some shelter from rain.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Researchers noted the wide diversity of public life viewable from this location outside Hectors. This 'people-watching' potential can be an important positive drawing factor for public life and could be built upon with a pedestrian priority paved surface and addition of seating, trees and additional bike racks at this location. Whilst many users mentioned nearby green space destinations such as Inverleith Park and the Botanic Gardens, there are few opportunities or spaces where play could occur in the town centre itself. This spot outside Hectors does however offer a slightly more generous size space with high footfall through it which could act as a location for slightly more flexible public realm spot for seating and some limited unfolding activities.



10. DIMENSIONED AT HUMAN SCALE

Many users commented on the pleasant human scale surroundings, including sensory visual interest from small independent cafes and shops, and traditional architecture. However, some users also commented that whilst the area is very attractive, the pavements, particularly on the South side of Raeburn Place are very narrow with many obstacles and limited space due to a prioritisation of parking spaces and vehicular road carriageway over creating a more conducive environment to pedestrians and cyclists. Researchers noted that the pedestrian crossing lights take a long time to change, resulting in frustrated pedestrians jaywalking to cross the road in-between cars rather than waiting to cross with the lights, and that there are currently no cycle lanes with cyclists having to cycle close to parked cars in the 'door zone'. This implies an environment designed more for ease of car travel rather than by foot or by bike.

11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

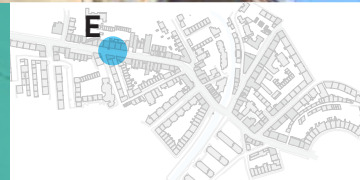
Researchers noted that there are currently limited opportunities to enjoy the positive aspects of climate at this location for longer staying activities outside in the public due to a lack of seating and other positive public realm elements such as trees and vegetation. These could be incorporated into a more pedestrian priority shared pavement surface extending further into St Bernards Row outside Hectors to create a gathering spot for public life at this point whilst still enabling limited vehicular access to the nearby parking and for loading/unloading to Hectors/Stockbridge Tap. Widening pavements along the South side of Raeburn Place would also help encourage public life by better enabling pedestrians to pause and look in shop windows without congesting the pavement. The wider pavement at this precise location offers more opportunity for public life, in combination with awnings and shop fronts on the sunnier North side of the street.

12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

Researchers noted that whilst some bike racks are present, more are needed at this location as those here are usually over capacity. Nearby poles and railings are instead used throughout the day as alternative bicycling parking but these too become full in busy periods. Researchers also noted that people with prams favour the pavement rather than desire lines over the cobbles which require movement over uneven surfaces. Improving paving surfaces nearby to ensure more level surfaces through use of drop kerbs or even surfacing by introducing raised tables across minor junctions around would help improve the pedestrian experience and make this accessible to all. Nearby Leslie Place and Dean St would particularly benefit. At the junction with St Bernard's Row there is a slightly wider area of pavement which allows a breathing space along the movement route. This could be built on by extending the pavement surface to create a raised shared surface to further enhance the possibilities for public life.



E: RAEBURN PLACE
OPPOSITE CHEYNE ST



BEHAVIOURAL MAPPING: LOCATION E

RAEBURN PLACE OPPOSITE CHEYNE STREET

At Location E, the primary activities observed by researchers were of users waiting for the bus at the bus stop, and standing on the corners of the street waiting to cross. In the morning on weekdays, people were observed standing inside and beside the bus stop waiting for the bus. During the day the number of people increases, peaking at lunchtime and into the afternoon. During the afternoon some people were also observed window shopping or stood outside shops smoking or waiting against shop facades on the sunnier side of the street to the North of Raeburn Place. This reveals the impact of positive microclimate and wider pavements on public life. Very few stationary activities were observed on the South side of Raeburn Place due to fewer active frontages, narrow pavements with more interruption from minor roads and a shady colder microclimate.

At the weekend, very few people were observed standing or sitting during behavioural mapping. Only a small number of users were observed waiting for the bus or waiting to cross the street, with the majority of users instead using this section of the street as a transitive movement route rather than pausing to engage in public life.



SUNDAY 31 JANUARY



WEDNESDAY 3 FEBRUARY

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



Mix of local independent shops and small-scale shop fronts give human-scale interest.

Awnings provide welcome shelter from rain during poor weather. Encouraging more shop awnings would help encourage staying activities such as window shopping.

Bus shelter position combined with nearby ATM and Post Office creates pinch point.

In busy periods buses cannot stop within the bus stop due to parked cars and need to load passengers from the road lane.



Awnings and outdoor trading help promote public life in the street.



Current pavement widths do not adequately give room for pedestrian volumes. This is even more pronounced on the South side of Raeburn Place.

Minor roads currently prioritise car movement and have uneven surfaces and poorly placed drop kerbs for pedestrians to cross.



E: TRACING STUDY - SUNDAY 31 JAN

RAEBURN PLACE OPPOSITE CHEYNE ST



8AM

- Pavements are quiet and the majority of pedestrians walk down the North side of Raeburn Place.
- South side of Raeburn Place and Raeburn Street shows sporadic secondary movement.
- Movement to and from the shops on Raeburn Place.



12NOON

- Intense movement both sides of Raeburn Place with a predominance of pedestrian flow on the wider pavement to the North side of Raeburn Place.
- South side of Raeburn Place is narrow and pedestrians in groups tend to walk in lines. Many overtake by stepping into the road
- Jaywalking was frequently observed by users wishing to cross the street but with no pedestrian crossing nearby.
- Pinch point at bus stop and ATM.



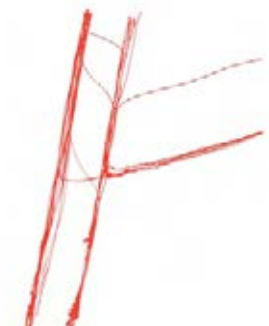
3PM

- North side of Raeburn Place was observed to be the most popular pavement for walking.
- Secondary pedestrian flow was along the South side of Raeburn Place and Cheyne Street.
- Jaywalking was observed across the street with users zigzagging between parked cars to cross. This may indicate a need for an additional crossing at this point.



5PM

- Less intense pedestrian traffic along Raeburn Place with consistent dominance of the North side of Raeburn Place.
- Almost no pedestrian movement was registered along Cheyne Street and Raeburn Street at this time of day.
- Fewer pedestrians crossing the street were observed at this time.



7PM

- Foot traffic is more evenly spread throughout the area with pedestrians walking along both sides of Raeburn Place and the East side of Cheyne Street. However the North side of Raeburn Place remains the most dominant and favoured for walking.
- Secondary pedestrian traffic was noted along Raeburn Street and feeding into Raeburn Place.
- More jaywalking was noted during the time slot.

LOCATION E, SUNDAY 31 JANUARY



Footfall at Location E was observed to be heaviest on the North side of Raeburn Place. This is likely due to the wider pavement on this side of the road, in combination with fewer minor roads to cross, reduced impact of street clutter, and a more positive South-facing microclimate.

The South side of Raeburn Place is used throughout the whole day as the secondary pedestrian flow. Movement on this side of the street become more prominent from 7pm onwards. Researchers note pedestrians in groups walking on this side of the street are often forced to walk in a line to fit into the available pavement and/or step into the road to pass others. Cheyne Street also shows some more minor pedestrian flows, especially at early time slots and from 7pm onwards, possibly due to people going to/from work.

Pedestrian desire lines were observed crossing at the street at multiple points, with pedestrians often ducking out between parked cars. This may indicate the need for more frequent informal and safe crossing points along Raeburn Place, and for these to incorporate build outs to narrow the distance pedestrians need to cross.

Pinch points were observed along the North side of Raeburn Place, in particular at the bus stop and along the pavement where the ATM, bus stop and outdoor shop displays narrow the available walkable surface.

Location E would benefit from wider pavements, especially on the South side of Raeburn Place to distribute pedestrian flows more evenly. This would also allow more outdoor seating to benefit public life.

E: TRACING STUDY - WEDNESDAY 3 FEB

RAEBURN PLACE OPPOSITE CHEYNE ST



8AM

- Uniform foot traffic on both sides of Raeburn Place with a slight predominance of the North pavement.
- Secondary pedestrian flows meet Raeburn Place from both sides of Cheyne Street.
- Desire lines cross Raeburn Place at various locations indicating a need for a more formalised dedicated additional crossing point here.



12NOON

- Primary foot traffic along the congested North side of Raeburn Place.
- Pinch point at the ATM and bus stop.
- Buses were frequently observed stopping in the middle of the road due to parked cars blocking their stop.
- Most pedestrians on the South side of Raeburn Place do not use dropped kerbs on Cheyne Street as they are poorly positioned out of pedestrian desire lines.



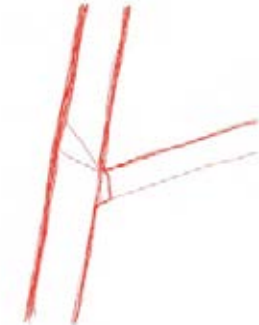
3PM

- Primary pedestrian traffic is along the North side of Raeburn Place.
- Secondary foot traffic was observed along South pavement of Raeburn Place and Cheyne Street.
- Little use of the dropped kerb on Cheyne Street, with those users able to instead walking straight over the road.
- Parked cars cause disruption for buses stopping and force pedestrians to zigzag in between parked cars to cross the road.
- Desire lines are seen to and from the bus stop across Raeburn Place.



5PM

- Foot traffic observed mainly on the North side of Raeburn Place.
- Lesser secondary pedestrian flows were observed on the South side of Raeburn Place and again fewer users walking up/down Cheyne Street.
- Desire lines were observed to and from the bus stop passing between parked cars to cross the street.
- Little visibility down Raeburn Place from bus stop due to parked cars.
- Buggies experience difficulties crossing Cheyne Street.



7PM

- Foot traffic more evenly distributed on both sides of Raeburn Place, though the North side is still dominant.
- Shops are now closed with less activity on the North side of Raeburn Place.
- Secondary pedestrian flows were observed on the East side of Cheyne Street and at the drop kerbs across this minor road.
- Few people crossing on Raeburn Place, with those observed walking more purposefully down Raeburn Place/ Cheyne St rather than crossing the road to window shop.

LOCATION E, WEDNESDAY 3 FEBRUARY



Pedestrian flows were most dominant along the North side of Raeburn Place, often causing congestion on the pavement. The pavement to the South of Raeburn Place is very narrow and accommodates fewer pedestrians. Pedestrian flows become more balanced between the North and South sides of Raeburn Place in the evening when shops close, creating passive frontage on the North side of the pavement and therefore a less attractive setting to walk along.

Pedestrian flows along Cheyne Street are secondary throughout the whole day with a variety of desire lines at its junction with Raeburn Place. Some users take advantage of its dropped kerbs further up the street, though as these are away from the pedestrian desire line to cross the road here only those users who require flat access go out of their way to use this route. Creating a raised table at this junction to equally prioritise all pedestrians movement with a more level surface would be beneficial.

Desire lines across the road are visible throughout Raeburn Place with a higher frequency near the bus stop on its North side. Researchers note parked cars often block the bus stop, causing the bus to instead have to stop in the middle of the road to load passengers. Additionally, buses are not easily visible to pedestrians from the stop when cars are parked, which forces pedestrians to step into the road to have a long view of Raeburn Place. A bus bulb built out into the road would ease pedestrian flow by removing this pinch point, prevent problems with parked cars restricting visibility of those trying to see when the bus is stopping, as well as prevent problems of parked cars blocking the bus stopping to load passengers.

Tracing studies show the area would benefit from wider pavements throughout to accommodate the high number of pedestrians and allow them to more evenly spread out, easing accessibility for buggies, older residents afraid of being knocked, and those wishing to pause to window shop more comfortably. Dropped kerbs on Cheyne Street closer to Raeburn Place would better respond to pedestrian desire lines.

E: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



1. FEELING SAFE / TRAFFIC

User interviews showed that many users feel that traffic is a dominant threat. Many users cited fear of traffic going too fast (particularly coming down Raeburn Place from the West), or cutting over corners at the main junction at Stock Bridge where Hamilton Place meets Kerr St as problems, as well as cars frequently going through red lights, parking over drop kerbs or otherwise restricting pedestrian movement. Users also mentioned pedestrian crossing lights were not long enough to cross safely for older people. These concerns imply there is a fear of traffic accidents and perception that cars hinder the current town centre environment, particularly for more vulnerable users. Users also mentioned the narrow pavements along Raeburn Place and that these feel restrictive with cars prioritised over people. Researchers noted that the parked cars on the South side of Raeburn Place take up valuable space within the overall road carriageway which could be better utilised for public life by conversion to an extended widened pavement along this side of the road. This would help promote staying activities, outdoor seating and window shopping which is beneficial to public life and retail on that side of the street. It would also give room for a dedicated bike lane which would improve conditions for cyclists. Researchers observed a number of cyclists cycling on the pavement or wheeling their bikes through the town centre, presumably to avoid trying to cycle on the road here due to perceived safety risk.

2. FEELING SECURE / CRIME

All users interviewed stated that they do not worry about crime. Only one interviewee said that the shop they worked in had recently been burgled, but they still did not consider this 'real crime' that would make them fearful to be in the public space, instead viewing this as just property damage. Overall users find this location and the Stockbridge area extremely safe. Researchers also noticed that many users leave their bikes unlocked whilst going in to shops. This is a good indication that people feel there is minimal crime risk at this location.

3. CLIMATE + POLLUTION

Users interviewed stated that the weather did impact the amount of time they would spend outside in the space. Some said that they would spend less time outdoors if it was raining, and were less likely to engage in staying activities. Addition of shelter, such as increased numbers of awnings from shops, extended bus stops and/or trees to help mitigate and protect from unpleasant weather may help encourage use of the space despite rain.



4. OPPORTUNITIES TO WALK

Many users stated they enjoy walking through the area, frequently mentioning the Water of Leith and interesting independent local shops as reasons to walk here. However other users interviewed mentioned they find paving quality to be poor in places, with frequent uneven surfaces and trip hazards affecting older people in particular. Some users expressed concern for older people or those in wheelchairs being able to use the street space due to obstacles along narrow pavements, uneven surfaces, short crossing times at pedestrian crossings and cars parked over drop kerbs. Other users expressed that they would like a more walkable street environment with better pedestrian connections and routes to the Water of Leith and other local destinations. Researchers noted the North side of Raeburn Place is busier with pedestrians than the South side. This may be due to the wider pavement, continuous active shop frontages and fewer minor roads causing interruption to smooth pedestrian flow. The reduced footfall and narrow pavements on the South side limit the places possible to stop outside shops. This may have a negative impact on current staying and standing activities on the South side of Raeburn Place and retail success of this side of the street. Researchers also noted that pedestrians had to walk single file and frequently step into the road to pass other pedestrians on the South side of Raeburn Place. Whilst the South side of Raeburn Place is considerably more narrow, the North side also has a number of pinch points. These include the bus stop combined with vegetable shop, ATM and post office which cause a bottleneck, and the Plum cafe's outdoor seating - which whilst beneficial to public life can create a pinch point. Movement of the bus stop further into the road as a bus bulb, and additional pavement widening measures in place of parked cars would help enhance public life by enabling more outdoor seating and smoother pedestrian flow. Researchers also noticed many users jaywalk across the road in front of the bus stop to follow their desire lines implying more frequent pedestrian crossings would be beneficial. By incorporating a build out users could see oncoming traffic unhindered by parked cars as well as narrowing the road carriageway width pedestrians need to cross. Researchers also observed that drop kerbs facilitating pedestrian movement across Cheyne St are poorly positioned, and so are only used by those pedestrians with buggies or poor mobility. These would benefit from being repositioned.

5. OPPORTUNITIES TO STAND/STAY

Users interviewed spoke predominantly about their reasons for spending time in the area as relating to the Water of Leith, market and local independent shops as a destination for walks and leisurely shopping (as opposed to necessity shopping for groceries). Users felt strongly that the Water of Leith, Sunday market and shops were the key aspects drawing them to this place, particularly at the weekend. Some users expressed that they would spend more time along Raeburn Place if there was more space to stop and gather, and more time sat at the market if there were additional benches or seating as the current ones are frequently over capacity and crowded. Researchers noted that more staying activities, such as stopping to look into shop windows or talk to friends, were engaged in on the North side of Raeburn Place at this location, with people strolling and willing to engage with the street environment rather than simply treating it as a movement route. This may be due the wider pavement on this side of the road, that it is South facing and therefore has a more favourable microclimate, and that it has a more continuous active frontage comprised of small independent shops through the town centre on this side of the street with fewer minor roads acting as barriers to pedestrian movement. This willingness for staying behaviours could be built upon by improving the public realm here.

6. OPPORTUNITIES TO SIT

Users interviewed were positive about Stockbridge as a place to spend time, with some describing it as 'uplifting' and stating they would like to spend more time outside here. However, users also expressed a lack of sufficient seating restricting their current use of outdoor spaces here for sitting and staying activities. Particular examples were given of the benches at Jubilee Gardens (where the Sunday market is held) becoming too crowded for use, and also that whilst there are some cafes with outdoor seating, these could be expanded upon. In order to do this, careful consideration of where and how to open up more space along the town centre to do this would need to be considered. Whilst the seating opportunities at Jubilee Gardens and creation of a more shared space with seating outside Hectors could more easily be achieved, in order to extend public seating possibilities along Raeburn Place (as well as more cafe seating), a decision would need to be taken by Council to remove parking from at least one side of the road - or on both sides of the road in a shorter stretch - to enable wider pavements and increased outdoor seating here. This would greatly improve public life as well as have knock-on positive effects on local businesses, particularly cafes who may wish to extend their floor areas by integrating outdoor seating, also benefitting public life.

E: GEHL 12 QUALITY CRITERIA

BASED ON QUALITATIVE DATA FROM USER INTERVIEWS + RESEARCHER OBSERVATION



7. OPPORTUNITY TO SEE

Key positive views and sensory experience were stated by users interviewed relating to Stockbridge as a whole and included the Water of Leith, interesting local independent shops, and the architecture. Others described a positive vibe and uplifting atmosphere. By enhancing views and connections to the Water of Leith, and giving the local independent shops room to 'breathe' by increasing pavement widths on the South side of Raeburn Place, these attractive qualities could be enhanced whilst also improving public life.

8. OPPORTUNITY TO TALK + LISTEN

User interviews revealed that depending on the time of day people either perceive the area to be very quiet, or very loud due to traffic noise. Weekday mornings and daytimes, and Saturday afternoons were noted by researchers to be particularly busy with loud traffic noise. Weekday evenings, weekend evenings and early at the weekend were noted to be very quiet. The most significant factor affecting the noise level and ability to have a conversation was found to be vehicular traffic. By reducing traffic volume and speed during peak periods, talking and listening activities could be better enabled.

9. OPPORTUNITY FOR PLAY + UNFOLDING ACTIVITIES

Researchers observed that many users engaged in chance meetings with friends or family in the street. This demonstrates the community spirit and attitude that many people know each other that many users mentioned in interviews. However no other opportunities for play or unfolding activities at this location were specifically mentioned by users or noted by researchers.



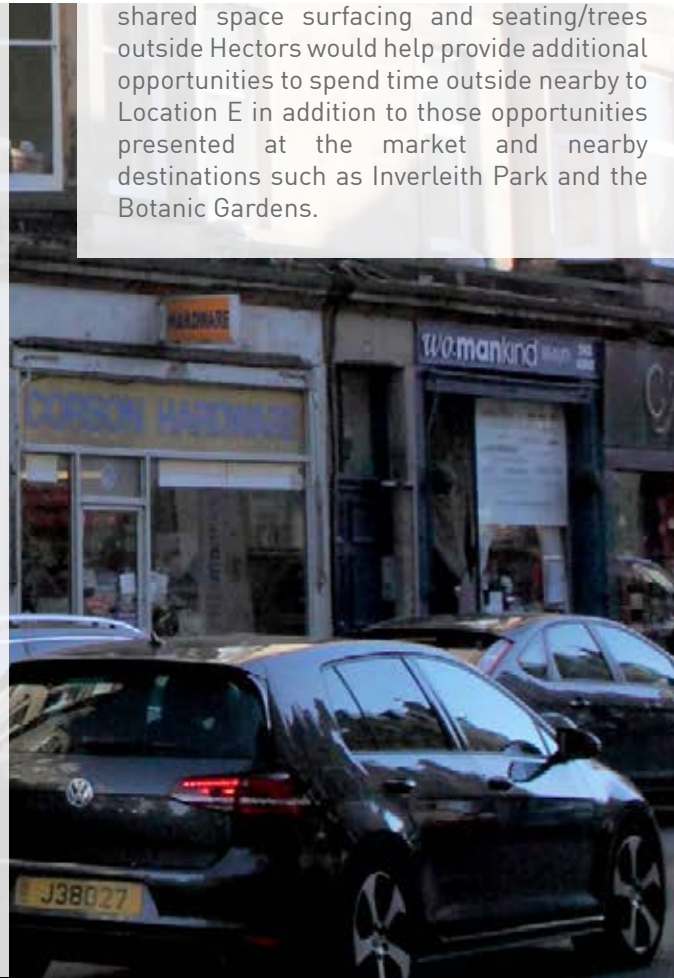
10. DIMENSIONED AT HUMAN SCALE

User interviews revealed that the general Stockbridge area is seen positively by users, with many mentioning small shops adding interest to those passing. However, certain aspects within the town centre are designed at less of a human scale. These include the narrow pavement on the South side of Raeburn Place which includes a large number of obstacles to pedestrian movement, prevents pedestrians walking in conversation and frequently forces people to step into the road to pass, and prevents staying activities such as window shopping involving pausing along this route. In addition on the North side of Raeburn Place there are several pinch points - such as the bus stop/Post Office - where pedestrian movement is restricted. These aspects could be improved by widening the pavements, achieved by taking a decision to prioritise pedestrian movement over parked cars. Whilst it might be assumed some businesses may initially be opposed to this idea, the public life this would generate could significantly benefit businesses by enabling more outdoor seating, opportunities for pedestrians to linger outside shops and improving the place function and desirability of the area. One user compared the narrow pavements at Raeburn Place with Jubilee Gardens which is seen more positively as offering enough space for activities and public life, and is at a better more human scale. Raeburn Place would benefit from prioritisation of pedestrians through widened pavements, more frequent pedestrian crossings with longer crossing times and shorter waiting times, and more gathering spaces such as at St Bernards. However, the area does include positive sensory elements and aspects at a more human scale. These include interesting shop fronts which are a big draw for many pedestrians and interesting architectural features.



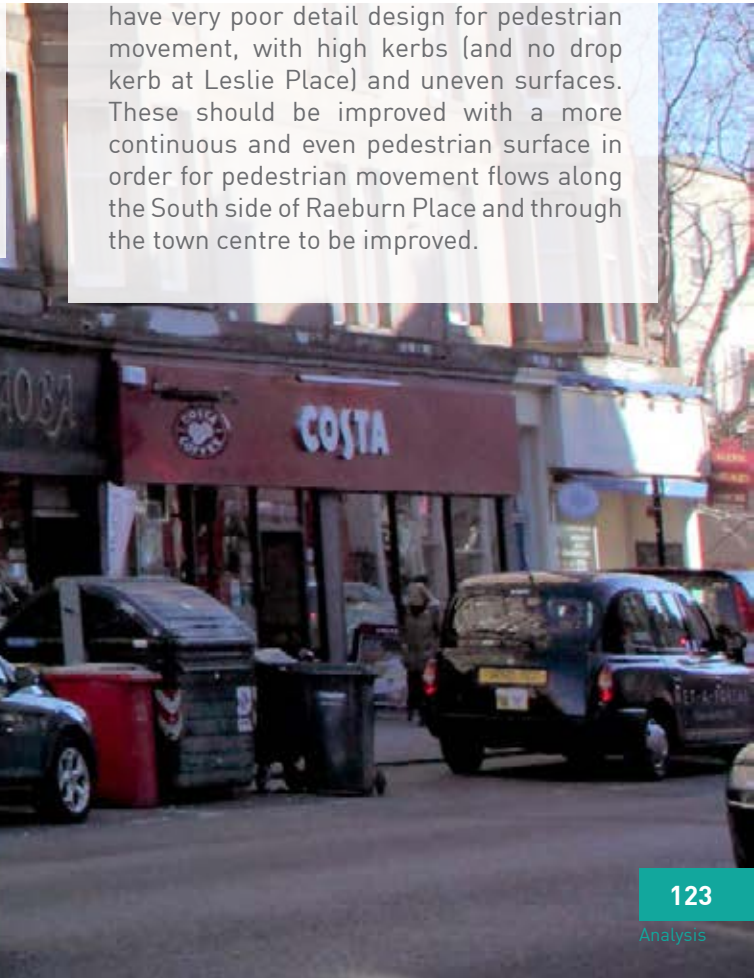
11. OPPORTUNITIES TO ENJOY POSITIVE ASPECTS OF CLIMATE

Researchers noted that the North side of the pavement along Raeburn Place is South facing and enjoys considerably more sun and favourable positive micro-climatic conditions than the pavement on the South side of the street. Many people were observed standing in shop doorways on the phone, smoking or talking to friends and this side of the street seemed more lively in terms of public life and less of simply a movement corridor. Building on these positive microclimatic factors by introducing a place to spend more time via shared space surfacing and seating/trees outside Hectors would help provide additional opportunities to spend time outside nearby to Location E in addition to those opportunities presented at the market and nearby destinations such as Inverleith Park and the Botanic Gardens.



12. AESTHETIC QUALITY + POSITIVE SENSORY ACTIVITIES

This location has positive sensory experiences in terms of the local shops which are of sensory interest to those passing. However, there are also narrow pavements with frequent obstacles and pinch points, combined with uneven surfaces and poor locations of drop kerbs around the South side of Raeburn Place. In particular the drop kerbs at Cheyne St are located a large distance away from pedestrian desire lines, and further into the town centre the minor roads of Dean Street and Leslie Place have very poor detail design for pedestrian movement, with high kerbs (and no drop kerb at Leslie Place) and uneven surfaces. These should be improved with a more continuous and even pedestrian surface in order for pedestrian movement flows along the South side of Raeburn Place and through the town centre to 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 Stockbridge town centre, allowing better integration of 'big moves' like integrating cycle lanes or widening pavements, 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 Stockbridge 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 Stockbridge 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.

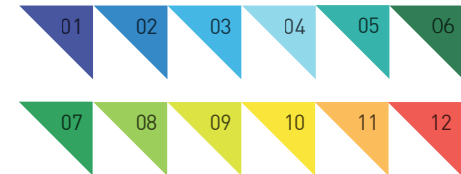
VARIETY OF SPACES



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

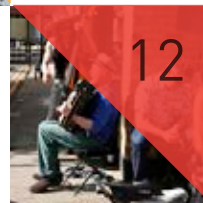
Provide a variety of trees, shrubs, perennials and other vegetation, as well as water, to create soothing stress reducing effects and the sense of a whole other world and 'getting away' from urban environments. Maintenance should be minimal to give a wild, yet cared for, aesthetic, and extend and integrate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

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.



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.



YELLOW 'CHATTY' BENCH, 31 CRIGHTON PLACE, LEITH

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



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.



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.



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.



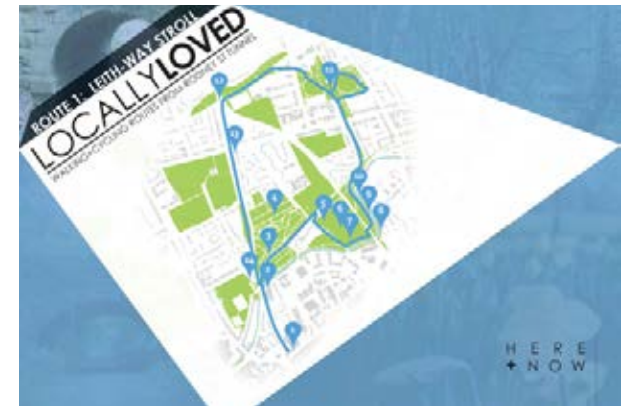
'BIN IT FOR GOOD' PILOT SCHEME, BIRMINGHAM + OTHER LOCATIONS, ENGLAND

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.

KEY STRATEGIES + DESIGN RESPONSES

There is great potential to improve the movement and place function of the Stockbridge town centre. Design responses suggested include a mix of site specific suggestions for particular locations within the town centre as well as more overall strategies that are relevant and could be applied as general principles across 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 Stockbridge 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 and boost public life.
- **REDUCE STREET CLUTTER + PINCH POINTS.** Removal of unnecessary street clutter such as bollards, poles, and other redundant items helps open up the town centre to easier pedestrian movement. For example, rationalisation of bins, and reduction in parking spaces along the South side of Raeburn Place to enable wider pavements for pedestrians would help enhance public life and easier pedestrian flows.
- **ENHANCE CHARACTER + IDENTITY.** Build on the existing architectural, historic and unique character through interpretation and creative signage to improve navigation, wayfinding and appreciation of assets such as the Water of Leith, Stock Bridge itself, and old Stockbridge Meat Market. Longer term finding ways to better enhance views of, and open the public realm up to the Water of Leith, whilst retaining historic character would be beneficial.
- **PRIORITISE PEDESTRIAN AND CYCLE CONNECTIONS.** Better connect the town centre with nearby destinations such as Inverleith Park, the Botanic Gardens, and Water of Leith so Stockbridge becomes an attractive place to pause and experience en route by foot or bike to these nearby places. In combination with improved pedestrian and cycle facilities within the town centre this will help facilitate movement through and vibrancy of the town centre and its connectivity with other local destinations.
- **PROVIDE PLACES TO PAUSE AND ENJOY PUBLIC LIFE.** By providing additional rest spots and places to pause along the busy and often narrow town centre streets, 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.
- **OPEN UP TO THE WATER OF LEITH** Turn public realm to face the Water of Leith rather than have its back to it. For example, open up views and vistas to the Water of Leith from Saunders Street, possibly incorporating a shared surface on this quieter road and increased seating and opportunity to glimpse and appreciate this valuable attractive local asset. Equally at Hamilton Place currently the public realm and line of benches turn their back on the Water of Leith, yet through sensitive redesign (maintaining heritage elements) could rethink this public space to provide seating and high quality public realm incorporating these key views and character.

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 + BOLLARDS
Remove bollards, redundant poles, rationalise signs throughout town centre. Replace bollards with paint indicating 'no parking on pavement' along Raeburn Place.
- TAKE RAILING OFF WALL AT HAMILTON PLACE
Remove railings on top of the low wall to open up views toward Water of Leith for those waiting at bus stop or walking past.
- INSTALL 3 YELLOW 'CHATTY' BENCHES
Provide informal rest points at Jubilee Gardens, outside Hectors and on Comely Bank Road whilst building social capital + promoting key views.
- DOUBLE YELLOWS AT HAMILTON PLACE
Extend double yellow lines further along Hamilton Place to enable the bus to pass without blocking the road.
- INTERPRETATION SIGNAGE
Add creatively designed interpretation signage of the history, character and local features of the area. Include better navigation to Water of Leith walking route and connection of this route across the Stockbridge, to the Botanic Gardens and Inverleith Park.

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 views of Water of Leith.

QUICK WIN

Immediate impact as a quick win to build on the existing public life at these locations and ensure places to sit along town centre length.

QUICK WIN

Immediate impact using low-budget infrastructure to ease congestion and blockages at the junction.

QUICK WIN

Immediate impact and low budget yet enhancing pedestrian environment by improving navigation to local walking destinations and highlighting the historical interest and character.

WHY? IMPACT ON PUBLIC LIFE

IMPROVE WALKING EXPERIENCE

Removing obstructions/hindrances to walking for all users, especially those with buggies or wheelchairs.

IMPROVE CONNECTION WITH WATER OF LEITH

Users interviewed desire greater connection with and views of Water of Leith.

PLACES TO PAUSE + BUILD SOCIAL CONNECTION

Chatty benches foster a sense of community + also provide places to rest along the length of the town centre making it more accessible.

EASE CONGESTION AT THE JUNCTION

Cars currently park on the single yellow lines obstructing the bus and causing congestion. Double yellow lines prevent this obstruction.

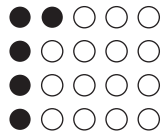
IMPROVE WALKING CONNECTIONS

Aids navigation through the area to popular walking destinations nearby, highlighting the connection with the Water of Leith and other nearby green spaces. Help foster interest and awareness of the town centre's historic character and off-the-beaten-track locations through creative interpretive signage.

QUICK WIN

INSTALL 3 'CHATTY' BENCHES

IMPACT
TIMESCALE
DIFFICULTY
COST



Provide informal rest points at Jubilee Gardens, outside Hectors and Comely Bank Road near Dean Park St. These help build social capital and promote key views. Chatty benches foster a sense of community and also provide places to rest along the length of the town centre making it more accessible for those needing to frequently take a seat. Chatty benches also help promote public life by increasing natural surveillance and

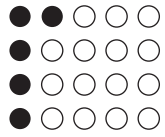
increased staying and sitting activities. This is a Quick Win - immediate impact as a quick win to build on the existing public life at these locations and ensure places to sit along town centre length. To implement, discussion would be needed with both relevant Council teams/stakeholders to confirm locations and budget, as well as adjacent local businesses prior to install.



QUICK WIN

DOUBLE YELLOWS AT HAMILTON PLACE

IMPACT
TIMESCALE
DIFFICULTY
COST



Extend double yellow lines further along Hamilton Place to enable the bus to pass without blocking the road. Cars currently park on the single yellow lines obstructing the bus and causing congestion. Double yellow lines would prevent this obstruction and create less traffic-congested views and feel. This is a Quick Win - immediate impact using low-budget infrastructure to

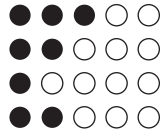
ease congestion and blockages at the junction. Longer term, movement of the bus shelter so its back is against the public toilets and rethinking of spatial design of the wider pavement space in front (see green arrow) could create a better gathering space that does not obstruct pedestrian flows and also better highlights views to the Water of Leith than the current layout.



QUICK WIN

INTERPRETATION + CREATIVE SIGNAGE

IMPACT
TIMESCALE
DIFFICULTY
COST



Add creatively designed interpretation signage of the history, character and local features of the area. Include better navigation to Water of Leith walking route and connection of this route across the Stockbridge, to the Botanic Gardens and Inverleith Park.

Creative interpretation, art installations and signage aids navigation and wayfinding through the area to popular walking

destinations nearby, highlighting the connection with the Water of Leith and other nearby green spaces. This helps to foster interest and awareness of the town centre's position along and connection with the Water of Leith, as well as offering opportunities to highlight its historic character and off-the-beaten-track locations using creative interpretive highlighting these points in a visually



interesting and artistic way. Signage and interpretation might include pavement based murals enhancing wayfinding to/ from the Water of Leith, in situ small art installations to draw attention to architectural features or historic points, or other creative ways of highlighting the existing character. This is a Quick Win - immediate impact and low budget yet enhancing pedestrian

environment by improving navigation to local walking destinations and highlighting the historical interest and character. In order to implement, the key features and connections to be interpreted/ highlighted through the creative signage would need to be confirmed. Local stakeholders could be engaged with throughout this process, feeding in to the

final design and implement of the creative signage to be installed. This would result in the prominence and accessibility of key walking connections throughout the town centre, as well as interpretation and revealing of key features to both locals and visitors - highlighting the heritage, architecture, and local stories connected with Stockbridge.



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

- **PARKLETS CREATE STREETLIFE + VILLAGE HEART**
Two parklets - one North and one South side of Raeburn Place to the West of the pedestrian build outs create public life hubs and increased space for street-life without taking away parking spaces.
- **ST BERNARDS ROW GATHERING SPOT**
Use low-budget removable planters, seating, additional bike racks, and painted shared surface to extend existing pavement to create interim public place to spend time.
- **GAMES IN THE GARDENS**
Introduce games integrated into the fabric of the landscape at Jubilee Gardens for open accessible public use. For example a chess board set within the ground surface or permanent concrete table tennis table.
- **PEDESTRIAN CROSSING AT LESLIE PLACE**
Trial a temporary pedestrian crossing at Leslie Place to help pedestrians cross the road at this busy junction. Incorporate temporary drop kerbs to make steep kerbs more accessible.

WHEN? QUICK WIN, PILOT, LONGER TERM

PILOT

Two parklet trials could be monitored and evaluated for impact on public life at these locations, and expanded with more permanent parklets if successful. Initial one day pilots for Parking Day Sept 2016 or immediately launch of a longer 6-12 month pilot. Longer term parking spaces to be significantly reduced along Raeburn Place to expand public space.

PILOT / LONGER TERM

This big-impact low-budget 'quick win' pilot could be implemented in the short term, and if successful followed by a longer term redesign to create a shared space extended the existing pavement to create a gathering place.

PILOT / LONGER TERM

An initial pilot could be trialled to test the best location for this to build on the existing public life of the market and also encourage week-long use. If successful could be implemented longer term.

PILOT / LONGER TERM

An initial pilot to test how this impacts on traffic as well as public life. Changes could be monitored, and if successful could be implemented longer term.

WHY? IMPACT ON PUBLIC LIFE

TRANSFORM REDUNDANT CARRIAGEWAY INTO ACTIVE PUBLIC SPACE

Provides additional public realm, opportunity to sit and pause without hindering pavement width for pedestrians. Cafes + local business benefit. Bin shelters could be incorporated into the designs to clear pavement congestion.

CREATE A GATHERING PLACE FOR PUBLIC LIFE

This location has good views, existing users want to spend more time here, a high footfall, and is on the sunny side of the street. However, there is nowhere to sit, not enough bike racks and a pavement which could be extended as shared space. Creation of a public gathering space would build on existing public life and provide opportunity for additional outdoor seating.

ENCOURAGE PLAY + WEEK-ROUND USE

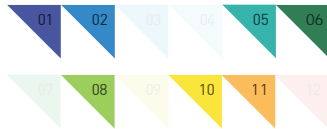
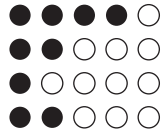
Provides more opportunity for play (desired by users) and week-round use in this public space to enhance public life. Provides accessible non-commercial opportunities to spend time outside in public space.

EASE WALKING EXPERIENCE

Remove a significant barrier to pedestrian movement on this side of the street. Make the pedestrian environment safer, more continuous along this side of the town centre, and increase accessibility for all users.

PILOT
**PARKLETS CREATE
PUBLIC LIFE HEART**

IMPACT
TIMESCALE
DIFFICULTY
COST



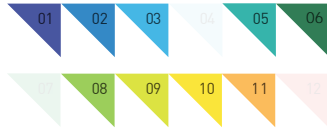
Two parklets - one North and one South side of Raeburn Place to the West of the pedestrian build outs create public life hubs and increased space for street life without taking away parking spaces. These two parklet trials could be monitored and evaluated for impact on public life at these locations, and expanded with more permanent parklets if successful. Initial one day pilots for Parking Day Sept 2016 or

immediately launch of a longer 6-12 month pilot. Longer term parking spaces to be significantly reduced along Raeburn Place to expand public space. Parklets provide additional public realm, opportunity to sit and pause without hindering pavement width for pedestrians. Cafes and local business are also expected to benefit. Bin shelters could be incorporated into the designs to clear pavement congestion.



PILOT ST BERNARD'S ROW GATHERING SPOT

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



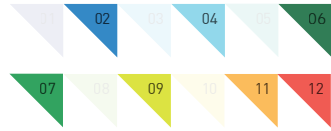
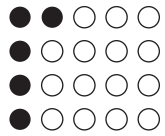
Use low-budget removable planters, seating, additional bike racks, and painted shared surface to extend existing pavement to create interim public place to spend time. This big-impact low-budget 'quick win' pilot could be implemented in the short term, and if successful followed by a longer term redesign to create a shared space extended the existing pavement to create a gathering place.

This location has good views, a high footfall, and is on the sunny side of the street. Existing users expressed they want to spend more time here, however, there is currently nowhere to sit, not enough bike racks and a pavement which could be extended as shared space. Creation of a public gathering space would build on existing public life and provide opportunity for additional outdoor seating.



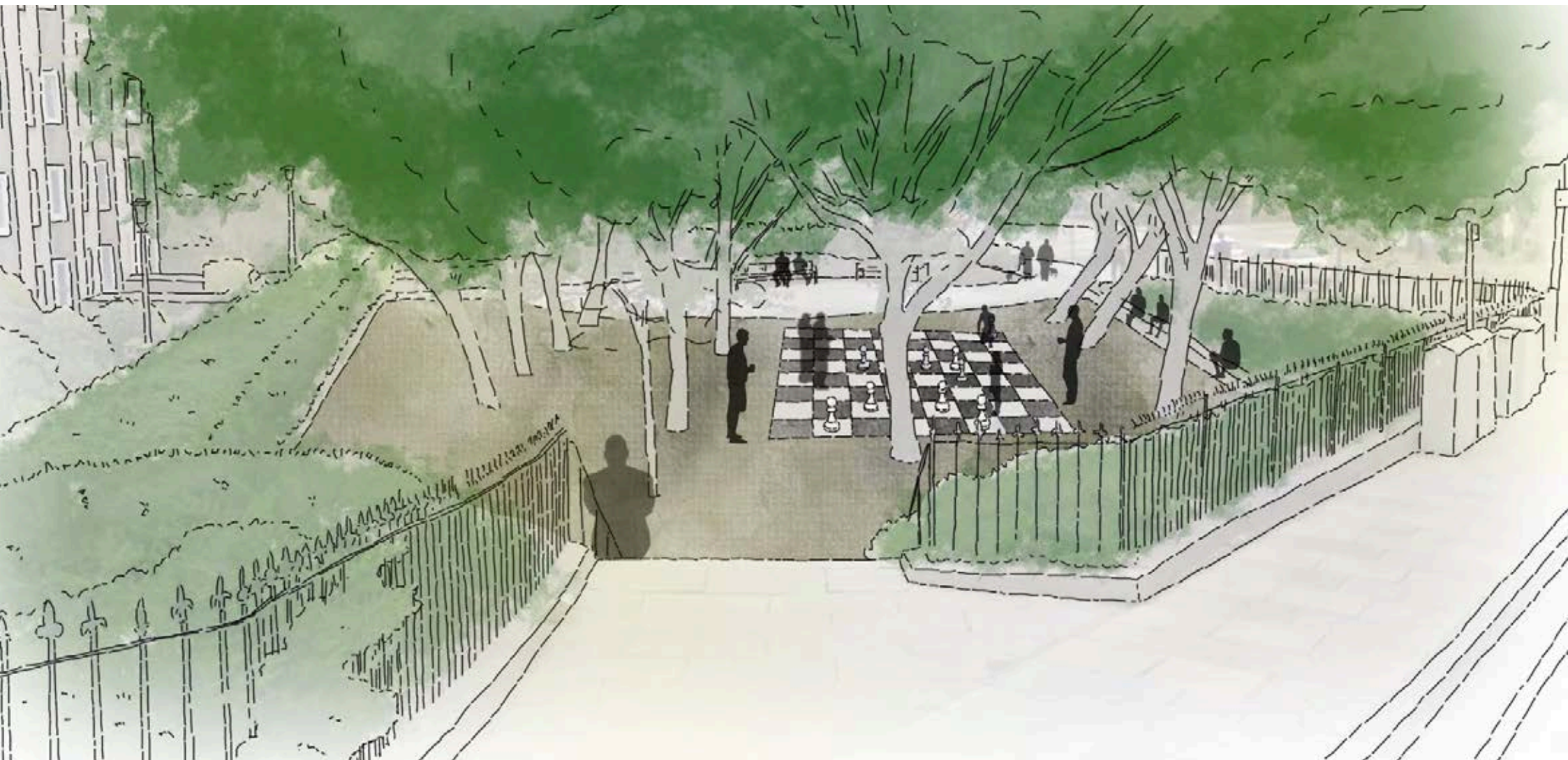
PILOT GAMES IN THE GARDENS

IMPACT
TIMESCALE
DIFFICULTY
COST



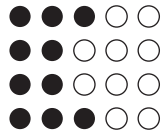
Introduce games integrated into the fabric of the landscape at Jubilee Gardens for open accessible public use. For example a chess board set within the ground surface or permanent table tennis table. This would provide more outdoor opportunity for play (desired by users) and week-round use in this public space to enhance public life and natural surveillance on quieter days. It would also provide inclusive accessible non-commercial opportunities to spend time outside in public

space for both those playing and those sat people-watching. An initial pilot could be trialled to test the best location for this, and type of games/activities. This would build on the existing public life of the market and also encourage week-long use whilst testing where/what intervention would have most impact. Monitoring and evaluation including observation of use and user interviews could be conducted and if successful could be adapted/implemented longer term.



PILOT PEDESTRIAN CROSSING AT LESLIE PLACE

IMPACT
TIMESCALE
DIFFICULTY
COST



Trial a temporary pedestrian crossing at Leslie Place to help pedestrians cross the road at this busy junction. Incorporate temporary drop kerbs to make steep kerbs more accessible. This would remove a significant barrier to pedestrian movement on this side of the street. It would help make the pedestrian environment feel safer and more continuous along this side of the

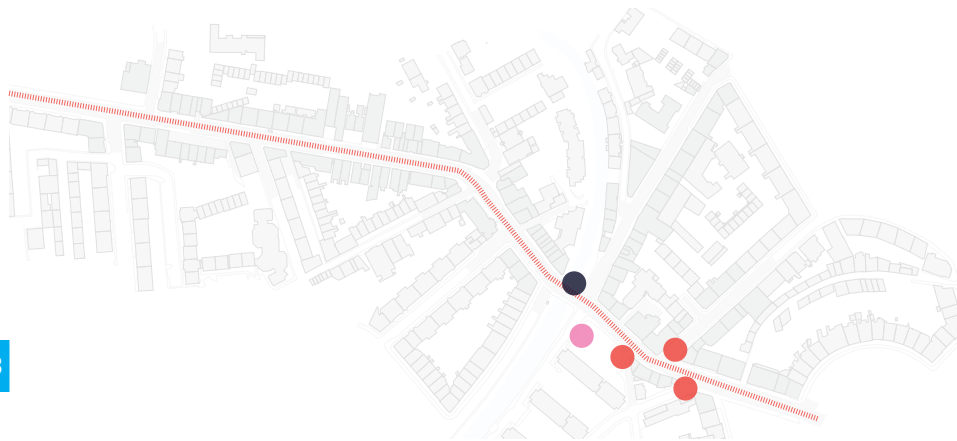
town centre, and increase accessibility for all users by removing stepped uneven surfaces to cross the road and signalised crossings give more time to cross the road. An initial pilot could test how this impacts on traffic as well as public life. Changes could be monitored, and if successful could be implemented longer term.



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

- **KERB EXTENSIONS + BIKE LANES**
Programme of kerb extensions at key corners throughout the town centre (India Place/NW Circus Place, St Stephen St/Kerr St) to increase pavement for pedestrians and decrease car speeds turning into minor roads (similar to Dean Park Lane, whilst retaining cobbles). Redesign layout removing parking spaces/car lanes where possible to enable bike lanes.
- **JUBILEE GARDENS STEPPED SEATING**
Re-design of North-West end of Jubilee Gardens to improve upon corner edge with junction. Create level pavement surface on corner, incorporate informal stepped seating with more diverse planting/trees to create defensible semi-screened edge from junction traffic and improve opportunities to sit/spend time outside. Spill out space during market and additional summer seating.
- **STOCK BRIDGE - BRING THE BRIDGE TO LIFE**
The Stock Bridge is the heart of the town centre, yet narrow pavements currently restrict its opportunity for public life. By removing the left hand filter lane on the bridge (leading to Hamilton Place) additional pavement space for pedestrians is created to appreciate the views to Water of Leith, provision of seating, and even space for extension of the Sunday market temporarily on the bridge.

WHEN? QUICK WIN, PILOT, LONGER TERM

LONGER TERM

Redesign and tweaks to street layout to enhance pedestrian movement experience, prioritising walking desire lines over vehicular movement.

LONGER TERM

Redesign of Northern edge of Jubilee Gardens to enhance opportunities for public life through improved seating, gathering and accessible walkable spaces with greater perceived protection from junction traffic and wind.

LONGER TERM / PILOT FIRST

Reduction of the carriageway width across the bridge to create more space for pedestrians and public life, and enhancing connection and views to the Water of Leith. Could be trialled as a pilot prior to final design and implementation to evaluate impact on both public life and traffic.

WHY? IMPACT ON PUBLIC LIFE

ENHANCE WALKABLE + CYCLING ENVIRONMENT

Devoting more walkable space to pedestrians and shortening crossing distances across minor roads helps improve perceptions of safety from traffic and improve walking experience. Especially beneficial for older users who worry about crossing times and traffic or being jostled on the pavement. Further redesign of layout to prioritise bike lanes over parking/rationalise vehicle lanes enables safer cycling.

ENHANCE OPPORTUNITY FOR PUBLIC LIFE

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

PROVIDES SPACE TO WALK + ENJOY PUBLIC LIFE

Increase pavement width and reduction of visual dominance of traffic provides more space for public life. Building on the existing character and qualities of the bridge, its location, high footfall and views, creates a place to pause, sit, appreciate the Water of Leith and engage in public life activities. Current Sunday market is over capacity so this could also provide additional stall space on Sundays and places for people to stand/stay.

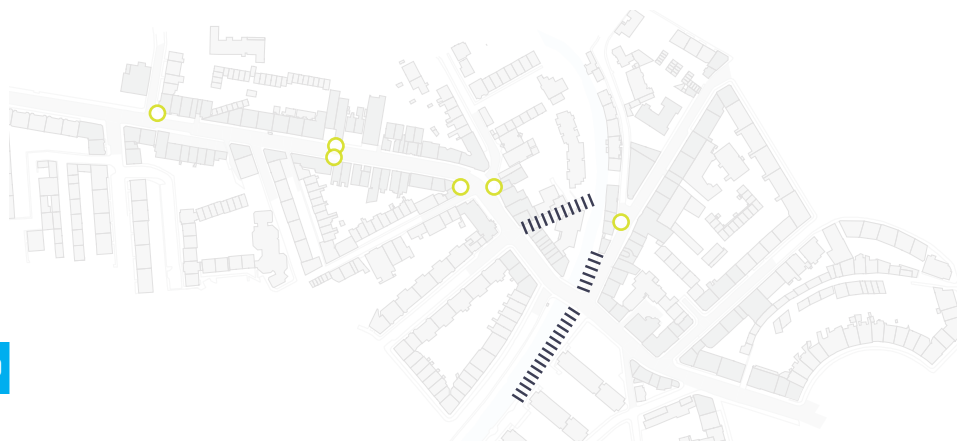
LONGER TERM

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

- INTRODUCE MORE TREES
Enhance the aesthetic and sensory quality of the public realm whilst providing some shelter from rain and reduction of air pollution.
- //// PUBLIC REALM FACING WATER OF LEITH
Improved high quality public realm to open up the town centre to face the Water of Leith rather than turn its back on it. Retain historic elements, but transform Saunders St and Hamilton Place near to Stock Bridge to create stepped informal seating facing the water, additional street trees, and views toward the Water of Leith as spill out spaces for the Sunday market in summer and additional week-long public life. Possible transformation of Saunders St to shared space due to low traffic volumes would allow integration of this space with Jubilee Gardens. Improvement of public realm and route down Haugh St to connect with the Water of Leith on the North side of the town centre.



WHEN? QUICK WIN, PILOT, LONGER TERM

LONGER TERM

Introduction of tree pits and street trees at more generous paving width locations. Species chosen to reduce air pollution and suitable for an urban environment. Combination with increased seating to provide rest spots for public life.

LONGER TERM

Requiring larger budget to achieve, but would have a large positive impact on public life and public realm in Stockbridge, opening up the town centre to the views and attractive setting of the Water of Leith.

WHY? IMPACT ON PUBLIC LIFE

PROVIDE SHADE, SHELTER + ATTRACTIVE SETTING

Provide some shelter from light rain, improve aesthetics of the area and reduce air pollution from traffic (cited as a problem by users). In combination with seating provide more sheltered and defined spots for public life and staying activities.

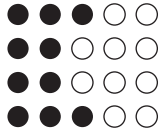
PROVIDE PLACES TO SIT + SPEND TIME

Improve the attractive setting of Stockbridge to enable maximisation of views and vistas of the Water of Leith from a public realm that supports pleasant seating opportunities and places to spend time in comfort and with pleasant views of the Water of Leith rather than traffic.

LONGER TERM

JUBILEE GARDENS STEPPED SEATING

IMPACT
TIMESCALE
DIFFICULTY
COST



Re-design of North-West end of Jubilee Gardens to improve upon corner edge with junction. Create level pavement surface on corner to increase walkability, incorporate informal stepped seating with more diverse planting/trees to create defensible semi-screened edge from junction traffic with sensory interest and improve opportunities to sit/spend time outside. Spill out space during market and additional summer seating. A redesign of this part of Jubilee

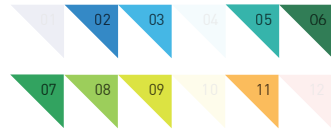
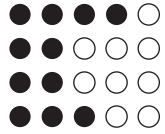
Gardens could increase informal seating, help create a welcoming public realm for all ages, with soft landscaping, easy pedestrians routes and flexible space for activities. This could be expanded longer term with a shared surface extending across Saunders St incorporating improved public realm adjacent to Jubilee Gardens (whilst still allowing vehicle movement) and opening up to the Water of Leith with views and seating (see direction of green arrows).



LONGER TERM

STOCKBRIDGE - A NEW PUBLIC SPACE

IMPACT
TIMESCALE
DIFFICULTY
COST



The Stock Bridge is the heart of the town centre, yet narrow pavements currently restrict its opportunity for public life. By removing the infrequently used left hand filter lane on the bridge (leading to Hamilton Place) additional pavement space for pedestrians is created and prioritised to allow appreciation of views to Water of Leith, provision of seating, and even space for extension of the Sunday market temporarily on the bridge. Increased pavement width also reduces

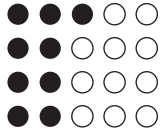
visual dominance of traffic and builds on the existing character and high footfall to provide more space a more diverse range of public life. For example, the current Sunday market is over capacity - wider public realm at this key location could provide additional stall space and activities on Sundays whilst providing more space for people to stand/ stay with views of the Water of Leith. Could be trialled as a pilot prior to final design and implementation to evaluate impact on public life and traffic.



LONGER TERM

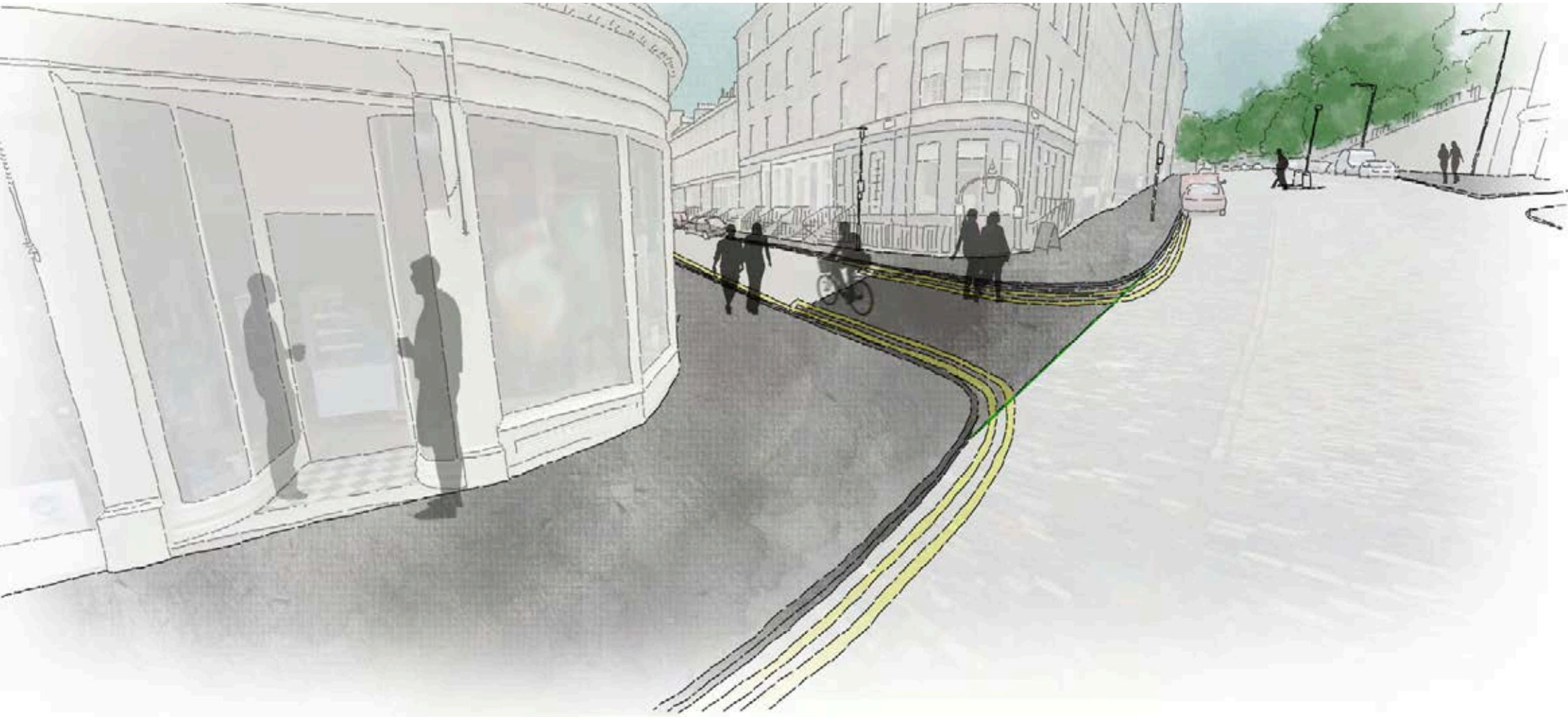
KERB EXTENSIONS + BIKE LANES

IMPACT
TIMESCALE
DIFFICULTY
COST



Programme of kerb extensions at key corners throughout the town centre (India Place/NW Circus Place, St Stephen St/Kerr St) to increase pavement for pedestrians and decrease car speeds turning into minor roads (similar to Dean Park Lane, whilst retaining cobbles). These might use small-scale refined detailing to highlight change in materiality over minor roads to alert both car drivers and pedestrians. Additional layout redesign including removing parking spaces/car lanes where possible to enable bike lanes would be beneficial. Devoting

more walkable space to pedestrians and shortening crossing distances across minor roads helps improve perceptions of safety from traffic and improve walking experience. Especially beneficial for older users who worry about crossing times and traffic or being jostled on the pavement. Further redesign of layout to prioritise bike lanes over parking/rationalise vehicle lanes enables safer cycling. These tweaks to street layout enhance pedestrian movement experience, prioritising walking desire lines over vehicular movement.





EXISTING CONDITION

Large corner radii creates long distance for pedestrians to cross and gives cars priority resulting in a perceived threat from cars.

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

AIM TO TRANSITION TO A REDUCED PARKING / SHARED SPACE TOWN CENTRE 'HEART'

Some of the pilots suggested include parklets and other mechanisms to start to test and prototype the impact of a slight reduction in car parking spaces to benefit and improve the public realm and place function of the Stockbridge town centre. These should be monitored to test their impact, and if successful could be expanded to enable a gradual transition to a town centre 'heart' along Raeburn Place that prioritises public life over car parking, possibly incorporating a shared space section with increased potential for outdoor seating and cycle safety, whilst still maintaining small numbers of essential parking such as disabled spaces, loading for businesses and buses. In the interim festivals and community events wishing to temporarily close and pedestrianise parts of the town centre should be supported as these are highly beneficial to public life and could also be used to test and trial how this shared space town centre 'heart' might function. Local businesses should be heavily involved in these festivals and street closures where possible, giving them opportunity to benefit from the additional public life these festivals and events bring. See the 'Ideas Fiesta' precedent as an example of how temporary closure of busy city centre streets usually dominated by cars and parking can prove in practice to positively impact public life, local businesses revenues, and movement on foot and by bike, whilst allaying any fears of any negative impact on vehicular transport.

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

Handwritten signature and scribbles in the bottom right corner of the blue banner.

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 Stockbridge town centre. During research, user interviews and direct observation methodologies revealed strengths of the town centre as including a friendly village-like atmosphere, compact town centre, nearby parks and routes such as the Water of Leith, positive architecture and historic character and the Sunday market in Jubilee Gardens which attracts significant public life. Key issues found included the priority vehicles are current given over pedestrians in the public realm, narrow pavements and significant obstacles and hindrances for pedestrians along the South side of Raeburn Place, uneven paving in places, the dominance of parking, and lack of cycle facilities. Opportunities were identified to enhance the pedestrian and cycling experience by removal of bollards and street clutter, and rationalisation of parking spaces to widen pavements along Raeburn Place to aid movement and incorporate more places to spend time outside. Other opportunities included the potential to further open up the town centre to the Water of Leith, improving connection with this key walking and cycling route and views of this attractive feature

from the Stock bridge and nearby public realm, as well as take advantage of spaces such as St Bernard Row outside Hectors for additional seating and planting to aid public life.

Place function for Stockbridge 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 Stockbridge town centre had mixed results in terms of place function, though overall it scored very well. Stockbridge scored favourably for feelings of safety from crime, opportunities to see, places to stand and stay, unfolding activities, opportunities to enjoy positive climates and dimensioning at human scale. However it scored less well for qualities including protection from climate and pollution, and feeling safe from traffic.

In terms of movement function, Stockbridge scored less well, with low scores for cycling movement, and only slightly better for pedestrian movement. Key issues were found to relate to cyclist perception of safety from traffic - with many cyclists walking with their bikes rather than cycle on the road and large amounts of car parking being prioritised over cycle lanes. Pedestrian movement function was found to be particularly lacking in terms of pinch points (particularly along Raeburn Place) and perception of safety from traffic with many users stating traffic was a threat to desired pedestrian movement and made the environment harder to walk through.

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.

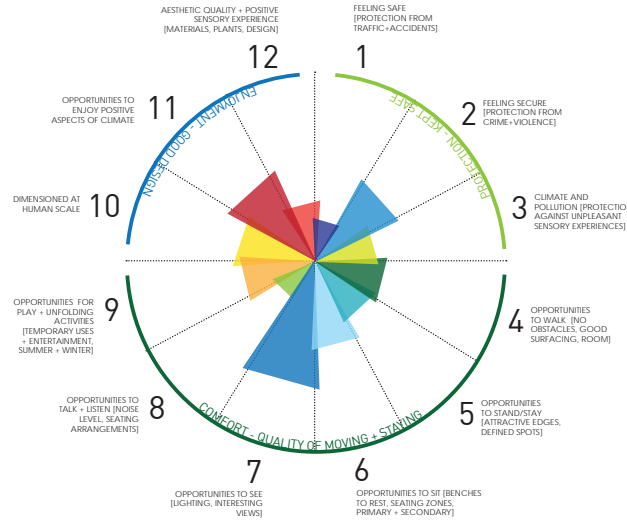
We have found this project particularly inspiring to work on and thank The City of Edinburgh Council for this opportunity. At HERE+NOW we strongly believe in the importance of making evidence based built environment design decisions following research into the user experience of places - valuing the 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

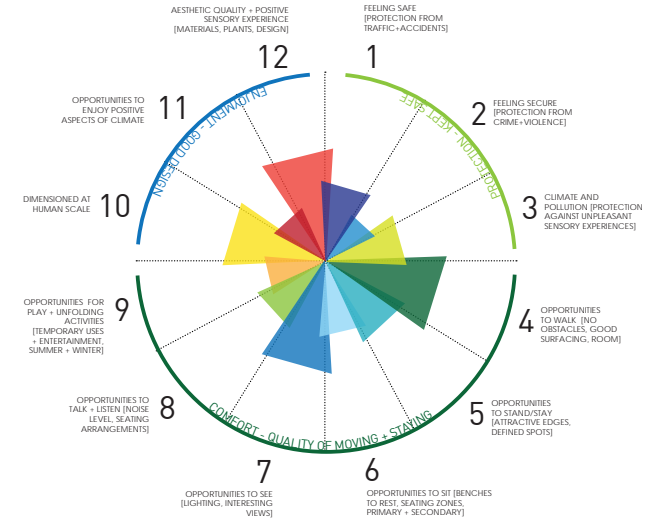
These Public Life Street Assessments have - to date - been carried out using this same methodology, team, research techniques and time slots at five Edinburgh town centres. This consistent methodology allows easy comparison for place function between town centres.

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.

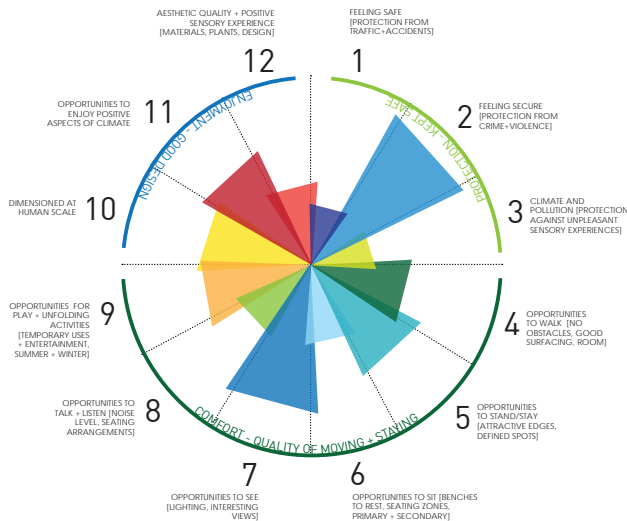
NICOLSON ST + CLERK ST



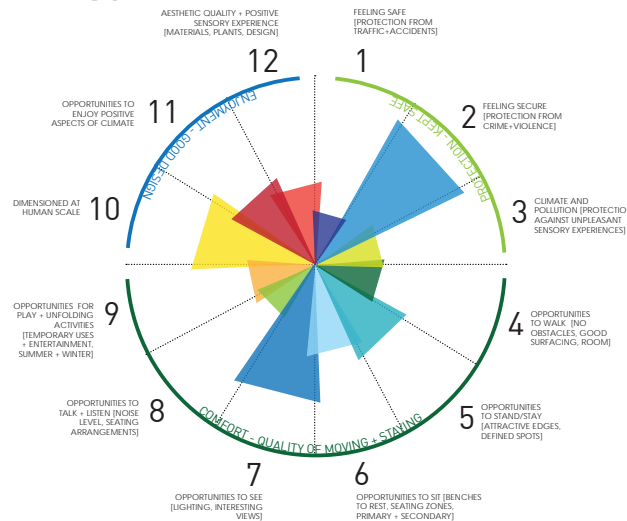
LEITH WALK + GREAT JUNCTION ST



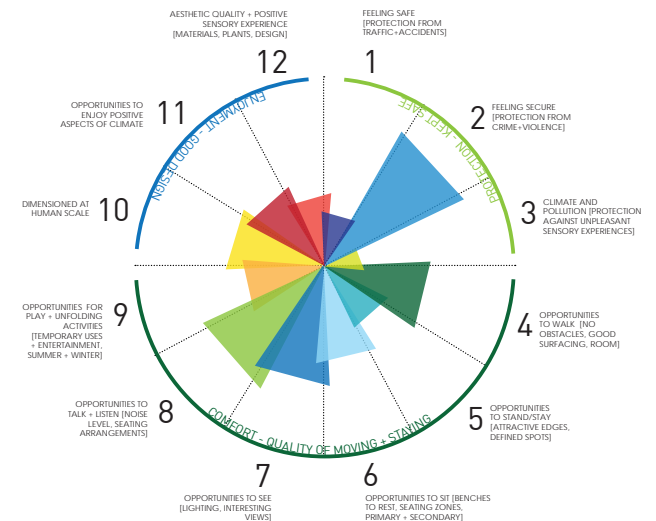
STOCKBRIDGE



BRUNTSFIELD + MORNINGSIDE



PORTOBELLO

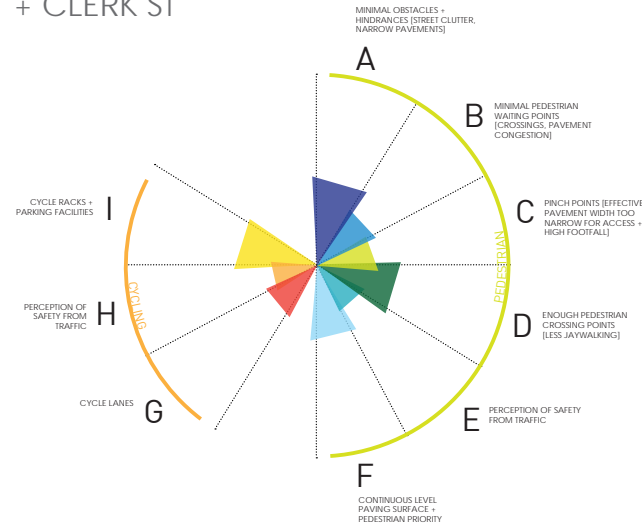


COMPARISON: MOVEMENT FUNCTION

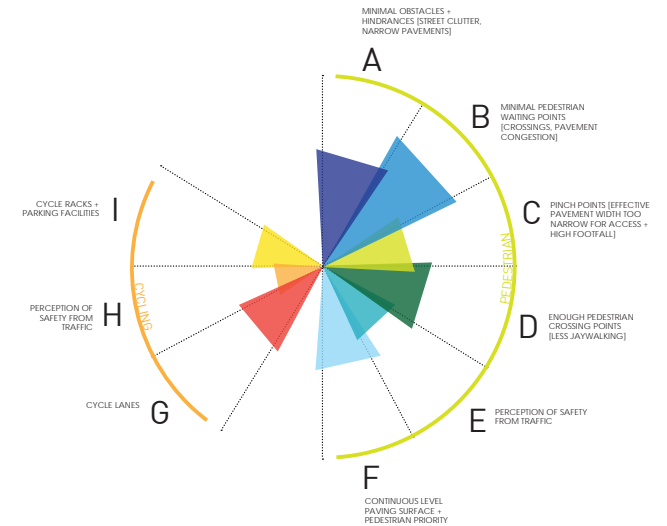
These Public Life Street Assessments have - to date - been carried out using this same methodology, team, research techniques and time slots at five Edinburgh town centres. This consistent methodology allows easy comparison for movement function between town centres.

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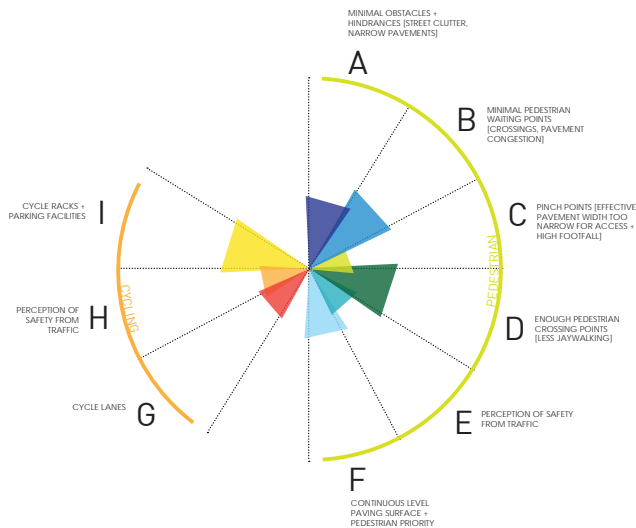
NICOLSON ST + CLERK ST



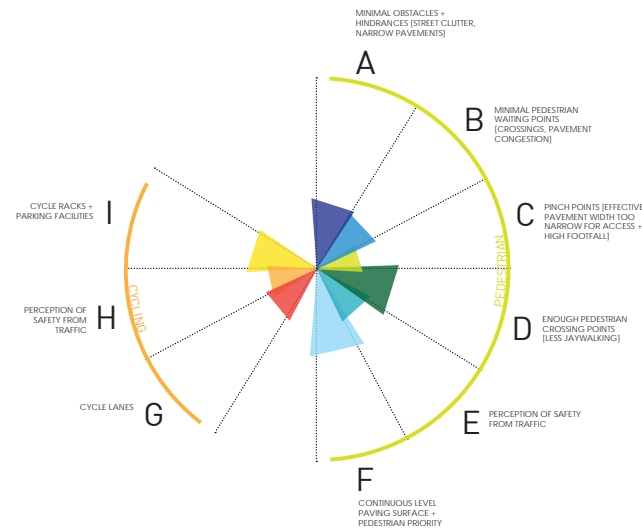
LEITH WALK + GREAT JUNCTION ST



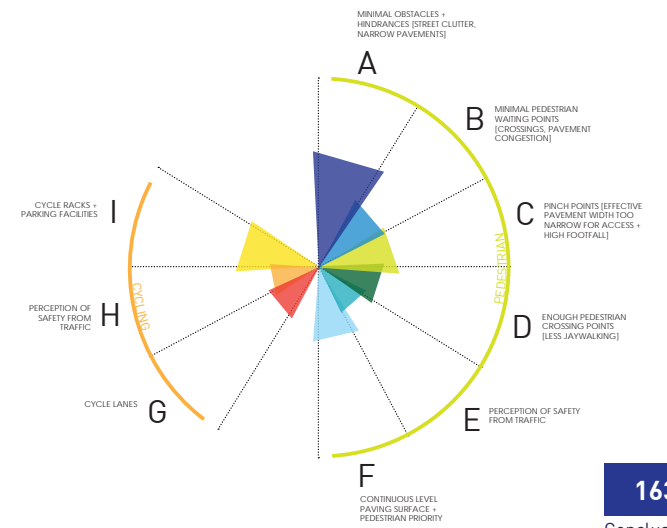
STOCKBRIDGE



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 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 to integrate their knowledge and ideas 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 Sunday 31 January and Wednesday 3 February in the Stockbridge town centre.

These time slots were selected to include data collection during both morning and evening rush hours during the week, lunchtimes, key weekend days such as Sundays when the Stockbridge Market operates in Jubilee Gardens, 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 represent a mixture of weekend and weekday uses of each space (Wednesday and Sunday), 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/February), where research

days were forecast to include some light rain showers, these were included. Should more severe weather and/or torrential rain have been predicted an alternative day was 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

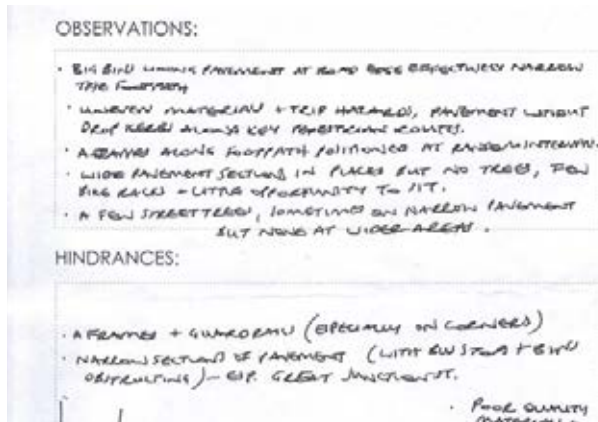
To explore how these public spaces and town centres are currently functioning as a movement route, the HERE+NOW team proposed a carefully considered mix of direct observation based tools. Direct observation is a fundamental research technique in street assessment and particularly pertinent to assessing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

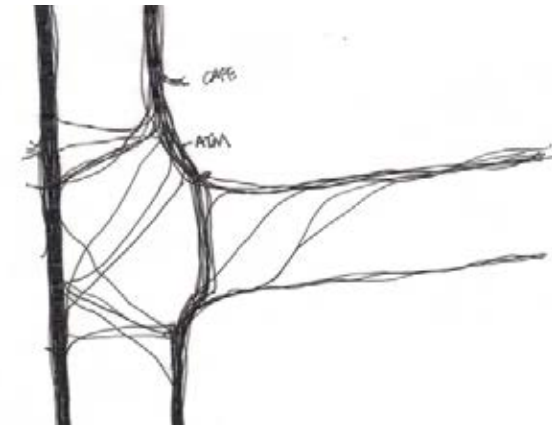
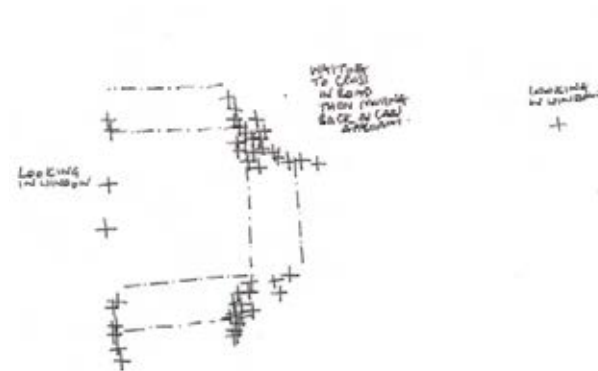
Where waiting was necessary along the test walks (for example to cross the road, at a pedestrian crossing etc) these waiting points are spatially mapped and annotated as an additional map layer by each researcher. Details are added regarding the waiting experience, environment and infrastructure (time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

E
LESS 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.

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



Latin Am
Restau

RESEARCH LOCATIONS



RAEBURN PLACE PEDESTRIAN JUNCTION WITH BERNARD'S ROW

A key pedestrian movement node within Stockbridge and with potential to maximise public life.



HAMILTON PLACE AT JUNCTION WITH KERR STREET

Busy pedestrian intersection at Kerr Street and Hamilton with interesting linear public life opportunities along Hamilton Place, evident by existing use of benches. Potential for improvement to pedestrian environment to facilitate easier movement and longer stays.



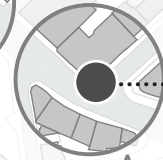
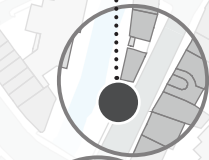
RAEBURN PLACE OPPOSITE CHEYNE STREET

A typical section of pavement along this stretch of street. This location includes a variety of obstacles including bus stop, bins and other street furniture. It will be interesting to note the relationship between pedestrian movement and the adjacent active frontage given the restrictions in space.



KERR STREET ENTRANCE TO JUBILEE GARDENS

Jubilee Gardens form a key open space within Stockbridge. Usage varies throughout the week, with a Sunday market that draws significant public life. As such dates for the Stockbridge assessment include a Sunday rather than Saturday.



CORNER OF KERR STREET + ST STEPHEN STREET

Narrow footpath but high potential for increased public life through modification to path width and removal of obstacles to create gathering point for street life.



ADDITIONAL DATA

CLIMATIC CONDITIONS

STOCKBRIDGE

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 strong windy conditions were avoided where possible, due to the time of year cold conditions were inevitable and unexpected rain and strong winds were 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.

SUNDAY 31 JANUARY

8am - Cold (2°C), cloudy but fine, dawn.
12pm - Cold (3°C), light cloud.
3pm - Cold (3°C), light cloud.
5pm - Cold (3°C), light cloud, light wind.
7pm - Cold (2°C), cloudy, dark.

WEDNESDAY 3 FEBRUARY

8am - Cold (2°C), sunny, dawn.
12pm - Cold (3°C), light cloud.
3pm - Cold (3°C), light cloud / sunny spells.
5pm - Cold (3°C), light cloud / sunny spells.
7pm - Cold (1°C), cloudy, dark.



USER INTERVIEWS:

LOCATION A | CORNER OF ST STEPHEN STREET + KERR STREET

STOCKBRIDGE			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 in this category. Pedestrians need to move freely, as well as stand still.					
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	31.01.2016	08.00	The traffic is noisy.	9 out of 10 safe - it's a safe neighbourhood. I don't worry about crime.	The weather impacts the length of time I'd spend outside - I'd stay outside longer in good weather.	Yes its easy to walk through.	The weather impacts the length of time I'd spend outside - I'd stay outside longer in good weather.	More outside seating would be great.	
A	31.01.2016	12.00	I feel 10 out of 10 safe, except when I'm crossing the road. ... The biggest threat here is the cars driving fast. ... Cars are fast and noisy. ... Cars are loud and drive fast. It can be difficult to cross the road.	9 out of 10 safe - I was told its a safe area.	I'd stay outside longer if it was warmer. ... I might spend time outside here if it rained.	It can be difficult to cross the road. ... It seems pedestrian friendly. ... No, the pavement is uneven.	I love spending time here - I'm here nearly every weekend. ... I like spending time here - I like the market - I've just moved here. ... I like to spend time here, especially at the weekend. ... I like the Water of Leith, I spend time outside here in part because of that.	I like the Water of Leith, I spend time outside here in part because of that. ... I might not sit outside here, but I would spend time here.	
A	31.01.2016	15.00	10 out of 10 - Edinburgh is safe. ... 9 out of 10. I don't worry about crime here. ... The biggest threat here is the traffic and the cobblestones - they're noisy and slippery. ... The biggest nuisance is the traffic. It's really busy and loud.		I'd spent time here but not in the rain.	The biggest threat here is the traffic and the cobblestones - they're noisy and slippery. ... It's fine to walk through but really difficult to cross the street. ... Yes, it's easy to walk through.	I'd spent time here but not in the rain. ... Looks like a nice cafe and market.	I live here. I love it! ... It's beautiful here - really nice.	
A	31.01.2016	17.00	8 out of 10 safe. Traffic is busy during the day. ... The traffic is busy and loud on the cobblestones.	10 out of 10 safe. I don't worry about crime. ... No, I don't worry about crime.	The weather doesn't affect me much - I have to walk my dog. ... I'd go straight home if the weather was poor, but it looks nice here. I might sit outside here if the weather was good. ... The biggest threats here are traffic and wind.	I like walking here. The cobblestones are slippery though. ... Yes, its pretty easy to walk through, though it takes a long time to be able to cross the road.	I wouldn't spend time here at this time [5pm] but earlier in the day, yes. ... I mainly come here for work. I wouldn't spend time here [Location A] but I would further down in Stockbridge. 10 out of 10 as a place to spend time. ... I enjoy spending time here - especially at the market.	I might sit outside here if the weather was good.	
A	31.01.2016	19.00							
A	03.02.2016	08.00	8 out of 10 safe. Traffic is the biggest nuisance here. ... Traffic is okay, but loud on the cobbles.	9 out of 10 safe - I don't worry about crime	Yes, I like to spend time here - weather permitting! Yesterday I got a taxi but today I'm walking. ... 7 out of 10 as a place to spend time outside.	There are good walks from here.	Yes, I like to spend time here - weather permitting! 7 out of 10 as a place to spend time outside.	I'd like to spend more time here in summer but there are not many places to sit.	
A	03.02.2016	12.00		10 out of 10 safe - I don't really worry about crime here. ... 8 out of 10 safe - I don't worry about crime.				10 out of 10 as a place to spend time outside but there's nowhere to sit!	
A	03.02.2016	15.00	The weather is limiting the amount of time I spend here. Also the traffic is loud with the buses and lorries. ... Traffic is fine.	8 out of 10 safe. I don't worry about crime. ... 9 out of 10 safe. I don't worry about crime here - it's better than most areas. ...	The weather is limiting the amount of time I spend here. Also the traffic is loud with the buses and lorries.	I go for walks around this area but I wouldn't sit anywhere.	Yes I like to spend time here - for special occasions. ... I do come here a lot in summer - I come for the cafe culture.	I go for walks around this area but I wouldn't sit anywhere.	
A	03.02.2016	17.00	Traffic is the biggest threat here. ... Parking spaces are an issue - there are none!	8 out of 10 safe - I don't worry about crime. ... 9 out of 10 safe.			I don't spend much time here - I just work here. ... Yes I do come here on occasion - more as a treat. ... 6 out of 10 as a place to spend time outside - there's nothing to do outside in public space - it's all in cafes and shops.		
A	03.02.2016	19.00							
RESEARCH DIARY OBSERVATIONS			At 8am research slots when most other shops are closed, Starbucks was observed to be open and seemed to be a big draw for those walking past. That side of the pavement was busier with many people going into Starbucks. From 12pm more people were observed, many with children and dogs, multi-generational groups mostly walking to the market and/or toward the central town centre (Raeburn Place). ... Researchers also noted the relatively high number of older people using the street and that surface materiality and quality needs to make the walking experience easy rather than hazardous for all ages, and navigation simple and intuitive. There are a number of angled steps and uneven surfaces (especially outside Vincent Bell) which currently make this difficult for some users. Researchers also observed that the walk ways seem to work relatively efficiently at this location with few waiting points. However few people were observed crossing the street between different sides of Kerr St which may suggest pedestrians do not use this area to window shop easily between both sides of the road, instead either sticking to one side or using this area as primarily a movement route either into the city centre to the south or local town centre toward Raeburn Place to the north.						
KEY TRENDS			Users interviewed stated that negative climatic factors such as wind, rain and cold reduced the amount of time they would spend outside in public space. Some users stated they would spend more time outside in favourable weather, providing the necessary infrastructure such as seating was introduced to enable them to do so. Users did not feel there was shelter from unfavourable weather which may reduce public life in winter or poor weather. Traffic was cited as a key issue in the area, though no users at this location specifically referenced air pollution. Users interviewed at Location A all stated that they did not worry at crime at all here. Many gave their perceived safety score a 10 out of 10. Users commented that the area had a good community and village-feel, and felt very safe. User interviews revealed that Stockbridge is seen by many as a destination to spend time at weekends and for the market in particular. Other users highlighted the importance of its location along the Water of Leith and other nearby walking routes which people use to incorporate Stockbridge as a destination. Users felt that the time they spend outside here would be increased by providing shelter and protection from poor weather and if there were more activities to do within the public realm (as opposed to commercial spaces indoors such as cafes). Other draws were the cafe culture, shops, and the idea that Stockbridge is a destination for a special occasion or 'treat'. Some users highlighted that spending time here is something they do during the middle of the day rather than evenings. User interviews showed a mix of opinions. Most users stated that they liked Stockbridge as an area and would enjoy spending time sat here if only there were more seats and opportunity to do so. A smaller number of users said that they don't currently sit outside here - it is unclear whether this is simply due to a lack of opportunity with few seats facing pleasant aspects and views such as the Water of Leith (as mentioned by some users), or due to other factors such as lack of protection from poor weather.						

ed. Opportunities to participate in a variety of activities and experience the surroundings rest on how city space is designed to facilitate basic human activities under good and sit where it feels good and natural.				ENJOYMENT - Enjoyment covers the human scale, enjoying the positive aspects of the climate and the sensory experiences 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 like it when its quiet here - I spend time here then. The traffic is noisy.			10 out of 10 as a place to spend time outside - but that's on a summer day! ... The weather impacts the length of time I'd spend outside - I'd stay outside longer in good weather.		Jess - walking the dog	More outside seating would be great.
It looks like a nice area. ... I like the market, and the shops and cafes. It's a nice looking area and street. ... I like the Water of Leith. ... I like the atmosphere here.	The cobble stones are noisy.	I like the market.		9 out of 10 as a place to spend time outside, especially on weekends. ... I'd stay outside longer if it was warmer.		I'm out for a Sunday walk. Emily - I'm meeting a friend at the market. Karen - Meeting a friend at the market.	Needs an even pavement. ... A pedestrian crossing just here [just South of Location A]. ... Reduce noise from the cobble stones. ... No cars.
Looks like a nice cafe and market. I like the bohemian feel and village character.	The biggest threat here is the traffic and the cobblestones - they're noisy and slippery. ... The biggest nuisance is the traffic. It's really busy and loud.	Looks like a nice cafe and market.				Greg - I'm on my way home from walking in to town. I'm a tourist - I'm sightseeing	Less traffic! ... Make sure it keeps its character. ... Sunshine!
I like the small shops, cafes and markets here.	The traffic is busy and loud on the cobblestones.	I enjoy spending time here - especially at the market. ... I like the small shops, cafes and markets here.				Carrie - I'm just coming from work. Just finished work (cleaner).	More shelter. ... I like it the way it is. ... More shelter! And wider pavements.
I like the shops and sense of community here.	Traffic is okay, but loud on the cobbles.			There are good walks from here. ... I'd like to spend more time here in summer but there are not many places to sit.		On my way to work. Smoking.	I don't want it to change.
I like the village feel here.			Poor public transport and bad parking. ... I like the village feel here.		10 out of 10 as a place to spend time outside but there's nowhere to sit!	Jen - I'm getting the bus. Andy - I'm going home.	Better transport links.
I do come here a lot in summer - I come for the cafe culture.	The weather is limiting the amount of time I spend here. Also the traffic is loud with the buses and lorries.				It's just an uplifting place. There's an interesting mix of shops and village feel.	Parvati - I'm just waiting for the bus. Shopping.	Excitement! It's a bit dull. ... Make it bigger!
		6 out of 10 as a place to spend time outside - there's nothing to do outside in public space - it's all in cafes and shops.				I'm going home. Just waiting for the bus at the bus stop.	Parking. Edinburgh hates cars.
Researchers observed that the market is the centre of activity on marketdays such as these. In addition, many users stated that they like the village character and attractive aesthetic combined with active uses such as diverse cafes and shops.					Researchers noted the paving quality at St Stephen St could be improved and corner radii reduced to give more pavement space to pedestrians and continue the flow over the junctions with minor roads.	The market is used as a social meeting space.	
Users were overwhelmingly positive about the area [due to the small compact town centre size most users spoke about Stockbridge as a whole rather than this specific point]. Users cited the cafe culture, shops, Water of Leith, Sunday market, village feel and character as key reasons this is an attractive place. Researchers also noticed these positive nearby vistas which could perhaps be enhanced through removal of barriers screening these in places such as dense car parking on St Stephen's St and toward Locations B and C opening up views to the Water of Leith. Researchers observed that the market is the centre of activity on marketdays such as these. In addition, many users stated that they like the village character and attractive aesthetic combined with active uses such as diverse cafes and shops.	Users mentioned key issues including noise from busy traffic (with an emphasis on noise from the cobbles) as making it hard to stop and have conversations in the street environment. Some users stated they preferred to spend time in this location when traffic was quieter as a result.	Many users stated that the market was a very positive phenomenon enabling street life and activity. However a smaller number of users (interviewed on a non-market day) felt there were little activities or things to do in the public realm (as opposed to commercial spaces). Whilst the market has a large positive impact on public life on Sundays, it may be beneficial to introduce other activities or things to do at other times of the week and on Saturdays too which are free to enjoy in the public realm.	Users commented on a number of positive attributes including the character and 'village feel' of the area. Researchers also noted that this location features a number of interesting details and historic character including cobbled street surfaces and a diversity of shops with interesting and varied facades. Whilst the location has many good qualities with elements dimensioned at the human scale, the carriageway width given over to cars and some large corner radii could be reduced to improve the human scale further.	User interviews revealed that the weather currently restricts use of the public realm in all weather conditions due to a lack of shelter and protection. However in more favourable weather some users indicated that they would like to spend more time outside to enjoy the positive aspects of climate but are currently limited due to a lack of seating.	Whilst there are many positive aesthetic qualities, including the village feel and character as mentioned by users, some improvement to the detail design could be introduced to enhance the walking environment for pedestrians. Researchers noted the paving quality at St Stephen St could be improved and corner radii reduced to give more pavement space and priority to pedestrians, with raised tables to continue the flow over the junctions with minor roads. Uneven and slippery surfaces could also be improved.	Necessary - 10, Optional - 3, Recreational - 4 Note - more necessary activities were taking place on a weekday compared to the weekend.	

USER INTERVIEWS:

LOCATION B | JUBILEE GARDENS

STOCKBRIDGE			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. Opportu designed to facilitate basic human activities under good conditions. Pedestrians need to move freely, as well as stand and sit whe					
Key Location	Date	Time	1 - Feeling safe - protection against traffic and accidents	2 - Feeling secure - protection against crime and violence	3 - Climate and pollution - protection against unpleasant sensory experiences	4 - Opportunities to Walk	5 - Opportunities to stand/sit	6 - Opportunities to sit	7 - Opportunities to see
B	31.01.2016	08.00	Cars run red lights at the junction and honk their horns a lot. It's unsafe for pedestrians. The light from the West never seems to turn green.	10 out of 10 safe. It feels safe. I don't worry about crime here.		Cars run red lights at the junction and honk their horns a lot. It's unsafe for pedestrians. The light from the West never seems to turn green. ... I like walking down the Water of Leith - it's a key connection.	9 out of 10 as a place to spend time outside - its nice here. ... 7 out of 10 as a place to spend time. I'd spend more time here in summer.		
B	31.01.2016	12.00	It's a poor place to choose to spend time outside because of the road. Traffic is pretty bad - car fumes, vehicles idling at four points on this junction - especially near people standing around breathing in those fumes... Traffic is pretty busy. Needs double yellow lines on one side of the road here so traders can load/unload but the rest of the road is freed up. Also double yellows at Hamilton Place on one side of the road so that traffic is reduced and buses can get through. You could have permit parking there 24/7.	8 out of 10 safe. It's a gentrified, upper class, pick-up-a-cappuccino kind of place so pretty safe! ... 8 out of 10 safe - there are nice people around and when the market is on there are lots of people around.	2 out of 10 as a place to spend time outside for the street, but 8 out of 10 for the park.				I like all the interesting shops and the market. It's pretty bourgeois though! More places for people to spend time outside without needing to spend money would be good so everyone can enjoy the area.
B	31.01.2016	15.00							
B	31.01.2016	17.00							
B	31.01.2016	19.00							
B	03.02.2016	08.00	9 out of 10 safe. Sometimes the cars are dangerous. ... Need more time to cross the pedestrian crossings here and better cycling possibilities.	10 out of 10 safe. I don't worry about crime. It feels very much like a safe place. ... I don't worry about crime here, but I have had one bike stolen.	I don't stay outside much in bad weather. ... 8 out of 10 as a place to spend time outside - I'm here everyday but not in the rain.	10 out of 10 as a place to spend time outside. I enjoy walking in Stockbridge. ... It's easy to walk here. ... It's difficult to pass on the pavement.	It's less busy here than other places.		It's beautiful here and there are lots of people. ... It's like a village.
B	03.02.2016	12.00	Traffic varies depending on the time of day. ... Traffic noise is bad but I guess necessary. ... Traffic is annoying because you have to wait a long time to cross the road.	10 out of 10 safe. It's very safe here. Edinburgh is safe. ... 10 out of 10 - safe here day and night. I never worry about crime here. It's Stockbridge! ... 5 out of 10 - I haven't really thought about it. I don't worry about crime here - it's a nice rich area.	A sunny day like today is the best for spending time here. I prefer to spend time here in good weather. ... If it's bad weather I just take a quick lunch break from work. ... The cold wind is worse than the rain. Dog poo is a big nuisance. ... The wind all down the street isn't great.	10 out of 10 as a place to spend time outside. Walking from Stockbridge to Inverleith Park and along the Water of Leith are good. ... It's pretty easy to walk through - though my dog is afraid of cars! ... Yes it's easy to walk here. ... Though it would be nice to open up the Water of Leith and make it easier to cross the road.	10 out of 10 as a place to spend time. Yes, I love spending time here. ... 10 out of 10 as a place to spend time outside. I'm only here during the day though.	I'd definitely sit out here in good weather! ... I use the benches along Stockbridge. ... No I don't sit out here - I don't have time on my break.	People say 'good morning' and smile a lot. ... It's got a good local vibe. ... The architecture is beautiful! ... Needs to be opened up to the Water of Leith - there's a nice view!
B	03.02.2016	15.00	Traffic is okay - the kids can cross the road by themselves now. There are a good street crossings. Noise from traffic is a problem though. ... Traffic is okay. ... The biggest threat here is trying to cross where there isn't a junction - it's hard to get across.	9 out of 10 safe. Soon we'll let the children walk home from school by themselves. ... 8 out of 10 safe. The kids are safe here. ... 9 out of 10 safe - its safe enough. ... I don't worry about crime - maybe pickpockets? ... I don't worry about crime here, but I do elsewhere in Edinburgh.	I wouldn't come here in bad and windy weather. ... We'd drive through here in bad weather. ... I pick the children up by car in bad weather.	I come here with the dog because it is a nice area and neighbourhood. ... It's nice, beautiful, calm, safe and there's nature here. It's an interesting and nice place to walk through. ... I like that this place feels like home - I like it along the Water of Leith. ... Yes, it's easy to walk through, and good street crossings here. ... It's okay to walk through but the pavements are too narrow.	I spend time here at the weekend. ... We haven't spent much time here since we had children, but we used to.	I come here with the dog because it is a nice area and neighbourhood.	It's nice, beautiful, calm, safe and there's nature here. It's an interesting and nice place to walk through. ... I like that its close to the park and water.
B	03.02.2016	17.00	The biggest threat here is traffic at the junction. It's really busy here. ... There are too many cars here.	8 out of 10 safe - I've lived here a long time. ... 10 out of 10 safe. It's a safe neighbourhood.	I don't spend time here in bad weather - when the wind is strong there's nowhere to shelter.	I like to walk around here, meet people and listen to them talk. I take a walk everyday. ... It's easy to walk through here.	10 out of 10 as a place to spend time outside. I go for a walk every day. Where I walk round here depends on my mood but often down the Water of Leith. ... I'd spend time outside here but I wouldn't sit.	I'd spend time outside here but I wouldn't sit. ... I like sitting on the benches here.	10 out of 10 as a place to spend time outside - I love this area! ... I like that its close to the park and water.
RESEARCH DIARY OBSERVATIONS			Researchers observed traffic was busy at the junction. Car drivers seemed to find it hard to see the lights change coming from the North to the South resulting in a lot of honking of horns.	Researchers noted lines of cars with engines idling waiting at the junction. Idling cars cause significant air pollution and as one user noted - this creates a poor quality environment for pedestrians and those gathered at the market or nearby. Reducing the number of cars and congestion would help reduce the negative impact of air pollution. Researchers also noted those around them complaining about the wind and exposure.	Researchers observed large groups of school children and adults walking together from school and down to Stockbridge. It is important to ensure these larger groups can comfortably walk along together down the pavement with enough width to do so, and crossing is made easy at the junction to enable these walking activities and groups. Researchers also observed cars stopping across the pedestrian traffic due to serious congestion at the junction and an assumption of car priority. The junction would benefit from better prioritising pedestrians to help promote easy walking experiences and pedestrian priority.	Researchers observed that the existing benches were heavily used by people visiting the market, with many trying to eat standing up as these were at capacity despite the cold weather (20c).			
KEY TRENDS			User interviews at Location B showed that traffic was considered to be a major problem. Users primarily cited reasons of car drivers unable to clearly see when lights were changing at the junction and so running red lights (with resultant hazards for pedestrians), the noise from loud traffic (especially lorries and buses), four directions of vehicles idling causing air pollution for those at the market, and a need for reduced permit-only parking spaces on that side of the road only. These were seen as key ways to reduce congestion. Other users reported difficulty crossing the road and at the junction as pedestrians, with long waiting times. Researchers also observed traffic was busy at the junction. Car drivers seemed to find it hard to see the lights change coming from the North to the South resulting in a lot of honking of horns and people were observed cutting across the road in between stationary cars at the lights to get to the other side without waiting for the green man. This may be an indication that waiting times are currently too long and pedestrians need additional priority.	All users interviewed stated that they felt very safe at this location in Stockbridge. Reasons given included that it is seen as a 'nice area', with a wealthy demographic, and that the market on Sundays was particularly important in ensuring there were lots of people around, thereby increasing feelings of safety due to natural surveillance. No users felt unsafe. The only possible crime mentioned was potentially pickpockets in the market. This consensus on perceived safety is significant as it means there is great potential to encourage people to engage users in staying activities at all times of day without fear of crime or anti-social behaviour hindering this. This could be built on to encourage more evening staying activities as well as those during the day here.	Users at Location B cited negative climatic and sensory experiences such as wind, cold, rain and dog poo on the pavement as primary reasons for them not spending more time outside in public space. Users implied they felt there was currently little protection from these negative experiences. Creating shelter from wind and rain through increased use of awnings extending from shop-fronts to protect pedestrian movement or addition of trees to help provide some shade and shelter from rain may help mitigate these negative sensory experiences. Researchers also noted lines of cars with engines idling waiting at the junction. Idling cars cause significant air pollution and as one user noted - this creates a poor quality environment for pedestrians and those gathered at the market or nearby. Reducing the number of cars and congestion would help reduce the negative impact of air pollution. Researchers also noted those around them complaining about the wind and exposure.	Many users commented that the Stockbridge area is an enjoyable place to walk, particularly due to its key nearby walking routes and destinations such as the Water of Leith. Users commented on attractive qualities such as the area being calm and beautiful. However, many users also commented on the narrow pavements in certain areas of the town centre as being a hindrance to walking. Others highlighted the Water of Leith as a key local attraction for walking but emphasised a demand to open this up better to the public from the central Stockbridge area. Researchers observed large groups of school children and adults walking together from school and down to Stockbridge. It is important to ensure these larger groups can comfortably walk along together down the pavement with enough width to do so, and crossing is made easy at the junction to enable these walking activities and groups. Researchers also observed cars stopping across the pedestrian traffic due to serious congestion at the junction and an assumption of car priority. The junction would benefit from better prioritising pedestrians to help promote easy walking experiences and pedestrian priority.	User interviews showed that people generally feel this location is a positive place to stand and spend time with many choosing to come here to spend time - at the weekend, for the market, or whilst walking along the Water of Leith. However, some users expressed that they wouldn't sit here.	User interviews revealed that whilst some users enjoy sitting outside at this location on the benches, others said they would spend time here but not sit. Researchers observed that the existing benches were heavily used by people visiting the market, with many trying to eat standing up as these were at capacity despite the cold weather (20C). The addition of more seating - both more formal benches and also informal seating opportunities - would help facilitate staying activities at this location, particularly on market days and in summer when the number of people wishing to use these are considerable and above current capacity.	Users interviewed spoke of the area being beautiful, with interesting local shops, a 'good local vibe', community spirit and 'village feel'. Others commented on the attractive architecture and views of the Water of Leith as positive aspects to the area. Proximity to Inverleith Park and the Water of Leith are seen by users as key attributes, and for which views of, and connections to, could be enhanced for pedestrians and cyclists.

ities to participate in a variety of activities and experience the surroundings rest on how city space is re 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.				
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 like how quiet it is here.			I'd spend more time here in summer.	The biggest nuisances here are dog poo and the bins... there aren't enough and the recycling bins aren't taken away often enough.	3 Market traders - at work.	It needs more benches. The space here [the market] gets congested when the market is on and in summer. It needs more seating.
					I'm here for the market. Ian - I'm going to the shops and market.	Traffic is pretty busy. Needs double yellow lines on one side of the road here so traders can load/unload but the rest of the road is freed up. Also double yellows at Hamilton Place on one side of the road so that traffic is reduced and buses can get through. You could have permit parking there 24/7. ... Need to divert the traffic and add more trees! Also get rid of dog poo. ... You need more trees and greenery here - to screen the market from cars and noise.
		It's like a village.		It's beautiful here and there are lots of people.	Samuel - on my way to school. Anon - walking to work.	More events and a view of the Water of Leith. ... Better cycling paths. More time to better the road. Wider pavements.
			A sunny day like today is the best for spending time here. I prefer to spend time here in good weather.		James - walking dog. Kate - out walking. Anon - lunch break from work.	Wider pavements and car free hours. ... Open up to the Water of Leith - it's a nice view. ... More outside seating.
	We'd spend more time outside here if there was something for the kids to do.	It's nice, beautiful, calm, safe and there's nature here. It's an interesting and nice place to walk through.	9 out of 10 as a place to spend time - it's more safe and quiet here than other parts of Edinburgh. ... 8 out of 10 as a place to spend time outside - I like to walk through the area. ... 8 out of 10 as a place to spend time outside.		David + dog - walking the dog. Mum + 4 children - walking home from school. Mum + 2 children - walking home from school.	It's only for one type of person. ... Do something more at the market place that's open to everyone. ... Open up the Water of Leith.
I like to walk around here, meet people and listen to them talk. I take a walk everyday.					Elderly man - I'm out for a walk. Man - taking the dog for a walk.	Less rubbish. And more birds singing! ... The area needs a better look and better connection to the Water of Leith.
	Researchers observed a large number of people jogging through the area past Location B. This was especially prevalent at 7pm on Tuesday. A more pedestrian priority environment and junction would enable easier jogging and pedestrian movement through the area.					
Users interviewed mentioned that they liked to use this area for conversations, meeting people and talking/listening. Users like quieter spaces such as these for conversations. This positive environment for talking and listening could be built upon to enhance opportunity and comfortable spaces for these conversations to happen in. For example clusters of formal and informal seating and screening from the traffic with vegetation/trees.	Users interviewed expressed that they would spend more time outside at this location if there were additional activities for children and play. Researchers observed a large number of people jogging through the area past Location B. This was especially prevalent at 7pm on weekdays. A more pedestrian priority environment and junction would enable easier jogging and pedestrian movement through the area.	On the whole users had very positive feelings about this location, frequently commenting on its 'village feel', beautiful surroundings, interesting shops and architecture. Researchers also noted that this location includes many elements at human scale - from the cobbled street to trees in Kerr St Gardens and small independent shops nearby. However, the road junction at this location is the main element at a larger scale - with two lanes of car traffic in some directions and a focus on vehicular movement (and scale) through the junction. An amended junction layout with surface materials and detail design that emphasises pedestrian priority across the junction would help enhance the human scale, and better prioritise pedestrian and cyclist movement over cars.	Users interviewed stated that they would spend more time here in summer or favourable weather. Users also gave high scores when asked how they would rate this location as a place to spend time outdoors. Many cited the market, its quiet and attractive character as reasons to spend time here. Researchers observed the market space at Jubilee Gardens features prominently as a destination for people spending time outside during more pleasant weather. However, there are opportunities to enhance enjoyment of these positive aspects of climate through introduction of additional formal and informal seating clusters for use both during the Sunday market when large crowds gather but also during the week in quieter periods when users also expressed wanting to spend more time here.	Most users interviewed spoke positively of both this location and the Stockbridge area in general in terms of aesthetic qualities and positive sensory experience. Users commented positively on the bustling friendly character, village-feel and attractive aesthetics. Researchers also observed these positive qualities though noted some detail design at Location B which could be improved to help further enhance this. For example the corner of Kerr St and Saunders St features a mix of paving materials and uneven surfaces which could be improved to create a more level walking surface and pleasant aesthetic whilst also incorporating more soft landscaping to screen traffic and seating.	Necessary - 7, optional - 6, recreational - 2	

USER INTERVIEWS:

LOCATION C - HAMILTON PLACE

STOCKBRIDGE			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. Opportunities to participate in activities and to facilitate basic human activities under good conditions. Pedestrians need to move freely, as well as stand and sit where it feels good.	4 - Opportunities to Walk	5 - Opportunities to stand/stay	6 - Opportunities to sit	7 - Opportunities to see	
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	7 - Opportunities to see
C	31.01.2016	08.00	Traffic is the biggest threat here. It's okay, moves slowly but keeps moving - as a car driver sometimes drive to the shops myself. ... Air pollution and car speed are big issues here. And shop deliveries blocking walking routes. Parking is okay though. ... Cars parked can be an issue - I'm also a driver so would prefer roads to be wide.	9 out of 10 safe. I don't really worry about crime. Though my blue bike was recently stolen. ... 10 out of 10 safe. I don't worry about crime here. ... 10 out of 10 safe. Though I wouldn't walk down here late at night.	The weather does impact how I use this place.	I like to walk round here - down the Water of Leith and around this area. ... I alter my route walking to avoid the cobbles. They can be a nuisance. ... It's easy to walk through here - lots of places to cross the road. ... Yes it's okay to walk through here, though air pollution and car speed are big issues here. And shop deliveries blocking walking routes.	I like spending time here - there's a village feel. Lots of interesting things going on.	I sit here but not just in summer - I'm out and about all year round.	
C	31.01.2016	12.00	The traffic is a nuisance, but it isn't bad really. ... Parking is difficult for people coming to visit here. ... Traffic is bad for cyclists. I wheel my bike through this bit and only cycle from Henderson Row.	9 out of 10 safe. It's very safe, both in the day and night. ... 8 out of 10 safe. Sometimes it feels less safe at night. ... I don't worry about crime here.	Bad weather doesn't influence how I use this place - I've got a dog!	It's busy here - lots of people, but that's not always a bad thing. ... It's easy to walk through here. The river and bridge are a really beautiful setting.	The area has everything here - I've just used the public toilets - really good facilities.	6 out of 10 as a place to spend time outdoors. Sometimes I'll sit at a cafe in the summer. ... Yes, I'd spend more time outside here in summer.	The river and bridge are a really beautiful setting.
C	31.01.2016	15.00	There's a very dangerous junction here. The cars go straight through the lights. ... The bus can't get down Hamilton Place because of the parked cars - double yellow lines are needed to give enough space for the bus. People park in the bus stop to drop things off.	10 out of 10 safe. I don't worry about crime here.			I wouldn't spend time here - I'm just here for work.		
C	31.01.2016	17.00	The biggest threat here is the narrow pavements - I get pushed onto the road with a pushchair as I can't get through. Also there's lots of dog dirt on the pavement. ... There's a lot of traffic - a key route for police cars and ambulances which make it very noisy with their sirens.	There are a lot more people begging in the street here lately. Otherwise 10 out of 10 safe.		I sit outside here in the cafes, and go to the Botanic Gardens. I go for walks up and down the river. ... The biggest threat here is the narrow pavements - I get pushed onto the road with a pushchair as I can't get through. Also there's lots of dog dirt on the pavement. ... You have to walk single-file on the pavement, you can't walk side by side with a friend and talk. It's really narrow - bins on the pavement in the way. But it's quite compact as a place so good to walk through.	I like to spend time here with friends, but I live in Leith. ... I sit outside here in the cafes, and go to the river. ... It's vibrant - a great place to meet friends.	I sit outside here in the cafes, and go to the Botanic Gardens. I go for walks up and down the river.	It's vibrant - a great place to meet friends.
C	31.01.2016	19.00							
C	03.02.2016	08.00	Traffic is the biggest nuisance here. It's pretty busy. ... It can be difficult to navigate traffic with a small child.	10 out of 10 safe. I don't really worry about crime. It feels pretty safe. ... 10 out of 10 safe. Occasionally there are house break-ins though. ... 10 out of 10 safe. I don't really worry about crime.	It can be windy from the sea here but it does also catch the sun in summer. ... The bus shelter needs to be bigger - when the weather is harsh people gather at the bus stop.	Bins outside shops make it difficult to walk through.	9 out of 10 as a place to spend time outside - the bus shelter helps! ... 10 out of 10 as a place to spend time outside.		It feels safe and familiar here. ... It's like a small village. ... I like the river view.
C	03.02.2016	12.00	Traffic and puddles in the paving are the biggest issues here. ... Traffic's okay, it's not so bad.	10 out of 10 safe. It's a safe area of Edinburgh. ... 8 out of 10 safe. I feel safe in daylight. I only worry about house burglaries. ... 9 out of 10 safe. I've always felt safe here.	8 out of 10 - there's terrible weather in Edinburgh. ... 10 out of 10 as a place to spend time outside. The bus shelter helps but there isn't always space. ... This spot is quite sheltered with the bus stop and walls.	It's fine to walk through. Though it's sometimes hard to get a buggy through some of the streets where the pavement is narrow or there are bins and things in the way.	I'd sit outside and spend time here when there's a market on. ... I'd spend time here in good weather.	I'd sit outside and spend time here when there's a market on.	I like the river and cafes.
C	03.02.2016	15.00	There are too many parked vehicles, particularly on Sundays. ... Traffic - there are too many parked cars. I like the convenient facilities here though - the health centre, and the buses to get here help keep me active.	8 out of 10 safe. There aren't enough bobbies out on the beat.	7 out of 10 as a place to spend time outside. I usually manage to get shelter under the bus stop. But I think it should be bigger to accommodate more people when it gets busy. ... It gets very windy here which affects how I use the outside space.	It's very steep to try and get up to the Health Centre.	9 out of 10 as a place to spend time. It's a pleasant place to wait for a bus - near the river.		It's a pleasant place to wait for a bus - near the river.
C	03.02.2016	17.00	Traffic is the biggest threat here. But I also don't think its fair on local businesses that there are so many yellow lines. ... Traffic is quite heavy but we are in a city. ... The traffic can get really busy here on a Sunday and its hard to get an ambulance down here because of parked cars.	10 out of 10 safe. I don't worry about crime here - it's a pretty safe place. ... 10 out of 10 safe. I don't really think about crime here.		I think the paving could be better.	I don't really spend time here. I just walk through en route home. ... I spend a lot of time at this bus stop! I'm glad there is a bus shelter here - often its raining whilst I wait for the bus.	I don't particularly spend time here but I do take a rest for a moment on a bench here as I walk through.	
C	03.02.2016	19.00	It's generally easy to walk through but people take short cuts around the bus stop and step into the road.			It's generally easy to walk through but people take short cuts around the bus stop and step into the road.			
RESEARCH DIARY OBSERVATIONS			Researchers noted that at quieter traffic times, such as in the evening, more users were observed stepping in to the road to take a shortcut around the bus stop. At these times more users were also observed cutting across the road not at the traffic lights, and were able to do this due to fewer cars on the road.			Researchers noted a large number of runners - around 8 per 30mins - mostly running North-South over the Stock Bridge. Researchers also noted that the footpath along the Water of Leith is heavily used for those walking and with dogs. Large numbers of people walking their dogs were also observed walking through the area on the street. Researchers noted that the moving of the bus stop from its current position to the wall of the public WCs would allow better views of buses coming by those waiting, creation of more of a 'space' at this point to build on the pavement width at this spot, and also ensure the bus stop does not create an obstacle dividing the pavement space along this busy walking route. Researchers also observed large groups of school children, families, parents with pushchairs trying to navigate through the pavement.	The public WCs at this location are heavily used by both visitors and those at the market and help enable longer stays by people in the area outside here.		Researchers observed users stopping to take photographs over the wall to the Water of Leith. Researchers noted that removal of the railings from the top of the wall at this location or possible reduction of wall height in certain spots with apertures through would help improve views and connection to the Water of Leith.
KEY TRENDS			User interviews revealed a key traffic issue at this location is due to parked cars blocking the road for buses and ambulances with many users realising the need to reduce parking by the introduction of more double yellow lines (particularly on Hamilton Place) whilst also having concerns about the impact this might have on local businesses. Users also highlighted issues of air pollution from cars idling at the junction and busy traffic and the roads at this location being difficult to navigate with small children. Some users commented they would not cycle through the junction for fear of traffic accidents, instead preferring to walk their bikes across. Some users also noted that the bus stop's current location divides pedestrian traffic, with some pedestrians stepping into the road in front of the bus stop to pass more easily and quickly at this pinch point. Researchers noted that at quieter traffic times, such as in the evening, more users were observed stepping in to the road to take a shortcut around the bus stop. At these times more users were also observed cutting across the road not at the traffic lights, and were able to do this due to fewer cars on the road.	Many users interviewed spoke of the importance of the shelter the bus stop provides for those waiting for a bus at this location. However, several users also commented that this bus shelter should be bigger to accommodate more people in bad weather as this quickly fills to capacity, with those unable to fit left in the wind/rain. Other users commented that this location does become very windy. Researchers noted that repositioning of the bus stop against the Public WCs wall would help reduce exposure by tucking this into a more sheltered spot. Additional shelter would be beneficial at this location, whether through more formal structures such as an extended shelter at the bus stop or through introduction of trees or similar to provide some canopy shelter.	Users generally felt this location was easy to walk through. However, some users did cite air pollution, slippery cobbles, fast car speeds and uneven paving as hindrances. Other users commented on difficulties moving through the area with buggies or when wishing to walk with a friend and talk side by side due to obstacles such as bins and street clutter in the way, narrow pavements and pinch points. Researchers noted a large number of runners - around 8 per 30mins - mostly running North-South over the Stock Bridge. Researchers also noted that the footpath along the Water of Leith is heavily used for those walking and with dogs. Large numbers of people walking their dogs were also observed walking through the area on the street. Some users noted that many people try to avoid the obstacle of the bus stop in their desire lines by stepping into the road to go around the bus stop. Researchers noted that the moving of the bus stop from its current position to the wall of the public WCs would allow better views of buses coming by those waiting, creation of more of a 'space' at this point to build on the pavement width at this spot, and also ensure the bus stop does not create an obstacle dividing the pavement space along this busy walking route. Researchers also observed large groups of school children, families, parents with pushchairs trying to navigate through the pavement.	User interviews included those speaking about the specific locality of the bus stop, and the slightly side due to obstacles such as bins and street clutter in the way, narrow pavements and pinch points. Researchers noted a large number of runners - around 8 per 30mins - mostly running North-South over the Stock Bridge. Researchers also noted that the footpath along the Water of Leith is heavily used for those walking and with dogs. Large numbers of people walking their dogs were also observed walking through the area on the street. Some users noted that many people try to avoid the obstacle of the bus stop in their desire lines by stepping into the road to go around the bus stop. Researchers noted that the moving of the bus stop from its current position to the wall of the public WCs would allow better views of buses coming by those waiting, creation of more of a 'space' at this point to build on the pavement width at this spot, and also ensure the bus stop does not create an obstacle dividing the pavement space along this busy walking route. Researchers also observed large groups of school children, families, parents with pushchairs trying to navigate through the pavement.	User interviews revealed that currently users engage in sitting activities either as a rest stop en route other places or whilst at the market. Other seated activities were mainly cited as being outside at cafes. Many users stated they would engage in more sitting activities here in summer due to better weather, whilst others said they would sit here all year round assuming the opportunity for a seat was presented. These user interviews highlight the importance of seating for both leisure uses in combination with the market and summer more social 'hanging out' activities with friends, as well as the role of seating in the public realm as a valuable resource that allows those who are older or have mobility issues to take a rest en route to destinations outside.	A key finding from user interviews at Location C was the importance of the river / Water of Leith as a key view, both for those waiting at the bus stop and passing by. This view could be enhanced. In addition to the view of the Water of Leith, users commented that they enjoyed the vibrant atmosphere, cafes and village feel of the area. Researchers noted that removal of the railings from the top of the wall at this location or possible reduction of wall height in certain spots with apertures through would help improve views and connection to the Water of Leith. A key	

participate in a variety of activities and experience the surroundings rest on how city space is designed to food 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.				
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 like spending time here - there's a village feel. Lots of interesting things going on.		7 out of 10 as a place to spend time outdoors. ... 8 out of 10 as a place to spend time outdoors. ... 9 out of 10 to spend time outdoors. We live here so we're outside a lot of the time.		Anon - I live here, on my way to the bus stop to go to work. Jennifer - on way to get coffee. Liz - shopping and dog walking.	Nothing really! I wouldn't want anything changed. ... More dedicated cycling space. Though I don't know how you'd do that - its so narrow. ... Sort out the dog poo and bins - we need bins at the beginning and end of the path [at Water of Leith].
People are friendly here.			6 out of 10 as a place to spend time outdoors. Sometimes I'll sit at a cafe in the summer. ... 9 out of 10 as a place to spend time outside.		Anon - I'm visiting my parents. I live in Georgie. Stephanie - I'm walking the dog. Katherine - I'm shopping and going to the market.	I wish this was being done for Georgie, it really needs it ... Bike lanes are needed. ... Get rid of the ugly architecture [Saunders Street houses] ... I wouldn't change anything. The bus can't get down Hamilton Place because of the parked cars - double yellow lines are needed to give enough space for the bus. People park in the bus stop to drop things off. ... The recycling bins aren't emptied enough - litter goes everywhere.
I like to spend time here with friends, but I live in Leith. ... There's a lot of traffic. It's a key route for police cars and ambulances which make it very noisy with their sirens. ... You have to walk single-file on the pavement, you can't walk side by side with a friend and talk.	It's vibrant - a great place to meet friends.			The biggest threat here is the narrow pavements - I get pushed onto the road with a pushchair as I can't get through. Also there's lots of dog dirt on the pavement.	Irene - I'm just going home from work. Lynne - Getting the bus from work.	Get rid of the bins on the pavement. They have different bins for everything.
			It can be windy from the sea here but it does also catch the sun in summer. ... I spend more time here when its sunny.		Tom - waiting for the 36 bus on my way to work. Elaine - waiting for the bus to visit my daughter. Anon male 30s - waiting for the bus with toddler	The bus shelter needs to be bigger - when the weather is harsh people gather at the bus stop. ... It needs more shops and less charity shops. ... Improve the pavements (wider). ... Better bus shelter.
					Lui - taking bus to Ocean Terminal. Mother with baby - getting the bus. Young male - taking the bus.	Improve parking and decrease traffic somehow. ... Easier pavements to walk with a buggy [wider, no obstacles].
					Laura - food shopping - I live on this street. Peter - n/a Val - waiting for the bus to go to my daughters.	Reduce the traffic. ... More views to the river.
I'd spend time outside here if I was with friends and there was somewhere to go.				I think the paving could be better. ... Not much is lacking here really - I really like this area. ... Take away some of the yellow lines.	Guy - walking home. Lady with small dog - I'm taking a rest. Lady with shopping bags - I'm waiting for the 36 bus.	I think the paving could be better.
				It's generally easy to walk through but people take short cuts around the bus stop and step into the road.	Anon lady smoking - waiting for the bus	
Researchers noted bin collection causes a lot of noise [8am Saturday 31 Jan]	Researchers noted a large number of runners - around 8 per 30mins - mostly running North-South over the Stock Bridge, especially at the 8am and 5pm and 7pm slots. Researchers observed children playing at the bus stop on the pavement, though there are no other play facilities nearby.					Researchers noted that at this location the public toilets smelled quite strongly, which is a deterrent for people spending a long time here though many need to because of the bus stop.
User interviews showed that this area is seen as a place that people would like to spend time and have conversations with friends. However several hindrances to being able to talk and listen here included the narrow pavements / pinch points making it hard to walk side by side and talk to one another, and loud sirens from police and ambulances, as well as traffic noise. Researchers noted bin collection causes a lot of noise [8am Saturday 31 Jan].	Users mentioned the vibrant and village feel with interesting things to do, as a key reason they would spend time here. These imply a certain degree of unfolding activities and social activities. In addition to the market which provides a great amount of public life on a Sunday and potential for unfolding activities, researchers also noted a large number of runners - around 8 per 30mins - mostly running North-South over the Stock Bridge, especially at the 8am and 5pm and 7pm slots. Researchers observed children playing at the bus stop on the pavement, though there are no other play facilities nearby.	Researchers noted that whilst there are a great number of small shops and interesting features nearby at the human scale, there is still some room for improvement. The junction at Hamilton Place/Kerr St still favours the vehicular scale, and leaves little room for pedestrians waiting on the pavement at the corners of this. These corners could be widened to increase space for both waiting pedestrians and those trying to pass by. In addition the space at Location C and the bus stop could be improved to provide more sensory interest by opening up views to the Water of Leith rather than leaving this as a larger-scale blank stone wall facade creating a barrier to the water.	User interviews highlighted that outdoor seating at cafes is currently the primary way to enjoy the positive aspects of climate when the sun is shining. Additional provision of well-placed seating in areas nearby to Location C (for example Jubilee Gardens, or by opening up the Water of Leith frontage with informal seating) could help provide for more outdoor seating in a public realm/non-commercial setting which enables a broader range of people to enjoy positive aspects of climate at this location.	Key moves to improve the aesthetic quality and sensory experience at this location would include widening pavements and relocation/removing street clutter to ensure easy movement on foot through the area. For example relocation of the bus stop to free up the pedestrian desire line through this location and create more of a coherent space. Key pinch points at the junction could also be widened to create a more generous pedestrian priority pavement width, and introduction of double yellow line adjacent to the bus stop along Hamilton Place to restrict parking would enable easier flowing of traffic - particularly for buses. Researchers noted that at this location the public toilets smelled quite strongly, which is a deterrent for people spending a long time here, though many need to because of the bus stop. Locating the source of this smell and reducing this would enhance the sensory experience. Equally, by opening up views toward the Water of Leith and facing this street onto a river view would enhance the visual experience at this location. This could be done simply by removing railings from the top of the wall here or through more serious interventions to remove or reduce the wall and perhaps integrate stepped seating toward the water or similar.	Necessary - 14 (note - mostly due to bus stop location), optional - 4, recreational - 1.	

USER INTERVIEWS:

LOCATION D | ST BERNARDS ROW + RAEBURN PLACE

STOCKBRIDGE			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. Opportunities to participate facilitate basic human activities under good conditions. Pedestrians need to move freely, as well as stand and sit where it feels good					
Key Location	Date	Time	1 - Feeling safe - protection against traffic and accidents	2 - Feeling secure - protection against crime and violence	3 - Climate and pollution - protection against unpleasant sensory experiences	4 - Opportunities to Walk	5 - Opportunities to stand/sit	6 - Opportunities to sit	7 - Opportunities to see
D	31.01.2016	08.00	The traffic isn't too bad. It can get busy but not excessive.	9 out of 10 safe. I don't worry about crime here. Just feels like it's a safe area. ... 8 out of 10 safe. It's always fairly busy and there are people close by.	10 out of 10 as a place to spend time outside. There are lots of nice independent cafes and shops. I like the local shops and community atmosphere. I'd be less likely to spend time outside here if the weather was bad though. ... I'd stay inside if the weather was bad. ... There is little natural shelter - trees - here.	Yes it's easy to walk through here.	10 out of 10 as a place to spend time outside. There are lots of nice independent cafes and shops. ... I like the local shops and community atmosphere. I'd be less likely to spend time outside here if the weather was bad though.	I would sit outside, but I'd probably go to the Botanics or Inverleith Park. ... I'd sit outside at Pizza Express.	I like the local shops and the community atmosphere. ... I like living in Stockbridge, and the local bars. ... I like the atmosphere and traditional architecture.
D	31.01.2016	12.00	The traffic is busy but it's slow so doesn't feel like a risk. ... I cycle to work [at Hectors bar]. It can be a bit busy when you're cycling at peak times - you don't always feel safe.	9 out of 10 safe. I've heard of bikes being stolen from here but that's about it. ... 10 out of 10 safe. I've never been a victim of crime or seen any. ... 10 out of 10 safe. I rarely have problems at work [at Hectors bar]. The people here are generally nice and polite.	The weather does affect me a little. If it was wet I might stay inside.	Yes I like spending time here - I always walk this way down St Bernard's Row to the parks. ... If the weather was particularly good I would walk through Stockbridge to get to the Botanics. ... On the Subway side of the street [South side of Raeburn Place] it can be very narrow. It needs places to stop where you don't get in the way of others. ... It's okay to walk through but it could be better. Parked cars narrow the road a lot. They should go.	I like working in Stockbridge. ... 9 out of 10 as a place to spend time outdoors. I like that I know everyone who lives here.	I do like to spend time here - I live locally and enjoy the variety of coffee shops and Sunday market. ... 10 out of 10 as a place to spend time outdoors - it's a good people watching place just here.	
D	31.01.2016	15.00	Traffic causing air pollution is the biggest problem here. ... Traffic is a big issue for cyclists. Lots of people bike through here but there's no bike path! ... Traffic is okay - it could be worse. The cars don't go too fast.	9 out of 10 safe. Very little crime happens in Stockbridge. ... 10 out of 10 safe. I don't worry about crime here. ... I don't worry about crime here.	I'd only spend time outside here if the weather was nice. ... I wouldn't linger or window shop when its raining.	I don't live locally but I enjoy taking this route to work.	I like to come here to people watch - this is a good spot here [outside Hectors] to see most of Stockbridge. ... There's a village atmosphere.	I enjoy the local lifestyle and the market here. ... I come to the local shops here every day. ... I like to come here to people watch - this is a good spot here [outside Hectors] to see most of Stockbridge. ... I like the architecture here.	
D	31.01.2016	17.00	Traffic is fine. But pavements are very narrow.	7 out of 10 safe. Late at night it gets very quiet though. Sometimes I don't feel safe walking home after work [at Hectors]. ... 8 out of 10 safe. Even on Friday and Saturday nights it's very safe.	6 out of 10 as a place to spend time outside. The weather is never enough to spend time outside. I would stay inside on a winter day like today. ... The biggest threat here is a lack of shelter from the elements.	I like how close everything is to walk to. Needs wider pavements though. It's very narrow in places.	I like spending time here - I live and shop locally. ... I like coming here - I'd come to Stockbridge even on my day off [from Hectors]. ... The biggest threat here is a lack of shelter from the elements.	9 out of 10 as a place to spend time outside. I enjoy the window seats at cafes for people watching.	
D	31.01.2016	19.00	I don't worry about crime here. Everyone knows each other. 7 out of 10 safe. It's quiet at night here but there is little trouble.	I don't worry about crime here. Everyone knows each other. 7 out of 10 safe. It's quiet at night here but there is little trouble.	On a day like today I'd only give it 6 out of 10 as a place to spend time outside because of the weather.	Yes it's okay to walk through.	I'm local - I like to spend time here. ... On a day like today I'd only give it 6 out of 10 as a place to spend time outside because of the weather. It really needs a sheltered spot for smokers to stand outside.	I don't like the chain shops and businesses. It would be nicer if it was all local independent shops.	
D	03.02.2016	08.00	The noise down Raeburn Place [from the cars] during the day is bad, but not at night - there are hardly any cars then. ... Traffic is heavy but it can't be helped - it's a thoroughfare.	9 out of 10 safe. I've heard about burglars round here but not actual crime. ... 10 out of 10 safe. I don't particularly worry about crime here.	8 out of 10 as a place to spend time outside. I'd still come here in bad weather. I run my errands regardless. ... 7 out of 10 as a place to spend time outside. But I'd only come outside here if the weather is nice.	Yes it's easy to walk through here - everything is accessible.	I'd sit outside here, yes. ... I'd sit outside near here - at the Botanics.	I like the shops and Inverleith Park.	
D	03.02.2016	15.00	The biggest threat here is noise from the traffic. ... Traffic at peak time is a worry - less would be better. Traffic can be dangerous here.	9 out of 10 safe. I don't worry about crime particularly here. ... 9 out of 10 safe. There are some noisy people around St Bernard's Row / Stockbridge Tap, but not a real worry. ... 9 out of 10 safe.	I come here even if its raining. ... I walk through this way to work even when its raining.	Yes it's pretty easy to walk through, although pavements could be widened.	I like the restaurants here.	I like to spend time sat outside at Henri's on Raeburn Place. ... I would spend more time outside here if there was more seating. ... I'd spend time sat outside here if its nice weather with the dogs.	I like the restaurants here.
D	03.02.2016	17.00	Traffic is quite busy, but just the same as everywhere else. ... Traffic is busy but not as much as other places.	9 out of 10 safe. I worry about burglary I suppose. ... 10 out of 10 safe. I don't worry about crime in this area.	7 out of 10 as a place to spend time outside. The weather significantly restricts my use of the street. ... Not enough litter bins - that's the biggest threat round here. Not enough recycling bins.	Yes, easy to walk through - I live in Dairy, compared to there this is good.	It's a lovely area, I like spending time here for pleasure. ... There are lots of shops, pubs, friendly people - it's a nice place to spend time.	I'd definitely sit outside in the summer. ... Yes, I'd definitely sit outside here.	It's a lovely area, I like spending time here for pleasure. ... There are lots of shops, pubs, friendly people - it's a nice place to spend time.
D	03.02.2016	19.00	The noise from the traffic is the biggest threat. Traffic is quite persistent in the morning during the week.	10 out of 10 safe. I worry about burglary but more due to rumour - nothing has ever happened to me.	7 out of 10 as a place to spend time outside - depends on the weather. I don't mind it but I don't stay outside longer than I have to if the weather is bad.	Yes, its easy to walk through. I like all the shops and that they're close together.	Yes, I like to spend time here. ... I like all the shops and that they're close together.	I'm very likely to spend time outside here.	I like all the shops and that they're close together.
RESEARCH DIARY OBSERVATIONS			<p>Researchers noted that the pedestrian crossing lights take a long time to change, resulting in frustrated pedestrians jaywalking to cross the road in-between cars rather than waiting to cross with the lights. This implies a car rather than pedestrian priority.</p> <p>Researchers noted that the pedestrian crossing lights take a long time to change, resulting in frustrated pedestrians jaywalking to cross the road in-between cars rather than waiting to cross with the lights. User interviews also included mention of narrow pavements which are hard to pass, which when compared to the road carriageway width implies a more car oriented rather than pedestrian priority for movement in the street with the traffic passing acting as a barrier to free movement for pedestrians to cross between sides of the road. Users also highlighted the negative impact that they feel traffic has on this location, citing major threats as air pollution and traffic noise. Other users contradicted each other, with some supporting pedestrianisation of Raeburn Place and the space in front of Hectors for more pedestrian and cyclist focussed public realm, whilst others felt there was a need for more parking in busy periods. Many users did also mention that they found the street environment hard to cycle through, and would be in support of a safer cycling environment incorporating dedicated cycle lanes.</p>	<p>Researchers noted that the spot outside Hectors can become quite windy and can feel exposed in cold and windy weather. This was supported by some users stating that weather affects their quality of experience outside. This could be mitigated with additional shelter from rain provided by tree canopies at this location or other landscape design elements to increase shelter from wind.</p> <p>Researchers noted that the spot outside Hectors can become quite windy and can feel exposed in cold and windy weather. This was supported by some users stating that weather affects their quality of experience outside. This could be mitigated with additional shelter from rain provided by tree canopies at this location or other landscape design elements to increase shelter from wind to better enable staying activities. Encouraging shops to adopt awnings would also help promote more window shopping and staying behaviours during rainy weather along Raeburn Place.</p>	<p>Researchers observed that St Bernard's Row is a very popular route to the Botanic Gardens, Inverleith Park, and Water of Leith for runners, those out for walks and cyclists. It was noted that the pedestrian crossing at this location takes a long time to stop the cars and allow pedestrians to cross, causing frustration in some users who jaywalk across between cars rather than waiting for the green man. This pedestrian connection could be improved and its linkage through to other destinations such as Inverleith Park down St Bernard's Row.</p> <p>User interviews revealed that most people feel generally positive about Stockbridge as a place to walk. Many users mentioned enjoying walking through the area, either as a destination in itself or en route to Inverleith Park or the Botanic Gardens. Researchers also observed that St Bernard's Row is a very popular route to the Botanic Gardens, Inverleith Park, and Water of Leith for runners, those out for walks and cyclists. However, many users felt the most dominant hindrance to the walking experience here is the narrow pavements along Raeburn Place which were mentioned by many as a negative feature of the street environment that should be improved. It was also noted by researchers that the pedestrian crossing at this location takes a long time to stop the cars and allow pedestrians to cross, causing frustration in some users who jaywalk across between cars rather than waiting for the green man. This pedestrian connection could be improved and its linkage through to other destinations such as Inverleith Park down St Bernard's Row.</p>	<p>Researchers observed large numbers of pedestrians pausing to look in shop windows, particularly outside of the Field and Grill House, Anne Smith, the estate agent's, and Hectors. Even when raining, some users were still observed pausing and looking in windows. Researchers also noted that those waiting at the bus stop repeatedly move toward the Stockbridge Tap to check whether their bus is approaching down Raeburn Place. Repositioning of the bus stop toward the Stockbridge Tap or installation of a live departure board may help enable people to remain sheltered in the bus stop in poor weather whilst also not worrying they will miss their buses. When traffic becomes busy with congestion and parked cars buses frequently cannot pull into the bus stop and have to stop in the middle of the road. Addition of a bus bulb may formalise this behaviour whilst giving more pavement space to pedestrians.</p> <p>User interviews revealed that people enjoy spending time at this location because of the shops, restaurants, vibrant atmosphere for people watching and compact village feel where people are friendly and many know each other. However some users stated they would wish for more sheltered spots and seating in order to enjoy longer stays outside. This could be facilitated through addition of seating and trees for shelter in this more generous gathering space outside Hectors/Stockbridge Tap. Researchers at this location observed large numbers of pedestrians pausing to look in shop windows, particularly outside of the Field and Grill House, Anne Smith, the estate agent's, and Hectors. Even when raining, some users were still observed pausing and looking in windows. Researchers also noted that those waiting at the bus stop repeatedly move toward the Stockbridge Tap to check whether their bus is approaching down Raeburn Place. Repositioning of the bus stop toward the Stockbridge Tap or installation of a live departure board may help enable people to remain sheltered in the bus stop in poor weather whilst also not worrying they will miss their buses. When traffic becomes busy with congestion and parked cars buses frequently cannot pull into the bus stop and have to stop in the main traffic lane with those waiting boarding the bus in the middle of the road. Addition of a bus bulb may formalise this behaviour whilst giving more pavement space to pedestrians.</p>	<p>I'd sit outside here, yes. ... I'd sit outside near here - at the Botanics.</p> <p>I like to spend time sat outside at Henri's on Raeburn Place. ... I would spend more time outside here if there was more seating. ... I'd spend time sat outside here if its nice weather with the dogs.</p> <p>I'd definitely sit outside in the summer. ... Yes, I'd definitely sit outside here.</p> <p>I'm very likely to spend time outside here.</p>	<p>Researchers observed large numbers of pedestrians pausing to look in shop windows, particularly outside of the Field and Grill House, Anne Smith, the estate agent's, and Hectors. Even when raining, some users were still observed pausing and looking in windows. Researchers also noted that this location offers good views of the whole of Stockbridge, with bustling mix of people walking past, and seems to be a key movement route for pedestrians and cyclists as well as staying activities. These could be built upon to create an improved public realm 'place' from a mosaic of different smaller surfaces and 'spaces' here.</p> <p>Users interviewed mentioned positive views of architecture, the Sunday market, views from seats outside coffee shops, people watching and the vibrant village characteristics. Researchers observed large numbers of pedestrians pausing to look in nearby shop windows (even when raining). Researchers also noted that this location offers good views of the whole of Stockbridge, with bustling mix of people walking past, and seems to be a key movement route for pedestrians and cyclists as well as staying activities. These could be built upon to create an improved public realm 'place' from a mosaic of different smaller surfaces and 'spaces' here.</p>	
KEY TRENDS									

ate in a variety of activities and experience the surroundings rest on how city space is designed to 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.					
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 like the atmosphere and traditional architecture.			Katie - walking dog. Lilly - going to Sainsburys	More natural shelter - trees. Perhaps also a bench here ... Reduce the amount of cars allowed to park on the main road.	
I like the community here. I know everyone who lives here. ... I like the general hustle and bustle here.	I do like to spend time here - I live locally and enjoy the variety of coffee shops and Sunday market.			If the weather was particularly good I would walk through Stockbridge to get to the Botanic.	Nancy - going out for a coffee. Ian - walking dog. Lewis - smoke break outside Hectors.	Pavements are narrow. It needs places to stop where you don't get in the way of others. ... Widen pavements at points. ... This spot here [Location D] could have a bench or a tree. ... More trees. ... Nothing is lacking!	
There's a village atmosphere.		Traffic is a big issue for cyclists. Lots of people bike through here but there's no bike path!		Traffic is a big issue for cyclists. Lots of people bike through here but there's no bike path!	Lucy - I'm going home from the market. Ishmail - going to work. Fiona - window shopping.	Colour. Green [trees/planting]. ... More cycle racks. ... Bike paths. ... A bench or trees here [outside Hectors]. Make it more pedestrianised.	
					Ida - going home from work. Cathy - works at Hectors.	Shelter from the elements.	
					Patty - having a drink at Stockbridge Tap [stood outside smoking].	More shelter for smokers.	
I love this place - there's a nice community.					Trevor - going to the shops. Maggy - going to Sainsburys.	More support for small businesses. ... Better parking facilities. ... More community boards. ... Nothing.	
					Shona - having a stroll. Luca - walking home from work. Anon - walking/training the dog.	More parking for my car on Raeburn Place. It's difficult to load/unload. ... Tidy all the bins up - there are a lot down this road [Raeburn Place] and they're in the way and unsightly. Less trade waste would be good.	
		Feels very nice here - it's a nice area.	10 out of 10 as a place to spend time outside. I go out with the children whatever the weather. ...	There are not enough little bins. ... There aren't enough recycling bins here.	Child minder at Arboretum Nursery - working here. Anon - I live here - going to shops.	Cheaper supermarkets. ... Recycling bins. ... More recycling bins.	
					Janet - live here (Veitch Square) going home. Anon - smoking outside Hectors.	More cycle lanes.	
Researchers observed the pavement between Hectors and the Stockbridge Tap is a popular spot for people to stop and talk. Researchers observed people stopping for frequently more than 5 minutes here with friends (depending on the weather) to have conversations, meet each other and pause.	Researchers noted the wide diversity of public life viewable from this location outside Hectors. This 'people-watching' potential can be an important positive drawing factor for public life and could be built upon with a pedestrian priority paved surface and addition of seating, trees and additional bike racks at this location.	Researchers noted that the pedestrian crossing lights take a long time to change, resulting in frustrated pedestrians jaywalking to cross the road in-between cars rather than waiting to cross with the lights. This implies a car rather than pedestrian priority.		Researchers noted that more bike racks are needed at this location, with those present usually over capacity and all nearby poles and railings also used for bicycling parking. Researchers also noted that people with prams favour the pavement rather than desire lines over the cobbles which require movement over uneven surfaces.			
Researchers observed the pavement between Hectors and the Stockbridge Tap is a popular spot for people to stop and talk. Many users spoke of a village atmosphere where people are friendly and everyone seems to know everyone. This space seems to act as a natural meeting place and gathering spot along the town centre. Researchers observed people stopping for frequently more than 5 minutes here with friends (depending on the weather) to have conversations, meet each other and pause. These social activities could be built upon by enhancing the public realm at this location with opportunities to lengthen stays with seating and trees to provide some shelter from rain.	Researchers noted the wide diversity of public life viewable from this location outside Hectors. This 'people-watching' potential can be an important positive drawing factor for public life and could be built upon with a pedestrian priority paved surface and addition of seating, trees and additional bike racks at this location. Whilst many users mentioned nearby green space destinations such as Inverleith Park and the Botanic Gardens, there are few opportunities or spaces where play could occur in the town centre itself. This spot outside Hectors does however offer a slightly more generous size space with high footfall through it which could act as a location for slightly more flexible public realm spot for seating and some limited unfolding activities.	Many users commented on the pleasant human scale surroundings, including sensory visual interest from small independent cafes and shops, and traditional architecture. However, some users also commented that whilst the area is very attractive, the pavements, particularly on the South side of Raeburn Place are very narrow with many obstacles and limited space due to a prioritisation of parking spaces and vehicular road carriageway over creating a more conducive environment to pedestrians and cyclists. Researchers noted that the pedestrian crossing lights take a long time to change, resulting in frustrated pedestrians jaywalking to cross the road in-between cars rather than waiting to cross with the lights, and that there are currently no cycle lanes with cyclists having to cycle close to parked cars in the 'door zone'. This implies an environment designed more for ease of car travel rather than by foot or by bike.	Researchers noted that there are currently limited opportunities to enjoy the positive aspects of climate at this location for longer staying activities outside in the public due to a lack of seating and other positive public realm elements such as trees and vegetation. These could be incorporated into a more pedestrian priority shared pavement surface extending further into St Bernards Row outside Hectors to create a gathering spot for public life at this point whilst still enabling limited vehicular access to the nearby parking and for loading/unloading to Hectors/Stockbridge Tap. Widening pavements along the South side of Raeburn Place would also help encourage public life by better enabling pedestrians to pause and look in shop windows without congesting the pavement.	Researchers noted that more bike racks are needed at this location, with those present usually over capacity and all nearby poles and railings also used for bicycling parking. Researchers also noted that people with prams favour the pavement rather than desire lines over the cobbles which require movement over uneven surfaces. Improving paving surfaces nearby to ensure more level surfaces through use of drop kerbs or even surfacing by introducing raised tables across minor junctions around would help improve the pedestrian experience and make this accessible to all.			

Necessary - 12, optional - 5, recreational - 1.

USER INTERVIEWS:

LOCATION E RAEBURN PLACE OPPOSITE CHEYNE STREET

STOCKBRIDGE			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. Opportunities to participate in activities are also included. Pedestrians need to move freely, as well as stand and sit where it feels good to them.				
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
E	31.01.2016	08.00	Transport options are limited here.	9 out of 10 safe. I don't worry about crime here. ... 9 out of 10 safe. I don't worry too much about crime.		It's nice to go for a walk here in summer. ... Yes, its fine to walk through here.	The best spaces here are outside so the weather definitely affects that.	
E	31.01.2016	12.00	The traffic is fine.	9 out of 10 safe. It's a good neighbourhood. ... 8 out of 10 safe. I don't worry about crime here.	7 out of 10 as a place to spend time outside. The weather often isn't good enough. ... Yes, the weather does affect how I use the space.	10 out of 10 as a place to spend time outside. I like to come and spend time along the Water of Leith.	Yes, I like to come here, but I rarely do. ... I like to come and spend time along the Water of Leith.	
E	31.01.2016	15.00	Traffic is loud, especially the buses. ... Traffic is the biggest nuisance here.	9 out of 10 safe, I don't worry about crime here. ... 7 out of 10 safe, I feel pretty good here, I don't worry about crime at all.	Yes, the weather does affect how I use the space a bit but I still go for walks. ... The biggest threat here is the weather.	10 out of 10 as a place to spend time outdoors. ... It's pleasant to walk through here. I think it needs more walking spaces though.	It's an uplifting place to spend time. Especially due to the river / Water of Leith. ... I like to come here to go shopping and look around.	It's an uplifting place to spend time. Especially due to the river / Water of Leith.
E	31.01.2016	17.00	Traffic is the biggest threat here. I guess its not too bad though.	7 out of 10 safe. I'm always suspicious of the risk of crime. ... 9 out of 10 safe - I don't worry about crime here, its fine.	The biggest threat here is the weather - it can really affect businesses.	There are nice walks, but not many cafes with outside opportunities.	I spend more time outside here in summer - 6 out of 10 as a place to spend time outside - there are nice walks but not many cafes with outside opportunities. ... I like the variety of shopping experiences here.	There are nice walks, but not many cafes with outside opportunities.
E	31.01.2016	19.00	8 out of 10 safe. I don't like cycling on the main road though. ... Traffic is the biggest nuisance here. The pavement feels very narrow when the road is busy. ... Traffic is definitely the biggest threat here - cars come into Stockbridge this way from the West and can be quite fast.	9 out of 10 safe. I don't worry about crime. ... No, I don't worry about crime at all here.	The weather doesn't impact how I use the space. ... I'd be less likely to spend time here if it was raining - I normally come early for the bus.	Yes, it's fairly easy to walk through. Though there are lots of obstructions...	I live and shop locally. I like spending time here. ... 6 out of 10 as a place to spend time. Here is too cramped. The market area is better. More space. ... 4 out of 10 as a place to spend time outside at this location - I'd go more into Stockbridge.	I might sit outside here in summer, but I'd probably go elsewhere.
E	03.02.2016	08.00	I'm always outdoors here but the traffic is a problem. ... Traffic is the biggest problem. They go onto the pavement to cut off the corner next to the public toilets. I worry about the kids and traffic accidents. ... Cars need to indicate. And they go straight through the red lights.	10 out of 10 safe. I don't worry about crime.	The weather doesn't really affect how I use the space.	The paving is bad here - its a bit of a trip hazard.	I'm here all the time. 7 out of 10 as a place to spend time outside - I'm always outdoors here but the traffic is a problem.	
E	03.02.2016	17.00	Kerb parking and short lights at the pedestrian crossings are the biggest threats here. There are also lots of trip hazards for older people and sometimes cars park on the pavement or wheeling their bikes through the town centre, presumably to avoid trying to cycle on the road here due to perceived safety risk.	8 or 9 out of 10 safe. We had some vandalism at the shop recently. ... But I guess that's more property damage than real crime.		I like coming for a walk around here - lots of independent shops. ... I find it fine to walk around here, but it's really hard for those people that are one-steps on their feet - the crossings are in the wrong places and the pavements are really poor quality and often uneven.	I like to spend time here at the weekend for the market, but the benches are crowded so its hard to find a seat. ... I probably wouldn't spend as much time here in the park, but lots of the shops have awnings which is great! ... The parks are good. ... 6 out of 10 as a place to spend time outdoors.	I like to spend time here at the weekend for the market, but the benches are crowded so its hard to find a seat. ... The parks are good. And the open space at either end of Stockbridge is good.
RESEARCH DIARY OBSERVATIONS			<p>Researchers noted that the parked cars on the South side of Raeburn Place take up valuable space within the overall road carriageway which could be better utilised for public life by conversion to an extended widened pavement along this side of the road. This would help promote staying activities, outdoor seating and window shopping which is beneficial to retail on that side of the street. It would also give room for a dedicated bike lane which would improve conditions for cyclists.</p> <p>Researchers observed a number of cyclists cycling on the pavement or wheeling their bikes through the town centre, presumably to avoid trying to cycle on the road here due to perceived safety risk.</p>	<p>Researchers noticed that many users leave their bikes unlocked whilst going in to shops. This is a good indication that people feel there is minimal crime risk at this location.</p>		<p>Researchers noted that the North side of Raeburn Place is busier with pedestrians than the South side. This may be due to the wider pavement on the North side, in addition to more continuous active shop frontages and fewer minor roads causing interruption to smooth pedestrian flow through the town centre on this side of the street. This reduced footfall on the South side with few places possible to stop outside shops or window shop may have a negative impact on staying and standing activities on the South side of Raeburn Place with a possible knock on impact on retail success on this side of the street. Researchers also noted that pedestrians in groups were having to walk single file and frequently step into the road to pass other pedestrians on the South side of Raeburn Place. Whilst the South side of Raeburn Place is considerably more narrow, the North side also has a number of pinch points. These include the bus stop combined with vegetable shop and post office which cause a bottleneck at this location, and the Plum cafe's outdoor seating - which whilst this brings welcome additional public life - can cause a bottleneck. Movement of the bus stop into the road as a bus bulb, and additional pavement widening measures in place of parked cars would help enhance public life by enabling more outdoor seating whilst maintaining smooth pedestrian flows. Researchers also noticed that many users jaywalk across the road in front of the bus stop to follow their desire lines - this may imply the nearest pedestrian crossings are a distance away that is perceived to be too much of a detour. The addition of another crossing, incorporating a build out so pedestrians can see oncoming traffic unhindered by parked cars and narrowing the carriageway they need to cross would be beneficial at this location. Researchers also observed that the drop kerbs facilitating pedestrian movement across Cheyne St are poorly positioned out of pedestrian desire lines, and so are only used by those pedestrians with buggies or poor mobility. These would benefit from being repositioned.</p>	<p>Researchers noted that more staying activities, such as stopping to look into shop windows or talk to friends, were engaged in on the North side of Raeburn Place, with people strolling and willing to engage with the street environment rather than simply treating it as a movement route. This may be due to the wider pavement on this side of the road, that it is South facing and therefore has a more favourable microclimate, and that it has a more continuous active frontage comprised of small independent shops through the town centre on this side of the street with fewer minor roads acting as barriers to pedestrian movement. This willingness for staying behaviours could be built upon by improving the public realm here.</p>	
KEY TRENDS			<p>User interviews showed that many users feel that traffic is a constant threat. Many users cited fear of traffic going too fast (particularly coming down Raeburn Place from the West), cutting over corners at the main junction with Kerr St. Cars frequently going through red lights, parking over drop kerbs or otherwise restricting pedestrian movement, and that pedestrian crossing lights were not long enough to cross safely for older people. These factors cited by users imply that there is a fear of traffic accidents and perception that cars hinder the current town centre environment, particularly for more vulnerable users. Users also mentioned the narrow pavements along Raeburn Place and that these feel restrictive with cars prioritised over people. Researchers noted that the parked cars on the South side of Raeburn Place take up valuable space within the overall road carriageway which could be better utilised for public life by conversion to an extended widened pavement along this side of the road. This would help promote staying activities, outdoor seating and window shopping which is beneficial to retail on that side of the street. It would also give room for a dedicated bike lane which would improve conditions for cyclists. Researchers observed a number of cyclists cycling on the pavement or wheeling their bikes through the town centre, presumably to avoid trying to cycle on the road here due to perceived safety risk.</p>	<p>All users interviewed stated that they do not worry about crime. Only one interviewee said that the shop they worked in had recently been burgled, but they still did not consider this 'real crime' that would make them fearful to be in the public space, instead viewing this as just property damage. Overall users find this location and the Stockbridge area extremely safe. Researchers also noticed that many users leave their bikes unlocked whilst going in to shops. This is a good indication that people feel there is minimal crime risk at this location.</p>	<p>Users interviewed stated that the weather did impact the amount of time they would spend outside in the space. Some said that they would spend less time outdoors if it was raining, and were less likely to engage in staying activities. Addition of shelter, such as awnings from shops, extended bus stops and/or trees to help mitigate and protect from unpleasant weather may help encourage use of the space despite rain.</p>	<p>Many users stated they enjoy walking through the area, frequently mentioning the Water of Leith and interesting independent local shops as reasons to walk here. However users interviewed did also mention that they found the paving quality to be poor in areas, with frequent uneven surfaces and trip hazards for older people in particular. Some users expressed concern for older people or those in wheelchairs being able to use the space due to obstacles along narrow pavements, uneven surfaces, short crossing times at pedestrian crossings and cars parked over drop kerbs. Other users expressed that they would like a more walkable environment with routes to the Water of Leith and other local destinations enhanced for walking. Researchers noted that the North side of Raeburn Place is busier with pedestrians than the South side. This may be due to the wider pavement on the North side, in addition to more continuous active shop frontages and fewer minor roads causing interruption to smooth pedestrian flow through the town centre on this side of the street. This reduced footfall on the South side with few places possible to stop outside shops or window shop may have a negative impact on staying and standing activities on the South side of Raeburn Place with a possible knock on impact on retail success on this side of the street. Researchers also noted that pedestrians in groups were having to walk single file and frequently step into the road to pass other pedestrians on the South side of Raeburn Place. Whilst the South side of Raeburn Place is considerably more narrow, the North side also has a number of pinch points. These include the bus stop combined with vegetable shop and post office which cause a bottleneck at this location, and the Plum cafe's outdoor seating - which whilst this brings welcome additional public life - can cause a bottleneck. Movement of the bus stop into the road as a bus bulb, and additional pavement widening measures in place of parked cars would help enhance public life by enabling more outdoor seating whilst maintaining smooth pedestrian flows. Researchers also noticed that many users jaywalk across the road in front of the bus stop to follow their desire lines - this may imply the nearest pedestrian crossings are a distance away that is perceived to be too much of a detour. The addition of another crossing, incorporating a build out so pedestrians can see oncoming traffic unhindered by parked cars and narrowing the carriageway they need to cross would be beneficial at this location. Researchers also observed that the drop kerbs facilitating pedestrian movement across Cheyne St are poorly positioned out of pedestrian desire lines, and so are only used by those pedestrians with buggies or poor mobility. These would benefit from being repositioned.</p>	<p>Users interviewed spoke predominantly about their reasons for spending time in the area as relating to the Water of Leith, market and local independent shops as a destination for walks and leisurely shopping (as opposed to necessity shopping for groceries). Users felt strongly that the Water of Leith, Sunday market and shops were the key aspects drawing them to this place, particularly at the weekend. Some users expressed that they would spend more time along Raeburn Place if there was more space to stop and gather, and more time sat at the market if there were additional benches or seating as the current ones are frequently over capacity and crowded. Researchers noted that more staying activities, such as stopping to look into shop windows or talk to friends, were engaged in on the North side of Raeburn Place, with people strolling and willing to engage with the street environment rather than simply treating it as a movement route. This may be due to the wider pavement on this side of the road, that it is South facing and therefore has a more favourable microclimate, and that it has a more continuous active frontage comprised of small independent shops through the town centre on this side of the street with fewer minor roads acting as barriers to pedestrian movement. This willingness for staying behaviours could be built upon by improving the public realm here.</p>	<p>Users interviewed were positive about Stockbridge as a place to spend time, with some describing it as 'uplifting' and stating they would like to spend more time outside here. However, users also expressed a lack of sufficient seating restricting their current use of outdoor spaces here for sitting and staying activities. Particular examples were given of the benches at Jubilee Gardens where the market is held becoming too crowded for use, and also that whilst there are some cafes with outdoor seating, these could be expanded. In order to do this, careful consideration of where and how to open up more space along the town centre to do this would need to be thought out. Whilst the seating opportunities at Jubilee Gardens and creation of a more shared space with seating outside Hectors could more easily be achieved, in order to extend seating possibilities along Raeburn Place (also incorporating more cafe seating), a decision would need to be taken by Council to remove parking from at least one side of the road - or on both sides of the road in a shorter stretch - to enable wider pavements and increased outdoor seating here. This would greatly improve public life as well as have knock-on positive effects on local businesses, particularly cafes who may wish to extend their floor areas by integrating outdoor seating.</p>

Site in a variety of activities and experience the surroundings rest on how city space is designed to facilitate basic human activities under 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?
	It's quiet, nice and different here. I like it.	It's lacking entertainment here.		8 out of 10 as a place to spend time outside. It's a popular space in summer.... 9 out of 10 safe - it's nice to go for a walk here in summer. ... The best spaces here are outside so the weather definitely affects that.		Anon - waiting for bus. Ravi - working.	More buses - bring more people in.
I like the architecture here.	Its very quiet. There are a lot of old people around. ... I like the community vibe and village feel.				I like the architecture here.	Rob - coming for lunch. Anon - taking the bus.	I think the good points of Stockbridge could be emphasised more. ... Needs more pubs. Or an exciting place to spend time at night - it all shuts down.
It's an uplifting place to spend time. Especially due to the river / Water of Leith ... I like all the interesting shops here.	Traffic is loud, especially the buses.			I'd spend more time outside here in summer.		Eve - walking dog. Anon - getting bus.	Needs more walking spaces.
8 out of 10 as a place to spend time outside. It's very picturesque. ... I like the vibe here ... I like the variety of shopping experiences here.		I like to come here - I meet my friends here a lot. I like the vibe here.				Elliott - walking home. Anon - window shopping	Encourage more independent shops/businesses. ... Improve the Water of Leith access.
I live and shop locally. I like spending time here. ... I like all the local shops but I find them quite expensive.			Here is too cramped. The market area is better. More space.		Here is too cramped. The market area is better. More space. ... Yes, it's fairly easy to walk through. Though there are lots of obstructions...	Hilda - going to work/waiting for the bus. Magda - going to uni / waiting for bus.	Cycle paths. ... Tidy it up a bit ... Less traffic/parking.
						Anon - picking up kids from nursery.	Less traffic
I like the independent shops and gift shops here.	I like how friendly it is here. There's a good community spirit and its inclusive.					Anon - going to work. Anon - going home from work at LifeCare.	Traffic calming - slow it down! ... Safe crossings and traffic calming. ... Good paving for older people and those in wheelchairs. ... Relocate crossings to better places. ... Parking controls.
		Researchers observed that many users engaged in chance meetings with friends or family in the street. This demonstrates the community spirit and attitude that many people know each other that many users mentioned in interviews.		Researchers noted that the North side of the pavement along Raeburn Place is South facing and enjoys considerably more sun and favourable positive micro-climatic conditions than the pavement on the South side of the street. Many people were observed standing in shop doorways on the phone, smoking or talking to friends and this side of the street seemed more lively in terms of public life and less of simply a movement corridor.			
Key positive views and sensory experience were stated by users interviewed to include the Water of Leith river, interesting local independent shops, and the architecture. Others described a positive vibe and uplifting atmosphere. By enhancing views and connections to the Water of Leith, and giving the local independent shops room to 'breathe' by increasing pavement widths on the South side of Raeburn Place, these attractive qualities could be enhanced whilst also improving public life.	User interviews revealed that depending on the time of day people either perceive the area to be very quiet, or very loud due to traffic noise. Researchers also noted this, and that weekday mornings and during the day, and Saturday afternoons are particularly busy with loud traffic noise. Weekday evenings, weekend evenings and early at the weekend were noted to be very quiet. The most significant factor affecting the noise level and ability to have a conversation was found to be the traffic as a result. By reducing traffic volume and speed during peak periods, talking and listening activities could be better enabled.	Researchers observed that many users engaged in chance meetings with friends or family in the street. This demonstrates the community spirit and attitude that many people know each other that many users mentioned in interviews.	User interviews revealed that whilst the area is seen positively as a whole, there are certain aspects which are not designed to a very human scale. These include the narrow pavement on the South side of Raeburn Place which includes a large number of obstacles to pedestrian movement, prevents pedestrians walking by side and frequently forces them to step into the road to pass, and prevents more staying activities such as window shopping and pausing along this route. In addition on the North side of Raeburn Place at Location E there are also several pinch points such as at the bus stop / Post Office where pedestrian movement is made hard due to obstacles in the movement path. These aspects could be improved by widening the pavements here and on the South side of Raeburn Place, but a decision would need to be taken to prioritise pedestrian movement over the parked cars. Whilst we might presume some businesses may initially be opposed to this, the benefits this could bring their business should be highlighted, in addition to the positive impact on public life and the public realm here. One user compared the narrow pavements at Raeburn Place with the Jubilee Gardens which are seen to offer enough space for more activities and public life, and are less restrictive and at a better scale. Whilst the location would benefit from better prioritising pedestrians through widened pavements, increased pedestrian crossings with longer crossing times and quicker lights, and more gathering spaces such as outside Hectors at St Bernards Row, the area does include positive sensory elements and aspects as human scale. These include interesting shop fronts which are a big draw for many pedestrians and interesting architectural features.		This location has positive sensory experiences in terms of the local shops which are of sensory interest to those passing. However, there narrow pavements with frequent obstacles and pinch points, combined with uneven surfaces and poor locations of drop kerbs around the South side of Raeburn Place. In particular the drop kerbs at Cheyne St are located a large distance away from pedestrian desire lines, and further into the town centre the minor roads of Dean Street and Leslie Place have very poor detail design for pedestrian movement, with high kerbs (and no drop kerb at Leslie Place) and uneven surfaces. These should be improved with a more continuous and even pedestrian surface in order for pedestrian movement flows along the South side of Raeburn Place and through the town centre to be improved.		
				Researchers noted that the North side of th		Necessary - 11, optional - 1.	

DEMOGRAPHIC DATA

STOCKBRIDGE | DATA

STOCKBRIDGE			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	31.01.2016	08.00	0	0	0	4	5	3	2	0	11	3		two jogging
A	31.01.2016	12.00	5	5	8	24	28	15	16	5	45	59		
A	31.01.2016	15.00	3	5	8	37	16	7	5	3	35	45		
A	31.01.2016	17.00	0	0	3	14	10	5	2	1	16	19		
A	31.01.2016	19.00	0	1	0	8	2	1	2	0	8	7		
A	03.02.2016	08.00	1	4	14	19	16	8	4	1	35	29		
A	03.02.2016	12.00	0	0	6	19	16	8	11	11	20	51		
A	03.02.2016	15.00	2	3	7	23	15	6	8	12	37	35		
A	03.02.2016	17.00	1	0	11	21	11	11	4	4	26	36		
A	03.02.2016	19.00	0	0	12	14	9	11	4	1	27	24		

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	31.01.2016	08.00	0	0	1	1	1	2	2	0	3	4		
B	31.01.2016	12.00	10	3	24	33	21	25	17	5	66	65		1
B	31.01.2016	15.00	5	3	32	20	14	10	10	5	47	47		1
B	31.01.2016	17.00	0	1	10	11	6	2	2	4	18	20		
B	31.01.2016	19.00	0	0	11	11	2	2	3	0	12	20		
B	03.02.2016	08.00	2	7	3	10	9	3	5	3	27	13		
B	03.02.2016	12.00	2	3	5	9	8	6	8	6	15	30		
B	03.02.2016	15.00	5	2	11	15	15	4	5	5	19	26		
B	03.02.2016	17.00	2	1	2	18	10	18	6	5	18	32		
B	03.02.2016	19.00	0	4	3	61	14	8	9	2	26	19		

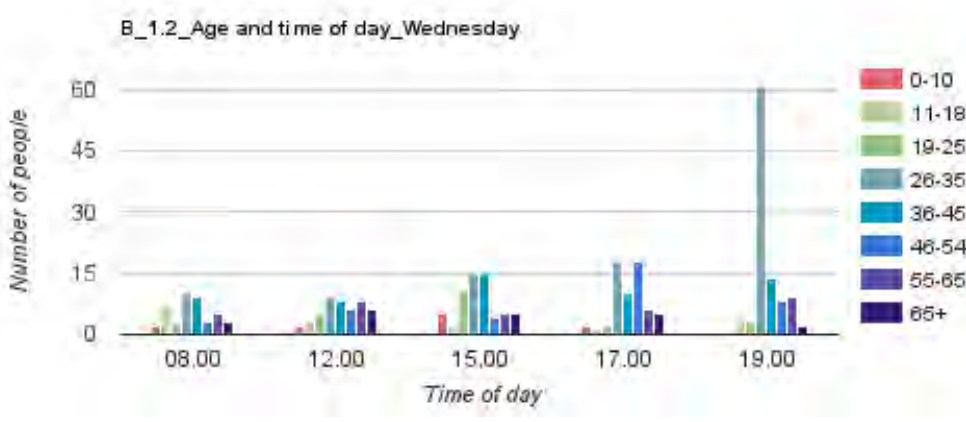
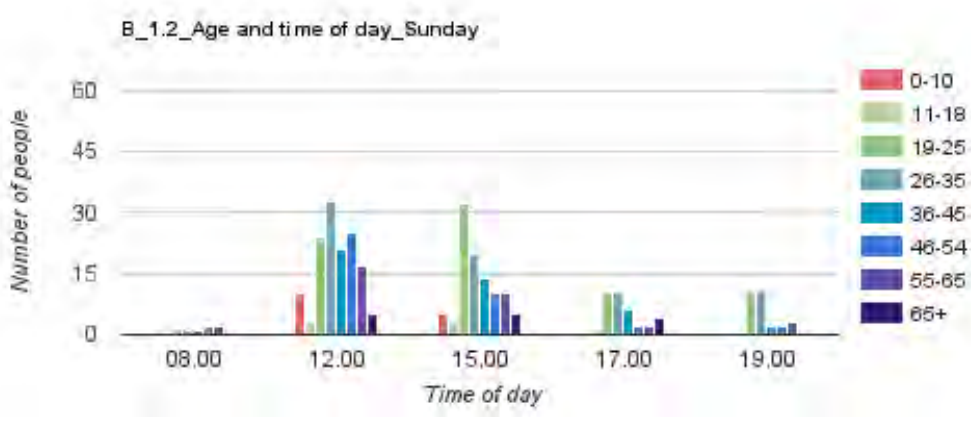
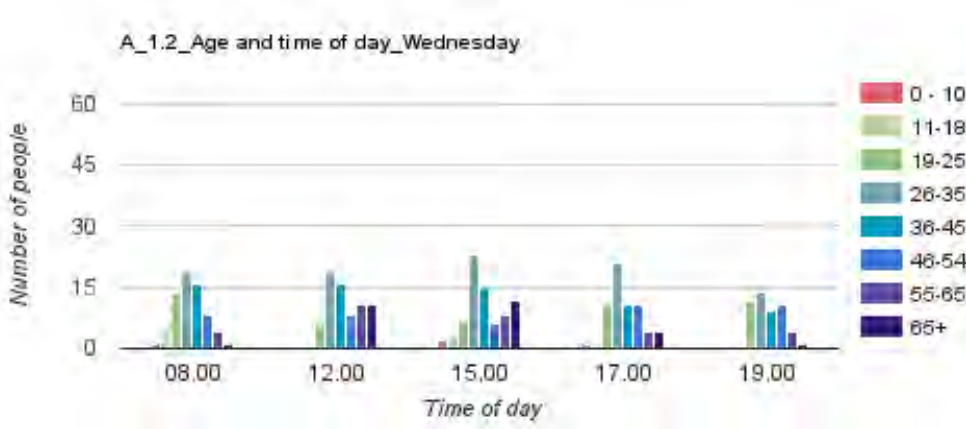
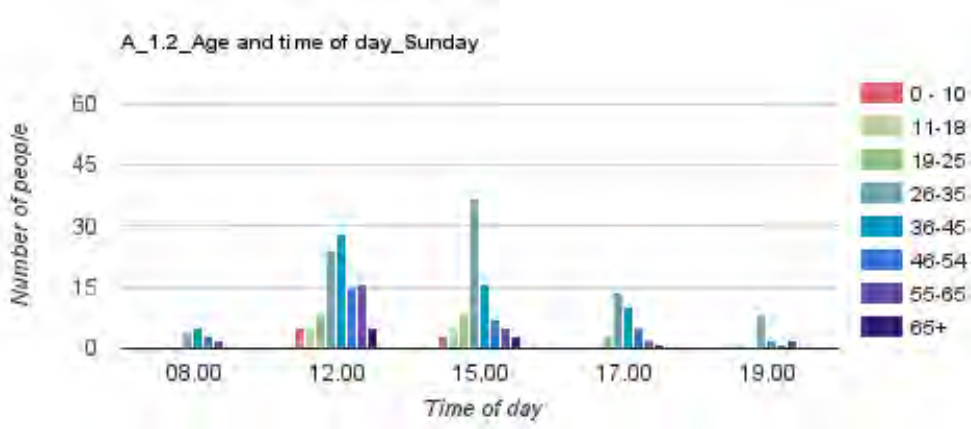
Key Location	Date	Time	0-10	11-18	19-25	26-35	36-45	46-54	55-65	65+	Male	Female	Additional Mobility Need	Other notes
C	31.01.2016	08.00	0	0	1	3	1	0	0	0	2	3		
C	31.01.2016	12.00	11	3	22	36	15	16	19	6	53	65		
C	31.01.2016	15.00	11	8	28	39	21	19	19	12	70	73		
C	31.01.2016	17.00	3	2	27	32	14	13	5	0	52	40		
C	31.01.2016	19.00	0	0	12	18	11	5	5	0	24	27		
C	03.02.2016	08.00	0	23	5	13	15	12	3	2	44	28		
C	03.02.2016	12.00	13	0	2	9	11	10	10	7	32	29		
C	03.02.2016	15.00	12	1	4	8	6	5	14	5	27	27		
C	03.02.2016	17.00	4	2	10	10	18	7	7	0	25	33		
C	03.02.2016	19.00	0	1	6	7	8	5	2	0	12	17		

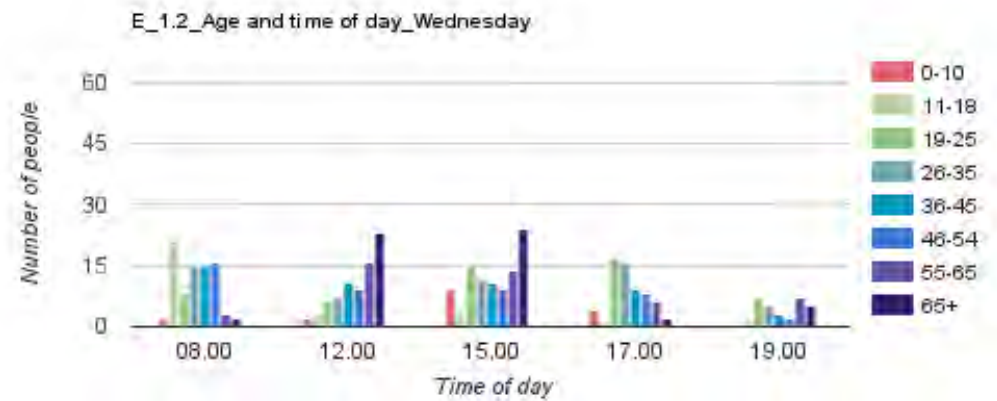
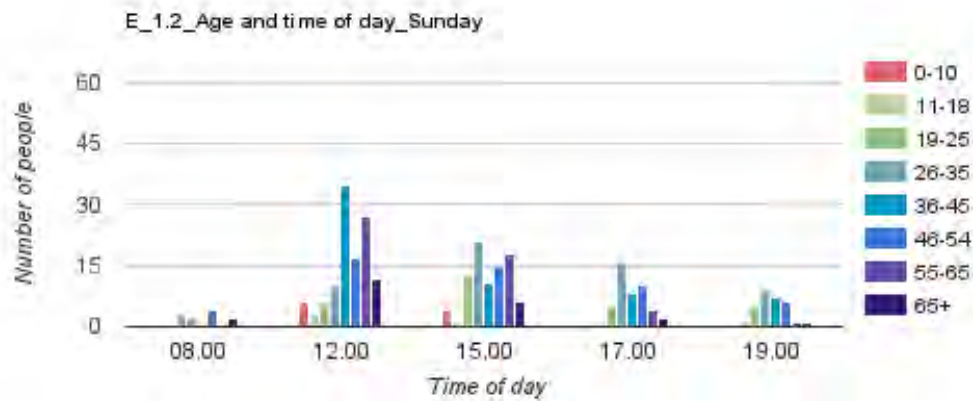
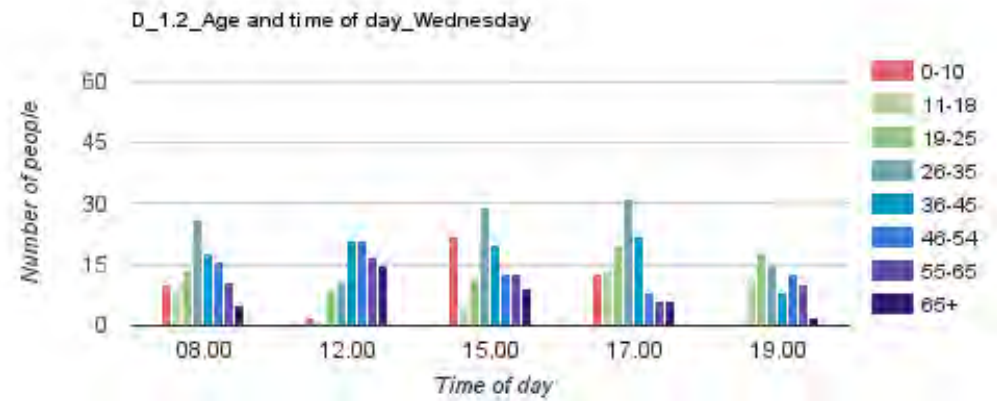
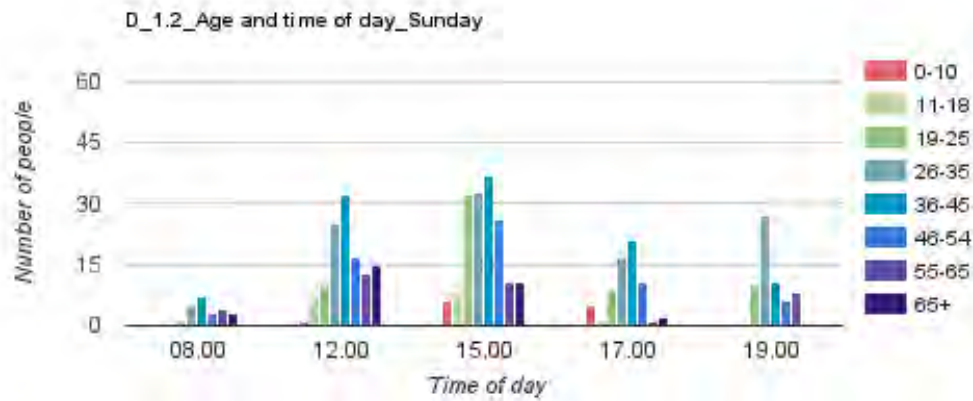
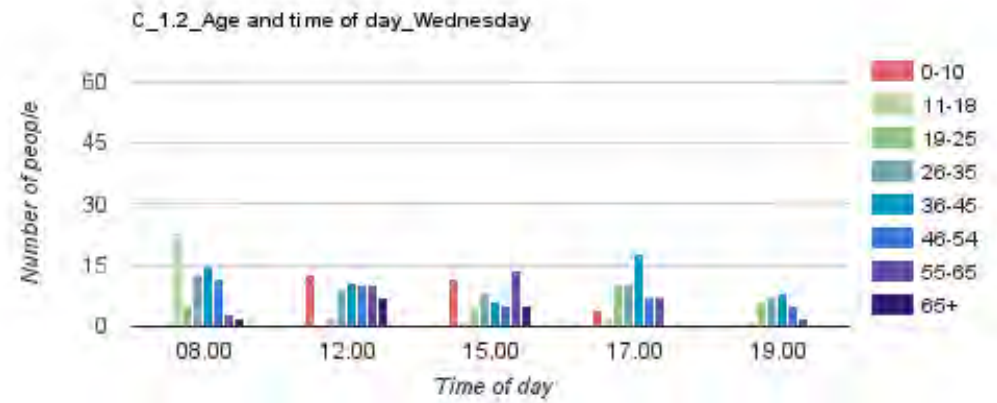
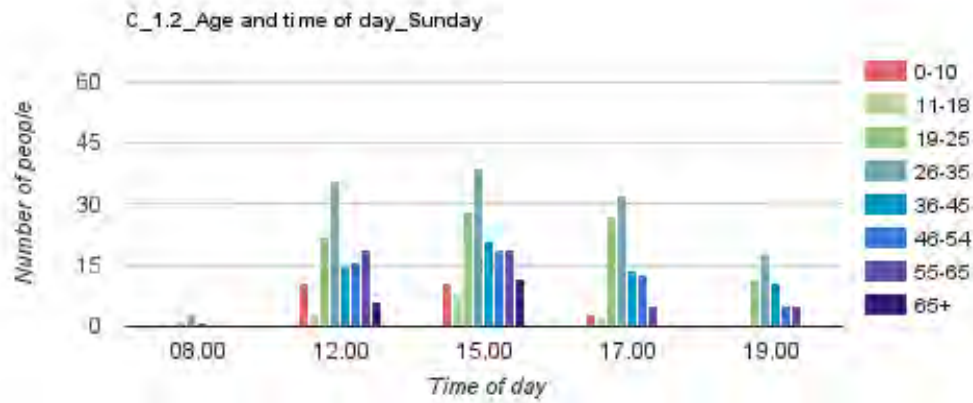
Key Location	Date	Time	0-10	11-18	19-25	26-35	36-45	46-54	55-65	65+	Male	Female	Additional Mobility Need	Other notes
D	31.01.2016	08.00	0	0	1	5	7	3	4	3	12	11		
D	31.01.2016	12.00	1	7	10	25	32	17	13	15	59	67		
D	31.01.2016	15.00	6	8	32	33	37	26	11	11	80	82		
D	31.01.2016	17.00	5	1	9	17	21	11	1	2	43	26		
D	31.01.2016	19.00	0	0	10	27	11	6	8	0	32	33		
D	03.02.2016	08.00	10	8	14	26	18	16	11	5	53	46		
D	03.02.2016	12.00	2	1	9	11	21	21	17	15	49	48		
D	03.02.2016	15.00	22	4	12	29	20	13	13	9	53	46		
D	03.02.2016	17.00	13	14	20	31	22	8	6	6	50	49		
D	03.02.2016	19.00	0	12	18	15	8	13	10	2	33	34		

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	31.01.2016	08.00	0	0	3	2	0	4	0	2	8	3		
E	31.01.2016	12.00	6	3	6	10	35	17	27	12	48	59		
E	31.01.2016	15.00	4	1	13	21	11	15	18	6	41	44		
E	31.01.2016	17.00	0	0	5	16	8	10	4	2	24	22		
E	31.01.2016	19.00	0	1	5	9	7	6	1	1	14	13		
E	03.02.2016	08.00	2	21	8	15	15	16	3	2	36	46		
E	03.02.2016	12.00	2	3	6	7	11	9	16	23	34	41	21	
E	03.02.2016	15.00	9	4	15	12	11	9	14	24	43	47	14	
E	03.02.2016	17.00	4	1	17	16	9	8	6	2	27	32	2	
E	03.02.2016	19.00	0	2	7	5	3	2	7	5	15	17		

DEMOGRAPHIC DATA

STOCKBRIDGE | GRAPHS | AGE AND TIME

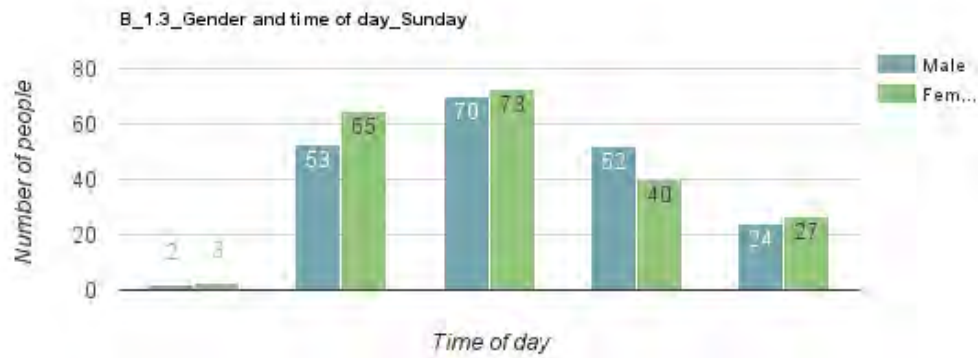




DEMOGRAPHIC DATA

STOCKBRIDGE | GRAPHS | GENDER AND TIME





PEDESTRIAN DATA

STOCKBRIDGE | DATA

STOCKBRIDGE			PEDESTRIAN COUNT				
Key Location	Date	Time	Walking	Standing	Sitting	Playing	Notes
A	31.01.2016	08.00	1				One Jogging
A	31.01.2016	12.00	68				
A	31.01.2016	15.00	57				
A	31.01.2016	17.00	31	3			
A	31.01.2016	19.00	12				
A	03.02.2016	08.00	32	2			
A	03.02.2016	12.00	27	4			
A	03.02.2016	15.00	39	1			
A	03.02.2016	17.00	49	2			
A	03.02.2016	19.00	21				
RESEARCH DIARY OBSERVATIONS							

Key Location	Date	Time	Walking	Standing	Sitting	Playing	Notes
B	31.01.2016	08.00	4				Some people loading/unloading + running
B	31.01.2016	12.00	174	200	6		Big swathes of pedestrians cross with the lights every five minutes. Lots of people standing at the market
B	31.01.2016	15.00	211	200			Lots of people standing at the market
B	31.01.2016	17.00	32				Market is packing away
B	31.01.2016	19.00	10				
B	03.02.2016	08.00	74				
B	03.02.2016	12.00	24				
B	03.02.2016	15.00	18				
B	03.02.2016	17.00	47				
B	03.02.2016	19.00	38				
RESEARCH DIARY OBSERVATIONS							

Key Location	Date	Time				
C	31.01.2016	08.00	3			
C	31.01.2016	12.00	38			about five jogging, inkl in the 38 counted
C	31.01.2016	15.00	32	11	5	Standing: outside bar and bus stop. Sitting: Sitting smoking/eating on benches. Sitting waiting at bus stop.
C	31.01.2016	17.00	16	13	5	Standing: junction/bus stop. Sitting: 3 sitting at bus stop, 2 sitting at benches near the junction.
C	31.01.2016	19.00	8	6		Standing at traffic lights
C	03.02.2016	08.00	33	2		1 Playing: scooting
C	03.02.2016	12.00	21		1	
C	03.02.2016	15.00	56		4	
C	03.02.2016	17.00	25	4	1	
C	03.02.2016	19.00	7	1		
RESEARCH DIARY OBSERVATIONS						

Key Location	Date	Time				
D	31.01.2016	08.00	11			Two of them were runners
D	31.01.2016	12.00	124	13		
D	31.01.2016	15.00	161	14		
D	31.01.2016	17.00	73	3		
D	31.01.2016	19.00	45			
D	03.02.2016	08.00	78	6		Walking: School childre in groups of 2-5. Standing: at lights
D	03.02.2016	12.00	68			
D	03.02.2016	15.00	96	8		
D	03.02.2016	17.00	95	19		3
D	03.02.2016	19.00	57	15		10
RESEARCH DIARY OBSERVATIONS						

Key Location	Date	Time				
E	31.01.2016	08.00	8	2		
E	31.01.2016	12.00	88	1		
E	31.01.2016	15.00	131	6		
E	31.01.2016	17.00	55	3		
E	31.01.2016	19.00	23			
E	03.02.2016	08.00	33	4		
E	03.02.2016	12.00	74	20		Walking: Some people go behind bus stop: Standing: at ATM + Bus stop
E	03.02.2016	15.00	95	11		Standing: Waiting for the bus
E	03.02.2016	17.00	96	18		It feels quieter
E	03.02.2016	19.00	52			
RESEARCH DIARY OBSERVATIONS						

