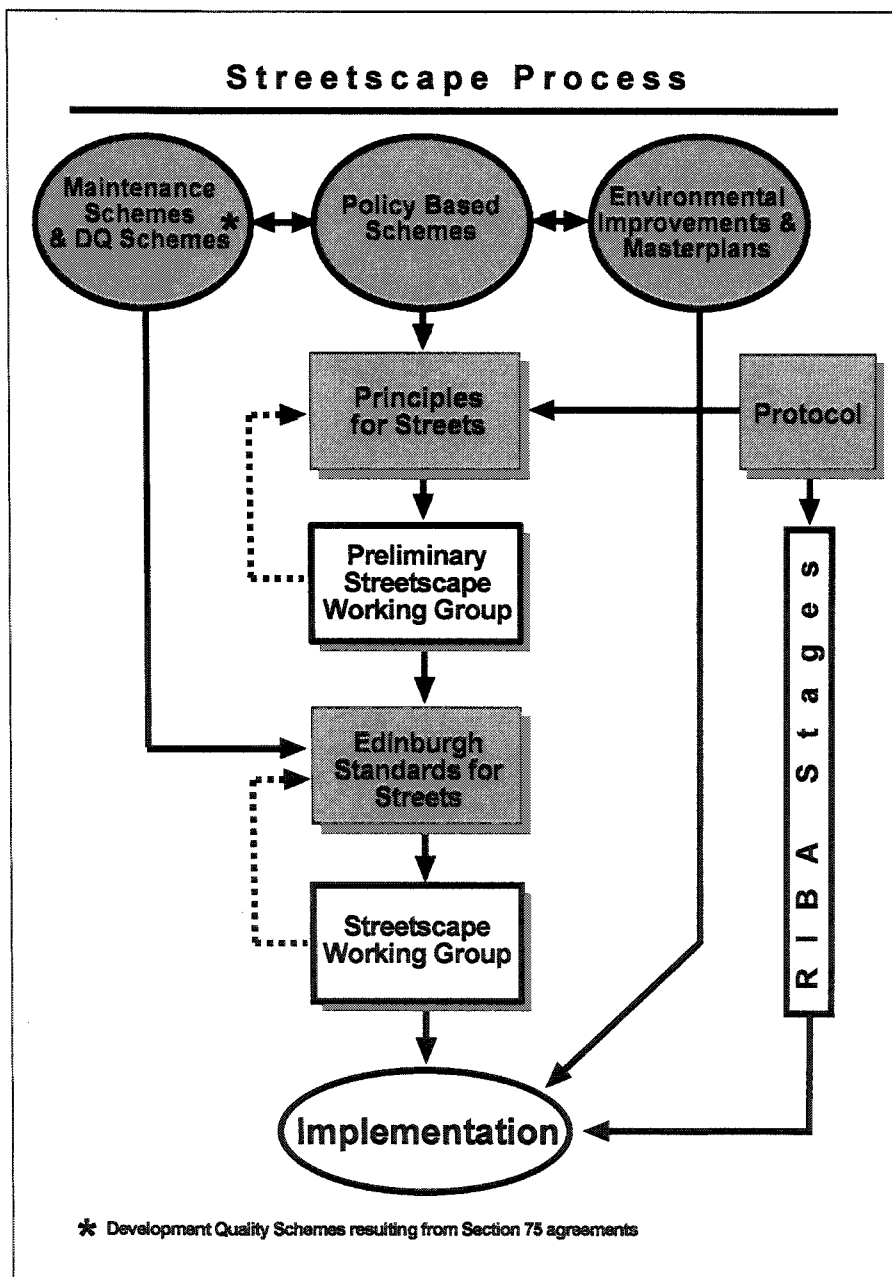


PART TWO DELIVERY

4.0 DELIVERING THE PRINCIPLES OF STREET DESIGN FOR EDINBURGH

The Process and protocol

4.1 The process that is put in place to develop public realm schemes is key to ensuring continuity between schemes and achieving buy-in from the stakeholders. A process that aims to achieve that is described in this Streetscape Process Diagram .



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4.2 The diagram puts all types of scheme into a typology of three groups and sets out the process which each group should follow. The three categories are:

- **Environmental Improvement schemes and Public Realm proposals in new development areas** (Capital Streets projects, Quality of Life projects, the Waterfront, Craigmillar and Fountainbridge).

Large scale regeneration areas such as Craigmillar and the Waterfront go through a process of masterplanning. It is important that each separate masterplan does not develop its own type of public realm and that there is a coherence to the public realm of these areas that will tie them in to the rest of the city.

- **Policy based schemes** (originating from the Local Transport Strategy (LTS), quality bus corridors, safe routes to school, cycle facilities, general traffic management). This will also include the tram.
- **Maintenance schemes** (all forms of general repair to the carriageway and footway)

4.3 All types of scheme within the public realm must be filtered through the high level Principles for Streets. These principles must be considered by the designer as the proposal is being developed.

4.4 The second stage of the process is for the **Streetscape Working Group** to comment on the proposal in its preliminary stage. This will allow general matters relating to the principles to be raised and addressed.

4.6 The scheme will then be designed in detail ensuring its design conforms with the more detailed design guidance, before being presented to the Streetscape Working Group in its finalised form. Maintenance schemes would come to the SWG at this stage. This process should ensure that proposals emerge, with support from key interests, that enhance the public realm of the WHS.

4.6 Large scale environmental improvement schemes, such as those in the Capital Streets programme will need to adopt the high level principles and detailed design guidance within the Edinburgh Standards for Streets the same way that other schemes do, but they will follow a protocol, based on RIAS reporting stages, that is slightly different.

4.7 The introduction of the Tram into Edinburgh streets will be guided by the **Tram Design Manual**. This design manual will revert to and require

guidance from the Standards for Streets to deliver the quality of public realm that is being expected for the tram environment.

The Streetscape Working Group (SWG)

- 4.8 The SWG will operate the proposed protocols. The SWG comprises representatives from the City of Edinburgh Council as well as from Historic Scotland, Edinburgh City Centre Management Company and Edinburgh World Heritage. The group considers proposals that affect streets, primarily in the World Heritage Site and the Conservation Areas of the city. The group seeks to apply conservation and design guidance to policy initiatives and schemes being proposed both by the Council itself and in some cases those being proposed by developers.
- 4.9 It is anticipated that the Streetscape Working Group will be central to delivering the Standards for Streets.

A methodology to effect change on the ground

- 4.10 In order to affect changes in the street there is a need to understand the character of the local area. *A balance of skills is required to deliver proposals that contain visual qualities as well as to consider aspects such as maintenance, safety and sustainability.*
- 4.9 The detailed specifications and workmanship are the way we ensure the success of the Standards being delivered on the ground. *Training* for both the designers and those that are delivering the new works is an integral part of the process. Standard detailed specifications will be used for Council projects, but also as a guide to the standards that we expect in Edinburgh from others undertaking works that affect the street. These standards will apply equally to new works, and to maintenance operations across the city.

Maintenance and aftercare

- 4.10 Good maintenance and aftercare of our streets once they have been improved, or created, as in the case of new development areas is essential.
- 4.11 It is easier to maintain a street that has been well designed and detailed. Higher quality natural materials, laid to appropriate specifications are inherently stronger and less likely to be damaged. A limited palette of materials allows for easy replacement and straight kerb lines facilitate easier cleaning.

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- 4.12 The Council has a duty to maintain public roads (or streets) and it undertakes such functions through regular inspections. The Council has set a target, that all urgent defects will be repaired and made safe within 24 working hours.
- 4.13 An annual capital programme of maintenance works are undertaken by the Council to improve areas of poor footway or carriageway. Street Lighting is also inspected and a programme of improvements introduced annually.
- 4.14 Utility companies are required under the New Roads and Street Works Act (NRSWA) to reinstate utility openings and remain responsible for their workmanship for up to 3 years after the permanent reinstatement is completed. Specifications for reinstatement are generally set out to national standards, however, local agreements are pursued for enhanced standards. Standards for Streets will reinforce the processes in place so that all those that have an effect on the street are required to apply the detailed design guidance.
- 4.15 Street cleanliness is measured regularly and various regimes are adopted throughout the city centre and other parts of the city. The location of street furniture can have an impact on the practical ability to keep the street clean. The location of poles and equipment boxes can cause particular constraints to cleaning regimes and often create litter traps.

The overview

- 4.16 The street design principles adopted for Edinburgh Streets will be delivered through both the process and the detailed design chosen for our streets.
- 4.17 The historic context and character defining features of the city's streets outlined in **PART ONE** help define the more detailed design guidance that will be applied to Edinburgh streets, found in **PART THREE**. The detailed design guidance covers:
- Footways,
 - carriageways,
 - street furniture and features
 - pedestrian circulation
- 4.18 The detailed guidance will set out the objectives for each area of guidance and provide the level of specification required to ensure quality and consistency is delivered on the ground.