

# Transport and Environment Committee

10.00am, Tuesday, 17 January 2017

## Setted Streets Progress Report

Item number	7.3
Report number	
Executive/routine	
Wards	All

### Executive Summary

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Further work has been undertaken on the setted streets review in response to the agreed actions approved at the Transport and Environment Committee on the [15 March 2016](#). An assessment of the cultural and economic value of setted streets has been prepared that will guide the Council in the conservation, enhancement and management of setted streets in Edinburgh. Principles have been prepared that outline how the Council will protect setted streets. These assessments and principles will be incorporated into the Edinburgh Street Design Guidance Fact Sheet for setts.

Detail is provided on the progress of the actions to improve in-house maintenance skills; review the funding arrangements and frameworks contracts.

### Links

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Coalition Pledges	<a href="#">P27</a> , <a href="#">P31</a> , <a href="#">P40</a>
Council Priorities	<a href="#">CP6</a> , <a href="#">CP9</a> , <a href="#">CP12</a> , <a href="#">CP13</a>
Single Outcome Agreement	<a href="#">SO4</a>

## Setted Streets Progress Report

### 1. Recommendations

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- 1.1 It is recommended that the Transport and Environment Committee:
- 1.1.1 notes the content of this report highlighting further information on the agreed actions;
  - 1.1.2 approves the principles for setted streets which proposes that all setted streets within the World Heritage Site, Conservation Areas and setted streets in other parts of the city, where they contribute to the historic identity and character of the place, will be protected;
  - 1.1.3 notes that the principles will be incorporated into the Edinburgh Street Design Guidance Fact Sheet for setted streets; and
  - 1.1.4 refers this report to the Planning Committee, for information.

### 2. Background

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- 2.1 An outline of the measures required to conserve, enhance and maintain setted streets in Edinburgh was presented to Transport and Environment Committee on 15 March 2016.
- 2.2 Committee agreed that the following actions would be reviewed and developed into a strategy for setted streets:
- Raise awareness of the cultural and economic value of the condition of setted streets;
  - Prepare and compile an up to date survey of the condition of setted streets and review the traffic use on setted streets to assess where changes would help the long term management;
  - Establish a range of specifications for the repair and maintenance of setted streets, including laying of setts, jointing and re-using or re-facing setts to improve the walking surface, for example;
  - Improve in-house maintenance skills, drawing on Edinburgh World Heritage (EWH) and Capital Skills Programmes, to enable repairs to be tackled at an early stage and avoid significant comprehensive repairs', review current budgets and funding and work with partners to build up additional funding and resource for maintenance; and

- Review the Framework contracts to ensure that a consistent specification is used for repairs and consider increasing the maintenance liability period to ensure better quality results.
- 2.3 The report was referred to Planning Committee on the 19 May 2016.
- 2.4 The Planning Committee asked for a future report to be submitted that would include information on the sustainability of setted streets. This was to include the different techniques used to lay setts, the skills required and the costs associated with maintenance.
- 2.5 Further work has been undertaken by Planning and Transport staff in relation to these strands of work to develop a draft strategy for setted streets. Details of progress against the actions are outlined below.

### 3. Main report

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#### **Cultural and Economic Value**

- 3.1 A further review has been undertaken to establish the contribution made by setted streets to the cultural and economic value of Edinburgh. The value is recognised by assessing :
- historical associations;
  - the role they have in understanding the cultural heritage of Edinburgh;
  - their contribution to the character and authenticity of an area;
  - public opinion;
  - their contribution to the state of repair of protected places, as part of national and local identity;
  - the use of local stone;
  - the contribution of new setts.
- Details of these assessments have been presented in Appendix 1.
- 3.2 Stone setts have significant historic importance as they have been part of Edinburgh's character since the end of the eighteenth century. Setted Streets, much like stone paved footways and other stone street details are all intrinsic features that are unique to the character of Edinburgh's built environment and public realm.
- 3.3 In the context of this tradition, a series of recommendations have been drawn together. These recommendations set out a series of principles for setts which propose that retaining setts and introducing new stone setts is prioritised in areas that are recognised for their historic importance. These protected streets include those that are within the World Heritage Site and Conservation Areas. Setted Streets that provide an integral part of the setting of a listed building, or are integral to the identity of the townscape arrangement in other parts of the city, will also be

protected. These sites will be judged on their own merit. Recommendations also outline details relating to the ongoing maintenance of setted streets.

### **Condition and Traffic Management**

- 3.4 Overall, setted streets provide value to the city's streetscape in a similar way as stone buildings do to the townscape. Like stone buildings, setted streets perform better if correctly maintained.
- 3.5 The greatest threat to the integrity of setted streets comes from HGVs and heavy axle vehicles. However, only a small percentage of the setted streets in Edinburgh carry significant flows of such vehicles.
- 3.6 Maintenance of setted streets, and the investment required, is affected by the loading of traffic on setted streets. Further details have been prepared that provide a better understanding of the number of streets affected by traffic loading.
- 3.7 The volume of traffic on Edinburgh's roads is calculated in million standard axles (MSA). Table 1 shows how these roads are categorised.

**Table 1**

<b>Type</b>	<b>MSA</b>
Special	Over 30
Type 1	10 - 30
Type 2	2.5 - 10
Type 3	0.5 – 2.5
Type 4	Up to 0.5

- 3.8 In addition to the MSA, the volume of buses on each road is assessed. Table 2 shows how this is calculated.

**Table 2**

<b>Bus Use</b>	<b>No. Buses per Hour</b>
High	>50
Medium	>15-<50
Low	<15

- 3.9 The rate at which setted streets deteriorate can be related to the numbers of MSAs and the associated bus use. Maintenance costs will also be greater on high use setted streets due to their accelerated rate of deterioration. Appendix 2 shows the list of setted streets in Edinburgh with their associated Road Type and bus use.

- 3.10 Fourteen setted streets (2.8%) are defined as highest use carriageways. Thirty setted streets (6%) are on bus routes. None of the setted streets are on special high load routes with the largest volumes of traffic.
- 3.11 Improvements have already been made to several setted streets. These include Circus Place, which has high levels of traffic flow, and Howe Street which has a Type 2 volume of traffic. Both of these streets have low bus use and their repair will make them more robust to the impact of this loading. Rutland Street and Castle Hill have lower traffic use and currently do not service any buses. The investment in the repair and improvement of these setted streets amounted to over £750k. Queen Street Garden's West, which has high volumes of traffic but low bus use, has also been identified for renewal in 2017.
- 3.12 A review of vehicular use and traffic volumes on setted streets will be undertaken to establish if changes could be made to the network in order to reduce the loading capacity on these streets and slow the deterioration of the setts. As previously reported to committee.

### **Specifications for repair and maintenance**

- 3.13 The specifications for construction and maintenance of settled streets will be developed in the Fact Sheet on Setted Streets that forms part of the Edinburgh Street Design Guidance.

### **Maintenance Skills**

- 3.14 In-house maintenance skills will be reviewed and progressed once the specifications for maintenance and management of setted streets are in place.

### **Funding and budgets**

- 3.15 The renewal of setted streets is currently funded 100% by the Infrastructure capital budget. Maintenance of existing setted streets, which includes reactive response to localised repairs and improvements, is committed from the Roads Revenue budget and managed by each of the four Localities. Details of the 2016/17 budget were contained in the Road, Footway and Bridges Investment Capital Programme report to Transport and Environment Committee on the [12 January 2016](#). The costs allocated to setted streets for 2017/18, and the schemes prioritised for investment, are presented to this Committee in the Road, Footway and Bridges Investment Capital Programme 2017/18 report.
- 3.16 Closer links between capital and revenue investment are being considered through the review and improvements that will be made to the Roads Asset Management Plan (RAMP). This review will take place in 2018/19 and will work towards improving in the funding and maintenance of roads and, in particular, setted streets.

### **Framework contracts**

- 3.17 The Roads and Transport Framework contract will be renewed in October 2017. The tendering process is proposed to commence in February 2017. The new tender documents will provide the opportunity for the Council to set out revised

specifications and requirements for setted streets. The specifications and materials will be developed from the fact sheet on setts prepared as part of the Edinburgh Street Design Guidance.

- 3.18 Work undertaken by Statutory Undertakers and private developers is controlled under the new Roads and Street Works Act 1991 with the requirements set out in the *Specification for the Reinstatement of Openings for Roads*. The terms were last updated and revised in January 2015. Changes and addendums can be sought between formal reviews by writing to Transport Scotland. The Council will prepare additional requirements and specifications for reinstatement, in accordance with the terms being developed for the Framework tender, for a submission to Transport Scotland. There is no prescribed timeframe for consideration of addendums. As an additional measure, and as a suitable starting point towards improvements on the quality of maintenance, the Council can add setted streets to the Gazetteer of Streets with Special Engineering Difficulty (SAD). In making these additions, the Council can apply more onerous specification requirements and these would, again, be drawn up in line with the Framework contract specifications.

## 4. Measures of success

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4.1 Addressing the actions will result in:

- Positive improvements against the World Heritage Site, Outstanding Universal Value indicators;
- Improvements to data management;
- Improvements in the quality and performance of maintenance operations;
- Improved maintenance skills;
- Reductions in wear and tear of the asset;
- Increasing the available funding;
- Improvements in quality and reductions in maintenance liability;
- Residential amenity with a reduction in complaints as a result of noise; and
- Improved pedestrian environment with more walkable surfaces.

## 5. Financial impact

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- 5.1 The cost of renewals of setted streets is funded from the existing Road and Footway Capital Investment Programme. The level of investment in setted streets is being considered through the RAMP workstream.

## **6. Risk, policy, compliance and governance impact**

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- 6.1 The loss of setted assets, and the failure to maintain and enhance conservation areas, continues to be a risk for the Outstanding Universal Value of the World Heritage Site.
- 6.2 Improving the approach and mechanisms to the way the Council maintains setted streets would remove the risk of increasing costs resulting from increasing deterioration of the road asset.

## **7. Equalities impact**

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- 7.1 A review of setted street management and maintenance will have a positive impact on human rights through potential improvements to health, physical security, education and learning and could provide for productive and valued activities.
- 7.2 Improvements would also bring positive impacts to the elderly and those with disabilities from improved walking surfaces. The Council's Access Panel, and other user groups, will be consulted as part of the preparation of the Edinburgh Street Design Guidance.

## **8. Sustainability impact**

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- 8.1 The impacts in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered below.
  - The update on actions in this report will help to reduce carbon emissions, for example, the project design will seek to reduce energy and use improved materials;
  - The proposals in this report will increase the city's resilience to climate change impacts by retaining original materials;
  - The proposals in this report will help achieve a sustainable Edinburgh because the design aims to improve setted streets for all users and deliver improvements to materials;
  - The proposals in this report will help achieve a sustainable Edinburgh as improvements in public realm are recognised as being key to economic wellbeing; and
  - The proposals in this report will assist in improving social justice by improving public space and access for all.

## **9. Consultation and engagement**

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- 9.1 The Council have, on an annual basis, sought public opinion on the quality of the built environment through the Environmental Quality Indicators Survey. Public

opinion has been collected from a series of consultations, including the development of planning policy for conservation areas, the World Heritage Site and the environmental quality indicator survey. The results of these consultations have informed the cultural context and public perception of the importance of setted streets.

## 10. Background reading/external references

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- 10.1 *Scotland's Building Stone Industry: a review*. Minerals and Waste programme Commissioned Report [CR/16/026N](#) British Geological Survey 2016.

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## 11. Links

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<b>Coalition pledges</b>	<p><b>P27</b> - Seek to work in full partnership with Council staff and their representatives</p> <p><b>P31</b> - Maintain our city's reputation as the cultural capital of the world by continuing to support and invest in our cultural infrastructure</p> <p><b>P40</b> - Work with Edinburgh World Heritage Trust and other stakeholders to conserve the city's built heritage</p>
<b>Council outcomes</b>	<p><b>CP6</b> - A creative, cultural capital</p> <p><b>CP9</b> - An attractive city</p> <p><b>CP12</b> - A built environment to match our ambition</p> <p><b>CP13</b> - Transformation, Workforce, Citizen and partner engagement, Budget</p>
<b>Single Outcome Agreement</b>	<p><b>SO4</b>- Edinburgh's communities are safer and have improved physical and social fabric</p>
<b>Appendices</b>	<p>Appendix 1- Setted Streets- Cultural Assessment and Principles</p> <p>Appendix 2 – Setted streets in Edinburgh with their associated Road Type and bus use and those that fall within Conservation Areas and World Heritage Site</p>



# Appendix 1

## Setted Streets

### Cultural Assessment and Principles

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#### 1.0 Introduction

- 1.1 This document draws together knowledge about setted streets, the use of setts in Edinburgh and provides guidance on the conservation of historic setted streets and the application of new setted streets and surfaces in the 21st century.

#### 2.0 Cultural context and Value

##### History

- 2.1 There is evidence of Edinburgh's streets being the "best paved streets with' bowther stones' that had ever been seen" from this quote in 1632. Edinburgh seemed to take steps to improve its roads in line with national priorities and the city was fortunate to have ready access to local stone. Records show that Regent Road and Regent Bridge were constructed with stone blocks created from sources of stone in Holyrood Park. These stone surfaces were preferred as they provided a robust and clean surface. An indication of how and when streets were setted can be established from the stone materials used to make the setts. Basalt from Holyrood and other local quarries and Dolerite was available from quarries at Ratho and Ravelrig etc.
- 2.2 As Edinburgh was fortunate to have good stone supplies it continued with setted street improvements to both new streets and by retrofitting older streets throughout the nineteenth century. Without this ready access to stone, trends elsewhere were for tarmac which was developed in the twentieth century and preferred to setts. Setts had become problematic with the increasing weight of vehicles, displacing the surfaces so that they became bumpy. Even with the introduction of mortar joints, the use of the reclaimed setts created some difficulties for modern transport.

##### Character and Authenticity

- 2.3 Where setts survive, much like the original sandstone flag paving, kerbs and channels, they have weathered and worn in varied and attractive ways that compliment the surrounding buildings. The setted carriageways and accesses that survive help to define the dimensions of the carriageways, contributing to the understanding of the hierarchy of design.
- 2.4 Edinburgh is seen as fortunate in having retained so much of its original buildings, streets and traditional features, resulting in a wealth of original natural stone materials.

##### Significance

- 2.5 Until the twentieth century streets were paved with natural stone. These natural materials are hard wearing and are now seen as more attractive than modern products.

- 2.6 Surviving historic surfaces make a significant contribution to the character and authenticity of an area, and can provide us with interesting historical information about the design, construction and development of the urban environment. Setted surfaces provide a very important part of the identity of the places and streets they survive.
- 2.7 In 1986 a policy of protection and retention of setted surfaces was established. A list of 387 setted streets was identified of which about 174 (nearly 50%) lay in the World Heritage Site.

### **World Heritage Site**

- 2.8 At an international level the Old and New Towns of Edinburgh are recognised as a World Heritage Site (WHS). The quality of the public realm within the WHS is important in contributing to a quality built environment, particularly in a living city where the heritage site is so heavily used both by pedestrians, cyclists and vehicular traffic. Setted streets are especially significant for the World Heritage Site as they contribute to the outstanding universal values of the site, ‘an outstanding example ....which illustrates significant stages in human history’.
- 2.9 Scheduled Ancient Monuments, Archaeology, Conservation areas, Listed Buildings and their state of repair are all an important part of national and local identity and therefore significant to the WHS. They contribute to our history and education, tourism, sustainability, local distinctiveness, place making and quality of life. It is a finite and non-renewable resource that contains unique information and reflects the lives of people who lived in Scotland over the past 10,000 years.
- 2.10 The Old and New Towns World Heritage Site Management Plan 2011-16 recognises the role the historic fabric of streets, including setts, add to their character and individuality. Their condition will have an impact on the state of conservation of the World Heritage Site which is monitored for UNESCO.

### **Conservation Areas**

- 2.11 At a local level, the significance of features of conservation areas is described in the Conservation Area Character Appraisals. Conservation area management is guided by the need to understand the historic context of the area.

*“Physical change in conservation areas does not necessarily need to replicate its surroundings. The challenge is to ensure that all new development respects, enhances and has a positive impact on the area. Physical and land use change in conservation areas should always be founded on a detailed understanding of the historic and urban design context.”* From PAN 71, Conservation Area Management.

- 2.12 The Council’s review of conservation area character appraisals has included extensive consultation with local communities which has enabled a shared understanding of the historic significance of surviving materials. In the Grange, for example, Hope Terrace is one of the few streets which retain their original setted surface. There was strong opinion about the poor condition of many road and pavement surfaces; however there was agreement that surviving materials should be considered in situ. It was also recognised that conservation- appropriate new materials should be specified places where surfaces were inferior and in poor condition.
- 2.13 When consulted on a review of the Conservation Area Character Appraisal, the community in Queensferry were asked if there were any additional special characteristics or features that had been missed, issues relating to cobbled streets were referenced as the most common issue. In particular the good quality historic and more recent streetscape and boundary features were noted. Although the community acknowledged that the majority of the traditional, natural stone finishes of the High Street are the result of streetscape enhancement works of the 1990s, they considered that the general design and material palette reflect the historic character of the street and respond to its distinctive features. The Character Appraisal recommended “ *Historic surfacing materials, ironwork and detailing should always be retained and repaired where they survive. Lost features should be reinstated where there is evidence. Training and education in specification and maintenance of appropriate materials would assist in protecting these features in the longer term*”.

#### **Setted Streets Elsewhere**

- 2.14 Setted streets are often associated with specific listed buildings, areas of townscape that have remained unchanged, and areas that were originally sites of industry. Industrial areas have often retained setted streets where the buildings are long gone. The Canal is designated a Scheduled Monument. The setted surfaces form an integral part of the recognised industrial heritage, particularly in Fountainbridge, where it passes through old industrial areas. When the communities in the Colonies across the city were asked about their areas with a view to designating them as Conservation Areas, they highlighted the importance of setted streets to the character of the townscape.

#### **Public Opinion**

- 2.15 The Council has annually sought public opinion on the quality of the built environment through the environmental quality indicators survey. In 2014, one of the projects that was used to find out what people felt about improvements and changes to the built and natural heritage of Edinburgh was Castle Hill , where improvements have been made to the historic setted street, retaining the original setts. The majority of people surveyed felt that the proposals fitted well with its surroundings and considered the street to be attractive.
- 2.15 Public support for traditional surfacing materials, including stone paving and setted streets have been raised in consultations for George Street and were embedded in the design approach for public realm proposals for tram, St Andrew Square and Charlotte Square in the city centre and in town centre projects in Balerno.

### 3.0 Stone supply

- 3.1 The provenance of stone is overseen by The British Geological Survey. It undertook a review of Scotland stone industry which is outlined in a report published in 2016- *'Scotland's building stone industry: a review'*. This report highlighted the Scottish legacy of building with natural stone. The use of stone had contributed to the rich built heritage and the strong sense of history. The Scottish stone industry has shrunk and is currently very fragile and international trade in natural stone has grown enormously.
- 3.2 Edinburgh has a policy of retaining and storing setts from streets that may have undergone repair or have changed their use. This resource is used to make repairs to existing setted streets. The material is managed under contract for the Council.
- 3.3 Due to procurement requirements, both public and private contracts operate in most Scottish authorities and do not generally specify Scottish stone. The significant impacts from the use of imported stone are environmental costs, often hidden in supplies into the UK, and the visual consistency is often compromised, which may have a longer term impact on community pride. The small indigenous Scottish market is not able to make any impact on this agenda. It is accepted that an improved stone industry, specifically for materials traditionally used for setts could lead to an increase in the use of local stone.
- 3.4 Studies undertaken by Edinburgh World Heritage, the BGS and the City of Edinburgh Council on paving stone, have led to the continued use of stones traditionally used in Edinburgh, Caithness stone and Sandstone being specified from UK quarries in Scotland and England.
- 3.5 It is recognised that the granites that are being imported may not have the same properties and will not wear or perhaps retain the colours in the same way as original quarried stone used for setted streets. The Council is working with Edinburgh World Heritage to commission further studies to ascertain more detailed understanding of materials and their properties in order that we can specify suitable materials for use on Edinburgh Streets.

#### New Setted Streets

- 3.6 Investment in public realm in the 1990's brought a renewed investment in the repair of existing setted streets and in reintroducing new setted streets in Edinburgh. Funding for public realm improvements was made available to the Council through Scottish Enterprise, which was not previously available. Projects to improve the Royal Mile and Old Town were implemented and included improvements to Victoria Street and the repair of the setts. The Capital Streets Project included the reintroduction of setts into Castle Street and the repair of setted surfaces in the Grassmarket.

### 4.0 Historic Stone Setts

#### Materials

- 4.2 The type of stone used for setted streets varies. The materials include a range of Gabbro, Basalt and Dolerite, all of which are described as whin (any one of various hard crystalline types of igneous rocks) and granite.

- 4.3 The type of stone sett used in specific streets reflects changing availability. Where the whin stones are used they tend to be of a more uniform colour and tone. The granite setts are more varied in colour and can include grey, red and pinks.

#### **Size and laying practices**

- 4.4 Setts are commonly laid onto a firm base and the joints filled with loose material (stone chips, gravel and/or sand). In more recently improved setted streets and where new setts are installed, the joints are filled with cementitious mortar or a proprietary mix.
- 4.5 Setts are laid in uniform widths at right angles to the street and sizes varied to accommodate bends in the street. In some places setts were laid in long herringbone courses, particularly on steep slopes and at junctions, to assist in increasing resistance to movement.

#### **Kerbs and Channels**

- 4.6 Historic Setted streets are often also associated with original stone kerbs, channels and other stone street features which are intrinsic to the character of the street. Whinstone kerbs have replaced many of the original kerbs. There are some surviving examples of sandstone kerbs and occasionally granite which are grander in proportion and twice the width of the standard whin kerbs. Channels are either created from 2/3 string courses of setts or a dished channel.

### **5.0 Locations**

- 5.1 There are 502 streets identified as retaining historic setts in Edinburgh. The locations are listed in Appendix 1.
- 5.2 There are also streets in Edinburgh that have been setted with new setts. These include key streets in the city centre such as Waverley Bridge, New Street, Castle Street and Cambridge Street.

### **6.0 Policy**

- 6.1 The Edinburgh Street Design Guidance outlines the importance of setted streets. Detailed design guidance will be provided that will outline the different specific features of setted streets including types of stone and sizes etc. A range of specifications will be provided to guide maintenance or existing setts. Specifications for new setted streets will also be provided.

### **7.0 Management and Maintenance**

- 7.1 The World Heritage Site Management Plan has established a number of policies to prevent the erosion of the unique sense of place and outstanding townscape including:
- To manage the streets in a way that respects, promotes and enhances its Outstanding Universal values;
  - To encourage the availability and use of traditional materials;

- To promote the retention or re-establishment of traditional materials (especially those which may be in short supply or no longer obtainable);
- To respect the existing palette of traditional materials in new work and in the maintenance of existing historic fabric.

These practices will be applied to the Council's Design Guidance for Setted Streets and included into the Council's framework contracts for Roads and Transport. They will also be included in the Specification for the Reinstatement of Openings for Roads and the gazetteer of Streets with Special Engineering Difficulty (SAD).

### **Practical Issues**

- 7.2 The assessment of historic setted streets shows that there are a number of setted streets that have been damaged and in disrepair, detracting from their qualities and therefore their setting in the surrounding area.
- 7.3 In order to protect these and the remaining areas they need to be identified in the Council's mapping system and model specifications agreed.
- 7.4 With sources of local stone limited, there is a need to retain sources of reclaimed, historic setts. The Council has secured sources of historic setts along with kerbs and channels etc and arrangements for storing and retaining further quantities of setts. These are available for making repairs.
- 7.5 In the long term, further studies into sources of stone that match the properties of the original materials will be undertaken. In the meantime sources of granite and whinstone are supplied to standard specifications that will form part of the detailed guidance for the Edinburgh Street Design Guidance.
- 7.6 Skills in handling stone have been affected by the downturn in the industry in Scotland, something other countries, such as Poland, have maintained. The improvement of internal maintenance skills is essential to the survival of setted streets. Addressing this shortage will be taken forward once the Roads Asset Management Plan (RAMP) is developed in detail.

## **8.0 Principles**

- 8.1 Stone setted streets have been a part of Edinburgh's character since the end of the eighteenth century. Unlike many other parts of the UK, the practice of using stone for paving streets was more extensive, probably due to the availability of stone such as basalts, granites and whinstone etc in Scotland.
- 8.2 Streets have traditionally been laid out with a central carriageway, paved with setts, and bounded with kerbs and a simple paved footway.
- 8.3 Setted Streets and stone paved footways and the details such as kerbs, channels and special features such as mounting stone, lighting plinths, bollards and honoring are all intrinsic features that are unique to the character of Edinburgh's built environment and public realm. Retaining these features as well as introducing new high quality stone materials is prioritised

in areas that are recognised for their historic importance (including the World Heritage Site, Conservation Areas and the setting to listed buildings).

- 8.4 In the context of this tradition, the following principles outline the importance and significance of setted streets and provide recommendations towards an approach for the future protection and maintenance of setted streets in Edinburgh.

#### **The Significance of setts and when they will be protected**

1. Setted streets, and the use of natural stone paving and features, are an intrinsic part of the cultural heritage of Edinburgh. They are finite resource, containing unique information that reflects the lives of people who lived in Scotland. Edinburgh's use of setts prevailed where trends elsewhere were for replacement with modern materials;
2. Setted streets and setted surfaces make a significant contribution to the character and authenticity of an area and are an important part of national and local identity including the setting of individual or groups of listed buildings, streets and village, town and city centres.
3. Public support has been expressed for retaining setted streets and for the introduction of new stone materials;
4. The use of local stone is a significant aspect of the character of the setts
5. Setted streets that fall within the WHS and/or are in a conservation area will be protected.
6. Those setted streets that provide an integral part of the setting to a listed building, or are integral to the identity of the townscape arrangement in other parts of the city, will also be protected (and will be judged on their own merit);

#### **Maintenance of setted streets**

1. New work should use materials, colours and sizes of setts that reflect the character of the area. For example, in the WHS core area (including the New Town and the High Street/ Royal Mile) the materials should be close to dolerite (dark, cool grey tones) and in the rest of the WHS the stones should be of a cool or neutral grey tone and match with stones found in local and adjacent streets. The specifications outlined in the sett fact sheet will be used for sizes and laying details etc.
2. All setted streets will be added to the Council's mapping system as a layer of detail that can be used to inform street design and maintenance;
3. The Council will maintain its source of historic setts and manage their cleaning and storage for future use;
4. Reclaimed historic setts will be used to make repairs and the stone type arranged to match the existing setts;
5. Where repairs are made the setts should be lifted and relaid to reflect the original properties, widths, sizes and pattern etc and joints filled accordingly;
6. Existing kerbs, channels and historic street features (including mounting stones, lighting plinths and stone bollards) should be retained.

**Edinburgh Setted Streets survey 2016**

**Appendix 2**

Street Name	Usage	Bus Use	World Heritage Site (WHS)	Conservation Area (CA)	Comments
Abbey Lane	Cway Type 4	No Bus Use	No	No	
Academy Park	Cway Type 4	No Bus Use	No	No	
Academy Street	Cway Type 4	No Bus Use	No	Yes	
Adelphi Place	Cway Type 4	No Bus Use	No	Yes	
Admiralty Street	Cway Type 4	No Bus Use	No	Yes	
Ainslie Place	Cway Type 1	No Bus Use	Yes	Yes	
Albany Lane	Cway Type 4	No Bus Use	Yes	Yes	
Albany Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Albert Street	Cway Type 2	No Bus Use	No	Part	Leith Walk to Murano Place
Albert Terrace	Cway Type 4	No Bus Use	No	Yes	
Allan Street	Cway Type 4	No Bus Use	No	Yes	
Anderson Place	Cway Type 4	No Bus Use	No	No	
Ann Street	Cway Type 4	No Bus Use	Yes	Yes	
Annandale Street Lane	Cway Type 4	No Bus Use	No	Yes	Boundary for Conservation Area runs down middle of street
Annfield	Cway Type 4	No Bus Use	No	Yes	
Annfield Street	Cway Type 4	No Bus Use	No	Part	Boundary for Conservation Area runs down middle of street
Argyle Street	Cway Type 4	No Bus Use	No	Yes	
Assembly Street	Cway Type 4	No Bus Use	No	Yes	
Atholl Crescent Lane	Cway Type 4	No Bus Use	Yes	Yes	
Avondale Place	Cway Type 4	No Bus Use	No	Yes	
Bakehouse Close	Cway Type 4	No Bus Use	Yes	Yes	
Baker's Place	Cway Type 1	Low Bus Use	Yes	Yes	
Balmoral Place	Cway Type 4	No Bus Use	No	Yes	
Bangor Road	Cway Type 4	No Bus Use	No	Yes	East side of a small part is in Conservation Area only
Barony Place	Cway Type 4	No Bus Use	Yes	Yes	
Barony Street	Cway Type 4	No Bus Use	Yes	Yes	
Bath Road	Cway Type 4	No Bus Use	No	No	
Bathfield	Cway Type 4	No Bus Use	No	No	
Belford Mews	Cway Type 4	No Bus Use	Yes	Yes	
Belford Park	Cway Type 4	No Bus Use	Yes	Yes	
Belgrave Crescent	Cway Type 4	No Bus Use	Yes	Yes	
Belgrave Crescent Lane	Cway Type 4	No Bus Use	Yes	Yes	
Belgrave Mews	Cway Type 4	No Bus Use	Yes	No	
Belgrave Place	Cway Type 4	No Bus Use	Yes	Yes	



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Bell Place	Cway Type 4	No Bus Use	No	Yes	
Bellevue Terrace	Cway Type 4	No Bus Use	No	Part	
Bell's Brae	Cway Type 4	No Bus Use	Yes	Yes	
Bingham Crossway	Cway Type 4	No Bus Use	No	No	
Bingham Place	Cway Type 4	No Bus Use	No	No	
Blacket Avenue	Cway Type 4	No Bus Use	No	Yes	
Blackfriars Street	Cway Type 4	No Bus Use	Yes	Yes	
Blair Street	Cway Type 4	No Bus Use	Yes	Yes	
Bonnyhaugh Lane	Cway Type 4	No Bus Use	No	No	
Boroughloch	Cway Type 4	No Bus Use	No	Yes	
Borthwick's Close	Cway Type 4	No Bus Use	Yes	Yes	
Bowmont Place	Cway Type 4	No Bus Use	No	Part	Boundary for Conservation Area runs down middle of street
Boyd's Entry	Cway Type 4	No Bus Use	Yes	Yes	
Braehead Crescent	Cway Type 4	No Bus Use	No	Part	Part of boundary for Conservation Area runs down middle of part of street
Braehead Grove	Cway Type 4	No Bus Use	No	No	
Braehead Road	Cway Type 4	No Bus Use	No	No	
Braid Road	Cway Type 3	No Bus Use	No	Part	Cluny Gdns south to No.69a
Brandfield Street	Cway Type 4	No Bus Use	No	No	
Bread Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Brighton Place	Cway Type 2	Low Bus Use	No	Yes	
Brighton Street	Cway Type 4	No Bus Use	Yes	Yes	
Broad Wynd	Cway Type 4	No Bus Use	No	Yes	
Broomyknowe	Cway Type 4	No Bus Use	No	Yes	
Broughton Market	Cway Type 4	No Bus Use	Yes	Yes	
Broughton Place	Cway Type 4	No Bus Use	Yes	Yes	
Broughton Place Lane	Cway Type 4	No Bus Use	Part	Yes	Entirely in Conservation Area & partly in World Heritage Site
Broughton Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Bruce Street	Cway Type 4	No Bus Use	No	No	
Brunswick Road	Cway Type 2	No Bus Use	No	No	
Brunswick Street Lane	Cway Type 4	No Bus Use	No	Yes	
Bruntsfield Avenue	Cway Type 4	No Bus Use	No	Yes	
Bruntsfield Gardens	Cway Type 4	No Bus Use	No	Yes	
Buccleuch Place	Cway Type 4	No Bus Use	No	Yes	
Buccleuch Place Lane	Cway Type 4	No Bus Use	No	Yes	
Buckingham Terrace	Cway Type 4	No Bus Use	Yes	Yes	

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Burgess Street	Cway Type 4	No Bus Use	No	Yes	
Burlington Street	Cway Type 4	No Bus Use	No	No	
Cadiz Street	Cway Type 4	No Bus Use	No	Part	Boundary for Conservation Area runs down middle of street
Calton Hill	Cway Type 4	No Bus Use	Yes	Yes	
Calton Hill	Cway Type 4	No Bus Use	Yes	Yes	
Calton Road	Cway Type 4	No Bus Use	Yes	Yes	
Campbell's Close	Cway Type 4	No Bus Use	Yes	Yes	
Canon Lane	Cway Type 4	No Bus Use	No	Yes	
Canon Street	Cway Type 4	No Bus Use	No	Part	Boundary for Conservation Area runs down middle of street
Canongate	Cway Type 2	Low Bus Use	Yes	Yes	
Carberry Place	Cway Type 4	No Bus Use	No	Yes	
Carlton Street	Cway Type 4	No Bus Use	Yes	Yes	
Carlton Terrace	Cway Type 4	No Bus Use	Yes	Yes	
Carlton Terrace Brae	Cway Type 4	No Bus Use	Yes	Yes	
Carlton Terrace Lane	Cway Type 4	No Bus Use	Yes	Yes	
Carlton Terrace Mews	Cway Type 4	No Bus Use	Yes	Yes	
Carmichael Place	Cway Type 4	No Bus Use	No	No	
Carpet Lane	Cway Type 4	No Bus Use	No	Yes	
Castle Street	Cway Type 2	No Bus Use	Yes	Yes	
Castlehill	Cway Type 3	No Bus Use	Yes	Yes	
Cathcart Place	Cway Type 4	No Bus Use	No	No	
Charlotte Lane	Cway Type 4	No Bus Use	Yes	Yes	
Cheyne Street	Cway Type 4	No Bus Use	No	Part	Part of boundary for Conservation Area runs down middle of part of street
Chuckie Pend	Cway Type 4	No Bus Use	No	Yes	
Church Hill	Cway Type 4	No Bus Use	No	Yes	
Circus Gardens	Cway Type 4	No Bus Use	Yes	Yes	
Circus Lane	Cway Type 4	No Bus Use	Yes	Yes	
Circus Place	Cway Type 1	Low Bus Use	Yes	Yes	
Claremont Grove	Cway Type 4	No Bus Use	No	Part	
Clarence Street	Cway Type 4	No Bus Use	Part	Yes	
Clinton Road	Cway Type 4	No Bus Use	No	Yes	
Coates Crescent	Cway Type 4	No Bus Use	Yes	Yes	
Coates Gardens	Cway Type 4	No Bus Use	Yes	Yes	
Coburg Street	Cway Type 3	No Bus Use	No	Yes	
Cochran Terrace	Cway Type 4	No Bus Use	No	Yes	

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Cockburn Street	Cway Type 4	No Bus Use	Yes	Yes	
Collins Place	Cway Type 4	No Bus Use	No	Yes	
Colville Place	Cway Type 4	No Bus Use	No	Yes	
Comely Bank Avenue	Cway Type 3	No Bus Use	Part	Part	Short section at south end included in both
Comely Bank Place	Cway Type 4	No Bus Use	No	No	
Comely Bank Place Mews	Cway Type 4	No Bus Use	No	No	
Comely Bank Terrace	Cway Type 4	No Bus Use	No	No	
Connaught Place	Cway Type 4	No Bus Use	No	No	
Constitution Street	Cway Type 1	Low Bus Use	No	Yes	
Cooper's Close	Cway Type 4	No Bus Use	Yes	Yes	
Cornwall Street	Cway Type 4	No Bus Use	Yes	Yes	
Cornwallis Place	Cway Type 3	No Bus Use	Yes	Yes	
Couper Street	Cway Type 4	No Bus Use	No	Yes	
Cramond Road North	Cway Type 3	Low Bus Use	No	Part	very small part at north end included in Conservation Area
Cranston Street	Cway Type 4	No Bus Use	Yes	Yes	
Cromwell Place	Cway Type 4	No Bus Use	No	Yes	
Cumberland Street North East Lane	Cway Type 4	No Bus Use	Yes	Yes	
Cumberland Street North West Lane	Cway Type 4	No Bus Use	Yes	Yes	
Cumberland Street South East Lane	Cway Type 4	No Bus Use	Yes	Yes	
Cumberland Street South West Lane	Cway Type 4	No Bus Use	Yes	Yes	
Dalmeny Street	Cway Type 2	No Bus Use	No	Part	
Damside	Cway Type 4	No Bus Use	Yes	Yes	
Danube Street	Cway Type 4	No Bus Use	Yes	Yes	
Darnaway Street	Cway Type 4	No Bus Use	Yes	Yes	
Davie Street	Cway Type 4	No Bus Use	No	Yes	
Dean Park Crescent	Cway Type 3	Low Bus Use	Yes	Yes	
Dean Park Mews	Cway Type 4	No Bus Use	No	No	
Dean Path	Cway Type 4	No Bus Use	Yes	Yes	
Dean Street	Cway Type 3	No Bus Use	No	Part	Part of boundary for Conservation Area runs down middle of part of street
Dean Terrace	Cway Type 4	No Bus Use	Part	Yes	Entirely in Conservation Area & partly in World Heritage Site
Devon Place	Cway Type 4	No Bus Use	No	No	
Dewar Place Lane	Cway Type 4	No Bus Use	No	Yes	
Dickson Street	Cway Type 4	No Bus Use	No	No	
Dock Street	Cway Type 4	No Bus Use	No	Yes	

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Doune Terrace	Cway Type 4	No Bus Use	Yes	Yes	
Downfield Place	Cway Type 4	No Bus Use	No	No	
Drummond Place	Cway Type 2	Low Bus Use	Yes	Yes	
Drummond Street	Cway Type 4	No Bus Use	Yes	Yes	
Dryden Terrace	Cway Type 4	No Bus Use	No	No	
Dublin Meuse	Cway Type 4	No Bus Use	Yes	Yes	
Dublin Street Lane North	Cway Type 4	No Bus Use	Yes	Yes	
Dublin Street Lane South	Cway Type 4	No Bus Use	Yes	Yes	
Dudley Avenue South	Cway Type 4	No Bus Use	No	No	
Dudley Bank	Cway Type 4	No Bus Use	No	No	
Duff Street	Cway Type 4	No Bus Use	No	No	
Dumbiedykes Road	Cway Type 3	No Bus Use	No	No	
Dunbar's Close	Cway Type 4	No Bus Use	Yes	Yes	
Dundonald Street	Cway Type 3	No Bus Use	Yes	Yes	
Dunedin Street	Cway Type 4	No Bus Use	No	No	
Dunrobin Place	Cway Type 4	No Bus Use	No	Yes	
Durham Place Lane	Cway Type 4	No Bus Use	No	No	
East Adam Street	Cway Type 4	No Bus Use	Part	Yes	South f/w not included in WHS
East Brighton Crescent	Cway Type 4	No Bus Use	No	Yes	
East Claremont Street	Cway Type 2	No Bus Use	No	Part	
East Cromwell Street	Cway Type 4	No Bus Use	No	Yes	
East London Street	Cway Type 3	No Bus Use	No	Part	middle of most of street
East Market Street	Cway Type 4	No Bus Use	Yes	Yes	
East Montgomery Place	Cway Type 4	No Bus Use	No	No	
East Preston Street Lane	Cway Type 4	No Bus Use	No	Yes	
East Silvermills Lane	Cway Type 4	No Bus Use	No	Yes	
Eastfield	Cway Type 1	Low Bus Use	No	No	
Eden Lane	Cway Type 4	No Bus Use	No	Yes	
Eglinton Crescent	Cway Type 4	No Bus Use	Yes	Yes	
Egypt Mews	Cway Type 4	No Bus Use	No	Yes	
Elbe Street	Cway Type 4	No Bus Use	No	Part	
Elcho Terrace	Cway Type 4	No Bus Use	No	Yes	
Elgin Street	Cway Type 4	No Bus Use	No	No	
Ellen's Glen Loan	Cway Type 4	No Bus Use	No	No	
Elm Row	Cway Type 4	No Bus Use	No	Part	Just on boundary with WHS
Eyre Crescent	Cway Type 4	No Bus Use	No	Yes	
Eyre Place	Cway Type 2	Low Bus Use	No	Yes	
Fettes Row	Cway Type 4	No Bus Use	Part	Yes	road
Fishmarket Square	Cway Type 4	No Bus Use	No	Yes	

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Forres Street	Cway Type 4	No Bus Use	Yes	Yes	
Forrest Hill	Cway Type 4	No Bus Use	Yes	Yes	
Fort House	Cway Type 4	No Bus Use	No	No	
Forth Street	Cway Type 4	No Bus Use	Yes	Yes	
Fox Street	Cway Type 4	No Bus Use	No	No	
Frederick Street	Cway Type 2	Low Bus Use	Yes	Yes	
Galloway's Entry	Cway Type 4	No Bus Use	Yes	Yes	
Gayfield Close	Cway Type 4	No Bus Use	Yes	Yes	
Gayfield Place Lane	Cway Type 4	No Bus Use	Yes	Yes	
Gayfield Square	Cway Type 4	No Bus Use	Part	Yes	World Heritage Site
Gayfield Street	Cway Type 4	No Bus Use	Yes	Yes	
Gayfield Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Gentle's Entry	Cway Type 4	No Bus Use	Yes	Yes	
George IV Bridge	Cway Type 1	Low Bus Use	Yes	Yes	
George Square	Cway Type 4	No Bus Use	No	Yes	
George Square Lane	Cway Type 4	No Bus Use	No	Yes	
George Street	Cway Type 1	Low Bus Use	Yes	Yes	
Gibb's Entry	Cway Type 4	No Bus Use	No	Yes	
Giles Street	Cway Type 4	No Bus Use	No	Yes	
Gilmour Street	Cway Type 4	No Bus Use	No	Yes	
Glen Street	Cway Type 4	No Bus Use	No	No	
Glenfinlas Street	Cway Type 4	No Bus Use	Yes	Yes	
Glenisla Gardens Lane	Cway Type 4	No Bus Use	No	No	
Gloucester Lane	Cway Type 4	No Bus Use	Yes	Yes	
Gloucester Place	Cway Type 4	No Bus Use	Yes	Yes	
Gloucester Square	Cway Type 4	No Bus Use	Yes	Yes	
Gloucester Street	Cway Type 4	No Bus Use	Part	Part	road
Gordon Street	Cway Type 4	No Bus Use	No	No	
Graham Street	Cway Type 4	No Bus Use	No	No	
Grange Court Lane	Cway Type 4	No Bus Use	No	Yes	
Grassmarket	Cway Type 2	Low Bus Use	Yes	Yes	
Great King Street	Cway Type 3	Low Bus Use	Yes	Yes	
Great Michael Close	Cway Type 4	No Bus Use	No	Yes	
Great Stuart Street	Cway Type 1	No Bus Use	Yes	Yes	
Greenlaw Rig	Cway Type 4	No Bus Use	No	No	
Greenside Lane	Cway Type 4	No Bus Use	Yes	Yes	
Greenside Row	Cway Type 4	No Bus Use	Yes	Yes	
Grindlay Street	Cway Type 4	No Bus Use	Yes	Yes	
Grindlay Street Court	Cway Type 4	No Bus Use	Yes	Yes	

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Grosvenor Gardens	Cway Type 4	No Bus Use	Yes	Yes	
Gullan's Close	Cway Type 4	No Bus Use	Yes	Yes	
Halmyre Street	Cway Type 4	No Bus Use	No	No	
Hampton Place	Cway Type 4	No Bus Use	No	Yes	
Hardwell Close	Cway Type 4	No Bus Use	No	Yes	
Haugh Street	Cway Type 4	No Bus Use	No	Yes	
Hawthornbank Lane	Cway Type 4	No Bus Use	Yes	Yes	
Henderson Street	Cway Type 3	Medium Bus Use	No	Yes	
Heriot Place	Cway Type 4	No Bus Use	Yes	Yes	
Heriot Row	Cway Type 3	No Bus Use	Yes	Yes	
Heriothill Terrace	Cway Type 4	No Bus Use	No	No	
Hermand Crescent	Cway Type 4	No Bus Use	No	No	
High Riggs	Cway Type 4	No Bus Use	No	Part	Small section in CA
High School Wynd	Cway Type 4	No Bus Use	Yes	Yes	
High School Yards	Cway Type 4	No Bus Use	Yes	Yes	
High Street	Cway Type 2	Low Bus Use	Yes	Yes	
High Street SQ	Cway Type 1	No Bus Use	No	Yes	
Hill Place	Cway Type 2	Low Bus Use	Yes	Yes	
Hill Square	Cway Type 4	No Bus Use	Yes	Yes	
Hill Street	Cway Type 3	No Bus Use	Yes	Yes	
Hill Street North Lane	Cway Type 3	No Bus Use	Yes	Yes	
Hill Street South Lane	Cway Type 3	No Bus Use	Yes	Yes	
Hope Lane North	Cway Type 4	No Bus Use	No	Yes	
Hope Terrace	Cway Type 4	No Bus Use	No	Yes	
Hopefield Terrace	Cway Type 4	No Bus Use	No	Yes	
Hopetoun Crescent	Cway Type 3	No Bus Use	No	No	
Howden Street	Cway Type 4	No Bus Use	No	Yes	
Howe Street	Cway Type 2	Low Bus Use	Yes	Yes	
Hugh Miller Place	Cway Type 4	No Bus Use	No	Yes	
Hunter Square	Cway Type 4	No Bus Use	Yes	Yes	
Hunter's Close	Cway Type 4	No Bus Use	Yes	Yes	
India Place	Cway Type 4	No Bus Use	Part	Yes	
India Street	Cway Type 4	No Bus Use	Yes	Yes	
Inverleith Place Lane	Cway Type 4	No Bus Use	No	Yes	
Inverleith Terrace Lane	Cway Type 4	No Bus Use	No	Yes	
Iona Street	Cway Type 2	No Bus Use	No	Part	
Jamaica Street	Cway Type 4	No Bus Use	Yes	Yes	
Jamaica Street North Lane	Cway Type 4	No Bus Use	Yes	Yes	
Jamaica Street South Lane	Cway Type 4	No Bus Use	Yes	Yes	

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James Street Lane	Cway Type 4	No Bus Use	No	Yes	
Jane Street	Cway Type 4	No Bus Use	No	Part	Conservation Area
John Street Lane	Cway Type 4	No Bus Use	No	Yes	
John Street Lane West	Cway Type 4	No Bus Use	No	Yes	
John's Lane	Cway Type 4	No Bus Use	No	Yes	
John's Place	Cway Type 4	No Bus Use	No	Yes	
Johnston Terrace	Cway Type 2	No Bus Use	Yes	Yes	
Joppa Park	Cway Type 4	No Bus Use	No	Yes	
Junction Place	Cway Type 4	No Bus Use	No	Part	
Keir Street	Cway Type 4	No Bus Use	Yes	Yes	
Kemp Place	Cway Type 4	No Bus Use	No	Yes	
King Street	Cway Type 4	No Bus Use	No	Yes	
King's Stables Lane	Cway Type 4	No Bus Use	Yes	Yes	
King's Stables Road	Cway Type 3	No Bus Use	Yes	Yes	
Lady Wynd	Cway Type 4	No Bus Use	Yes	Yes	
Lapicide Place	Cway Type 4	No Bus Use	No	No	
Largo Place	Cway Type 4	No Bus Use	No	Yes	
Lauderdale Street	Cway Type 4	No Bus Use	No	Yes	
Laurel Terrace	Cway Type 4	No Bus Use	No	Part	Road
Laverockbank Terrace	Cway Type 4	No Bus Use	No	Yes	
Laverockdale Park	Cway Type 4	No Bus Use	No	No	
Lawnmarket	Cway Type 2	No Bus Use	Yes	Yes	
Learmonth Gardens Lane	Cway Type 4	No Bus Use	No	No	
Learmonth Gardens Mews	Cway Type 4	No Bus Use	No	No	
Learmonth Terrace	Cway Type 4	Low Bus Use	Yes	Yes	
Learmonth View	Cway Type 4	No Bus Use	Part	Part	South half in both
Lee Crescent	Cway Type 4	No Bus Use	Yes	Yes	
Lennox Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Leslie Place	Cway Type 3	Low Bus Use	Part	Yes	
Lochend Close	Cway Type 4	No Bus Use	Yes	Yes	
London Street	Cway Type 2	Low Bus Use	Yes	Yes	
Lorne Street	Cway Type 2	No Bus Use	No	Part	
Lynedoch Place Lane	Cway Type 4	No Bus Use	Yes	Yes	
Mackenzie Place	Cway Type 4	No Bus Use	Yes	Yes	
Madeira Place	Cway Type 4	No Bus Use	No	Yes	
Madeira Street	Cway Type 4	No Bus Use	No	Yes	
Main Street, Balerno	Cway Type 3	No Bus Use	No	Yes	
Malta Terrace	Cway Type 4	No Bus Use	No	Yes	
Manderston Street	Cway Type 4	No Bus Use	No	Part	Short section at west end included in CA

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Marchmont Street	Cway Type 4	No Bus Use	No	Yes	
Maritime Lane	Cway Type 4	No Bus Use	No	Yes	
Maritime Street	Cway Type 4	No Bus Use	No	Yes	
Marshall's Court	Cway Type 4	No Bus Use	Yes	Yes	
Meadow Lane	Cway Type 4	No Bus Use	No	Yes	
Melville Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Merchant Street	Cway Type 4	No Bus Use	Yes	Yes	
Merchiston Grove	Cway Type 4	No Bus Use	No	No	
Merchiston Mews	Cway Type 4	No Bus Use	No	No	
Meuse Lane	Cway Type 4	No Bus Use	Yes	Yes	
Middleby Street	Cway Type 4	No Bus Use	No	Yes	
Middlefield	Cway Type 4	No Bus Use	No	Part	Most of this road is in CA
Mill Lane	Cway Type 4	No Bus Use	No	Yes	
Mitchell Street	Cway Type 4	No Bus Use	No	Part	
Monmouth Terrace	Cway Type 4	No Bus Use	No	Yes	
Montgomery Street Lane	Cway Type 4	No Bus Use	No	Yes	
Moray Place	Cway Type 3	No Bus Use	Yes	Yes	
Mound Place	Cway Type 4	No Bus Use	Yes	Yes	
Murieston Lane	Cway Type 4	No Bus Use	No	No	
Myrtle Terrace	Cway Type 4	No Bus Use	no	Yes	
Nelson Place	Cway Type 4	No Bus Use	Yes	Yes	
Nelson Street	Cway Type 3	No Bus Use	Yes	Yes	
New Arthur Place	Cway Type 4	No Bus Use	No	No	
New Broughton	Cway Type 4	No Bus Use	Yes	Yes	
New Skinner's Close	Cway Type 4	No Bus Use	Yes	Yes	
Newhaven Main Street	Cway Type 4	No Bus Use	No	Yes	
Newhaven Road	Cway Type 2	Low Bus Use	No	Part	included in CA
Newton Street	Cway Type 4	No Bus Use	No	No	
Niddry Street	Cway Type 4	No Bus Use	Yes	Yes	
Niddry Street South	Cway Type 4	No Bus Use	Yes	Yes	
North East Circus Place	Cway Type 4	No Bus Use	Yes	Yes	
North Fort Street	Cway Type 3	No Bus Use	No	Part	
North Leith Mill	Cway Type 4	No Bus Use	No	Yes	
North West Circus Place	Cway Type 1	Low Bus Use	Yes	Yes	
Northumberland Place Lane	Cway Type 4	No Bus Use	Yes	Yes	
Northumberland Street	Cway Type 3	No Bus Use	Yes	Yes	
Northumberland Street North West Lane	Cway Type 4	No Bus Use	Yes	Yes	
Northumberland Street South East Lane	Cway Type 4	No Bus Use	Yes	Yes	
Northumberland Street South West Lane	Cway Type 4	No Bus Use	Yes	Yes	



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Old Fishmarket Close	Cway Type 4	No Bus Use	Yes	Yes	
Old Tolbooth Wynd	Cway Type 4	No Bus Use	Yes	Yes	
Orchardfield Lane	Cway Type 4	No Bus Use	No	Yes	
Palmerston Place Lane	Cway Type 4	No Bus Use	Yes	Yes	
Parkside Street	Cway Type 4	No Bus Use	No	Part	Boundary for CA runs down middle of road
Parliament Square	Cway Type 4	No Bus Use	Yes	Yes	
Pattison Street	Cway Type 4	No Bus Use	No	Part	Small section in CA
Peacock Court	Cway Type 4	No Bus Use	No	Yes	
Pembroke Place	Cway Type 4	No Bus Use	No	Yes	
Perth Street	Cway Type 4	No Bus Use	No	Yes	
Pirrie Street	Cway Type 4	No Bus Use	No	Part	North end of CA only
Pitt Street	Cway Type 4	No Bus Use	No	No	
Poplar Lane	Cway Type 4	No Bus Use	No	Part	of road
Portland Street	Cway Type 4	No Bus Use	No	Part	
Primrose Terrace	Cway Type 4	No Bus Use	No	Yes	
Quarry Close	Cway Type 4	No Bus Use	No	Yes	
Quayside Street	Cway Type 4	No Bus Use	No	Yes	
Queen Charlotte Lane	Cway Type 4	No Bus Use	No	Yes	
Queen Street Gardens West	Cway Type 1	Low Bus Use	Yes	Yes	
Queensferry Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Raeburn Street	Cway Type 4	No Bus Use	No	Yes	
Ramsay Garden	Cway Type 4	No Bus Use	Yes	Yes	
Ramsay Lane	Cway Type 4	No Bus Use	Yes	Yes	
Randolph Crescent	Cway Type 1	No Bus Use	Yes	Yes	
Randolph Lane	Cway Type 4	No Bus Use	Yes	Yes	
Randolph Place	Cway Type 4	No Bus Use	Yes	Yes	
Ravelrig Wynd	Cway Type 4	No Bus Use	No	Yes	
Reekies Court	Cway Type 4	No Bus Use	No	Yes	
Regent Terrace	Cway Type 4	No Bus Use	Yes	Yes	
Regent Terrace Mews	Cway Type 4	No Bus Use	Yes	Yes	
Register Place	Cway Type 4	No Bus Use	Yes	Yes	
Reid Terrace	Cway Type 4	No Bus Use	No	Yes	
Richmond Lane	Cway Type 4	No Bus Use	No	Yes	
Richmond Place	Cway Type 4	No Bus Use	Part	Yes	South end not included in WHS
Richmond Terrace	Cway Type 4	No Bus Use	No	No	
Riego Street	Cway Type 4	No Bus Use	No	No	
Rintoul Place	Cway Type 4	No Bus Use	No	Yes	
Robertson's Close	Cway Type 4	No Bus Use	Yes	Yes	
Robertson's Court	Cway Type 4	No Bus Use	Yes	Yes	

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Rose Street North Lane	Cway Type 3	No Bus Use	Yes	Yes	
Rose Street South Lane	Cway Type 4	No Bus Use	Yes	Yes	
Rosebery Crescent Lane	Cway Type 4	No Bus Use	Yes	Yes	
Roseburn Cliff	Cway Type 4	No Bus Use	No	Yes	
Rothesay Mews	Cway Type 4	No Bus Use	Yes	Yes	
Roxburgh Place	Cway Type 4	No Bus Use	Yes	Yes	
Roxburgh Street	Cway Type 4	No Bus Use	Yes	Yes	
Royal Circus	Cway Type 4	No Bus Use	Yes	Yes	
Royal Crescent	Cway Type 3	No Bus Use	Yes	Yes	
Royal Terrace	Cway Type 4	No Bus Use	Yes	Yes	
Royston Terrace	Cway Type 4	No Bus Use	No	Yes	
Rutland Street	Cway Type 4	No Bus Use	Part	Yes	WHS boundary
Salamander Place	Cway Type 3	No Bus Use	No	Part	short section at south end included in CA
Sandford Gardens	Cway Type 4	No Bus Use	No	Yes	
Sandport Place	Cway Type 3	No Bus Use	No	Yes	
Scotland Street	Cway Type 4	No Bus Use	Yes	Yes	
Seaport Street	Cway Type 4	No Bus Use	No	Yes	
Shaftesbury Park	Cway Type 4	No Bus Use	No	Yes	
Shaw's Place	Cway Type 4	No Bus Use	No	Yes	
Shaw's Terrace	Cway Type 4	No Bus Use	No	Yes	
Shore	Cway Type 3	Medium Bus Use	No	Yes	
Shore Place	Cway Type 4	No Bus Use	No	Yes	
Simon Square	Cway Type 4	No Bus Use	No	Yes	
Smithfield Street	Cway Type 4	No Bus Use	No	Yes	
South College Street	Cway Type 4	No Bus Use	Yes	Yes	
South East Circus Place	Cway Type 1	Low Bus Use	Yes	Yes	
South Fort Street	Cway Type 4	No Bus Use	No	Yes	
South Gayfield Lane	Cway Type 4	No Bus Use	Yes	Yes	
South Gray's Close	Cway Type 4	No Bus Use	Yes	Yes	
South Learmonth Avenue	Cway Type 4	No Bus Use	Part	Part	
South Learmonth Gardens	Cway Type 4	No Bus Use	No	No	
South Oxford Street	Cway Type 4	No Bus Use	No	Yes	
Spey Street	Cway Type 4	No Bus Use	No	Yes	
Spey Street Lane	Cway Type 4	No Bus Use	No	Yes	
Spier's Place	Cway Type 4	No Bus Use	No	Part	
Spittal Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Spottiswoode Road	Cway Type 4	No Bus Use	No	Yes	
Springfield Crescent	Cway Type 4	No Bus Use	No	No	
Springwell Place	Cway Type 4	No Bus Use	No	No	

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Spylaw Park	Cway Type 4	No Bus Use	No	Yes	
St Bernard's Crescent	Cway Type 4	Low Bus Use	Yes	Yes	
St Bernard's Row	Cway Type 4	Low Bus Use	No	Yes	
St Colme Street	Cway Type 1	No Bus Use	Yes	Yes	
St David's Place	Cway Type 4	Low Bus Use	No	Yes	
St David's Terrace	Cway Type 4	No Bus Use	No	Yes	
St Giles Street	Cway Type 4	No Bus Use	Yes	Yes	
St Margaret's Place	Cway Type 4	No Bus Use	No	Yes	
St Mary's Place Lane	Cway Type 4	No Bus Use	No	Yes	
St Mary's Street	Cway Type 4	Low Bus Use	Yes	Yes	
St Ninian's Row	Cway Type 4	No Bus Use	Yes	Yes	
St Patrick Square	Cway Type 4	No Bus Use	No	Yes	
St Stephen Street	Cway Type 4	No Bus Use	No	Yes	
St Vincent Street	Cway Type 3	No Bus Use	Yes	Yes	
Stafford Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
Stanhope Street	Cway Type 4	No Bus Use	No	Yes	
Stanwell Street	Cway Type 4	No Bus Use	No	No	
Steel's Place	Cway Type 4	No Bus Use	No	No	
Stevenlaw's Close	Cway Type 4	No Bus Use	Yes	Yes	
Suffolk Road Lane	Cway Type 4	No Bus Use	No	Yes	
Sugarhouse Close	Cway Type 4	No Bus Use	Yes	Yes	
Summerbank	Cway Type 3	No Bus Use	Yes	Yes	
Sunbury Mews	Cway Type 4	No Bus Use	Yes	Yes	
Sunbury Street	Cway Type 4	No Bus Use	Yes	Yes	
Teviotdale Place	Cway Type 4	No Bus Use	No	Yes	
The Paddockholm	Cway Type 4	No Bus Use	No	No	
The Quilts	Cway Type 4	No Bus Use	No	No	
Thirlestane Lane	Cway Type 4	No Bus Use	No	Yes	
Thirlestane Road	Cway Type 4	No Bus Use	No	Yes	
Thistle Street	Cway Type 3	No Bus Use	Yes	Yes	
Thistle Street North East Lane	Cway Type 4	No Bus Use	Yes	Yes	
Thistle Street North West Lane	Cway Type 4	No Bus Use	Yes	Yes	
Thistle Street South East Lane	Cway Type 4	No Bus Use	Yes	Yes	
Thistle Street South West Lane	Cway Type 4	No Bus Use	Yes	Yes	
Thorn tree Street	Cway Type 4	No Bus Use	No	No	
Thornybark	Cway Type 4	No Bus Use	No	No	
Timber Bush	Cway Type 4	No Bus Use	No	Yes	
Tolbooth Wynd	Cway Type 4	No Bus Use	No	Yes	
Torphichen Place Lane	Cway Type 4	No Bus Use	Yes	Yes	

## Edinburgh Setted Streets survey 2016

## Appendix 2

Tower Street	Cway Type 4	No Bus Use	No	Part	section east of Constitution St
Trafalgar Street	Cway Type 4	No Bus Use	No	No	
Trinity Road	Cway Type 4	No Bus Use	No	Yes	in CA
Tron Square	Cway Type 4	No Bus Use	Yes	Yes	
Tynecastle Lane	Cway Type 4	No Bus Use	No	No	
Union Street	Cway Type 4	No Bus Use	Yes	Yes	
Upper Bow	Cway Type 4	No Bus Use	Yes	Yes	
Upper Dean Terrace	Cway Type 4	No Bus Use	Yes	Yes	
Victoria Street	Cway Type 4	No Bus Use	Yes	Yes	
Walker Street	Cway Type 4	No Bus Use	Yes	Yes	
Warden's Close	Cway Type 4	No Bus Use	Yes	Yes	
Warrender Park Road	Cway Type 3	No Bus Use	No	Yes	
Warrender Park Terrace	Cway Type 4	No Bus Use	No	Yes	
Washington Lane	Cway Type 4	No Bus Use	No	Environment	
Water Street	Cway Type 4	No Bus Use	No	Yes	
Well Court	Cway Type 4	No Bus Use	Yes	Yes	
Wellington Place	Cway Type 4	No Bus Use	No	Yes	
Wemyss Place Mews	Cway Type 4	No Bus Use	Yes	Yes	
West Adam Street	Cway Type 4	No Bus Use	Part	Yes	north f/w only in WHS
West Bow	Cway Type 4	No Bus Use	Yes	Yes	
West Bowling Green Street	Cway Type 4	No Bus Use	No	No	
West College Street	Cway Type 4	No Bus Use	Yes	Yes	
West Cromwell Street	Cway Type 4	No Bus Use	No	Yes	
West Crosscauseway	Cway Type 4	No Bus Use	No	Yes	
West End Place	Cway Type 4	No Bus Use	No	No	
West Mill Lane	Cway Type 4	No Bus Use	No	Yes	
West Nicolson Street	Cway Type 4	No Bus Use	No	Yes	
West Park Place	Cway Type 4	No Bus Use	No	No	
West Register Street	Cway Type 4	No Bus Use	Yes	Yes	
West Register Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
West Relugas Road	Cway Type 4	No Bus Use	No	No	
West Scotland Street Lane	Cway Type 4	No Bus Use	Yes	Yes	
West Silvermills Lane	Cway Type 4	No Bus Use	No	Yes	
West Stanhope Place	Cway Type 4	No Bus Use	No	Yes	
Westbank Street	Cway Type 4	No Bus Use	No	No	
Wheatfield Place	Cway Type 4	No Bus Use	No	No	
Wheatfield Street	Cway Type 4	No Bus Use	No	No	
Wheatfield Terrace	Cway Type 4	No Bus Use	No	No	
William Street	Cway Type 4	No Bus Use	Yes	Yes	

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## Appendix 2

William Street North East Lane	Cway Type 4	No Bus Use	Yes	Yes	
William Street North West Lane	Cway Type 4	No Bus Use	Yes	Yes	
William Street South East Lane	Cway Type 4	No Bus Use	Yes	Yes	
William Street South west Lane	Cway Type 4	No Bus Use	Yes	Yes	
Windmill Lane	Cway Type 4	No Bus Use	No	Yes	
Windsor Street Lane	Cway Type 4	No Bus Use	No	Yes	
Yardheads	Cway Type 4	No Bus Use	No	Yes	
York Lane	Cway Type 4	No Bus Use	Yes	Yes	
York Road	Cway Type 4	No Bus Use	No	Yes	
Young Street	Cway Type 3	No Bus Use	Yes	Yes	
Young Street North Lane	Cway Type 3	No Bus Use	Yes	Yes	
Young Street South Lane	Cway Type 3	No Bus Use	Yes	Yes	