

G1 – Street Geometry and Layout

Street Geometry and Layout

1 Amendments:

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The design process should start by considering the street as a place for people and then continue by balancing this with their transport role, especially for pedestrians, cyclist and public transport users.

Designers should have a clear understanding of the function of a particular street and propose street geometry and layout improvements that will reflect the role of the street, whether it is primarily a retail (high) street, a low density residential street, a place for social and cultural activity; or whether it has a strategic, secondary or local role for movement.

Street geometry and layout should be used to influence road user behaviour, for example helping to reduce vehicle speeds and thus improving safety, particularly for pedestrians and cyclists.

Examples of changes to our streets' geometry and layout arising from this approach will include:

- Appropriate dimensions, priorities, materials, furniture and planting to reinforce reduced speeds and 20mph streets;
- 'Tight' corner radii and reduced forward visibility, slowing down turning vehicles and making side roads easier to cross;
- Narrower vehicle lanes, consistent with promoting slower traffic speeds which give more space to pedestrians and cyclists, whilst keeping enough width for buses to operate efficiently where appropriate;
- Crossings on desire lines wherever possible, including where this brings the crossing very close to a side road junction;
- Accessible and appropriate road crossings for pedestrians and cyclists (e.g. dropped kerbs, 'puffin' and 'toucan' crossings);
- Pedestrian phases and advanced cycle stop lines at all signalled junctions;
- Wider use of raised road junctions, including without specific vehicle priority, to help reduce vehicle speeds and to give pedestrians more priority;
- Introduction of 'continuous pavement' side road crossings on streets busy with pedestrians, giving greater priority to people travelling on foot;

- Generally not reinstating centrelines on the 20mph network, other than on strategic routes;
- Introducing street trees and soft landscaping to conserve and enhance townscape character; to use as traffic calming measure to reduce speeds and to encourage walking and cycling.



The City of Edinburgh Council

Relevant Factsheets:

Pedestrian Desire Lines (P2)
Crossings at or Near Junctions (G5)

Crossings (G4)
Carriageway Widths (G2)
Street Furniture (F1)

Priority Junctions (G7)
Speed Reduction and Traffic Management (G6)
Street Trees (F5) Omitting Centre Lines (G3)

Image References

All Images: City of Edinburgh Council

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