



## London Road and Portobello Road Street Audit + Action Plan

prepared by



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# Executive Summary

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## EXECUTIVE SUMMARY

The London Road and Portobello Road Street Audit + Action Plan has been prepared for Craighentenny and Duddingston Environment Forum and The City of Edinburgh Council East Neighbourhood Partnership by Urban Design Futures. It aims to provide a package of evidence based improvement proposals that are:-

safe, attractive, vibrant and sustainable

redressing the current emphasis on vehicular movement to create a more integrated environment which incorporates better provisions for pedestrians and cyclists and has a stronger sense of place. The Plan forms Lot 1 of a two phase study Lot 2 of which will involve use of the Plan as a basis for more detailed consultations with the local community and relevant service providers. As such the current proposals should be regarded as preliminary and subject to verification following Lot 2 consultations.

The Street Audit and Action Plan has been prepared through a combination of desk top research and site observation. Desk top research has focused on the area's history and relevant planning policies and guidance. Site survey visits were carried out during April 2016 to catalogue the composition and condition of all elements of the external environment within the study corridor. The visits were carried out at different times of the day and week to get a better understanding changing use patterns over time. The main issues identified through this information gathering process are:-

- the study area corridor runs through a mix of predominantly residential, retail and commercial character areas. It contains few coordinating features that could enable it to become a linking element.
- it has a varied townscape structure with some edges that are strongly defined by buildings with active frontages and others which are lacking in enclosure and in where buildings have a weak street presence.
- it is road dominated in character - designed primarily for vehicular use with limited provisions for pedestrians and cyclists. Pavements are very narrow in parts, there are few places for people to sit, inadequate provisions for pedestrian movement at almost all secondary and some major roads junctions and inadequate provision for cycle parking.
- large parts of the corridor have a run down appearance which is characterised by poorly designed shop frontages, cracked, patched and potholed pavements, damaged walling, street clutter in the form of guardrails, bollards and signage and an almost complete lack of soft landscaping throughout.

The Action Plan proposals have been formulated to specifically address these issues in accordance with the principles outlined in current policy and good practice guidance. They are structured around the following locally relevant core themes:-

- **improved provisions for pedestrians and cyclists**

including footpath resurfacing, the remodelling of secondary junctions to allow safer pedestrian movement/improved accessibility and the creation of 'pausing places', normally in close proximity to local shopping nodes and containing pavement extensions, street trees, seating, cycle racks and other elements to encourage more active use of the street and provide a more enjoyable outdoor experience.

- **structuring landscape elements**

in the form of street trees, both singly or, wherever possible, in avenue form along the whole length of the study area corridor to provide a linking element between different character areas, a stronger edge definition to areas lacking enclosure and a softer, more attractive and more people friendly feel to an area that is currently dominated by hard landscaping.

- **reduced street clutter**

the use of a coordinated range of street furniture throughout to improve the appearance of the area and strengthen its sense of place.

- **locally relevant artworks/ area branding,**

preferably involving the local community and using the local art resources in the St Margarets House start up units, to introduce repeating elements throughout the study area corridor in the form of either stand alone artworks or customised street furniture that connect with the cultural history of the area and provide a stronger sense of place.

It should be stressed that the improvement proposals have not been the subject of detailed technical assessment or consultation with the local community or service providers and should be regarded as outline only at this stage.

It is difficult to be too precise on the programming of the improvement proposals at this stage as the client budget is extremely limited and the extent to which it might be possible to supplement this through the use of other Council budget streams is unclear. Bearing this in mind however the proposals have been categorised on a 'traffic light' priority basis the rationale behind which is as follows:-

### ● Priority 1

Proposals which it is hoped could be carried out within the next 2 years either because:-

- they will be relatively inexpensive to carry out and could be regarded as 'quick wins'
- they already form part of existing improvement proposals (although not necessarily in the form that is now proposed) which are to be funded by other Council budgets
- the need for the improvement is particularly urgent and lack of action could be detrimental to public safety.

### ● Priority 2

Proposals which it is hoped would be carried out within 3-4 years

These are proposals which are considered to be of almost equal importance in terms of the contribution that they would make to improving the quality of the environment/ meeting the study aims as those in Priority 1 but would require, as yet unidentified additional budget funding and are not considered to be urgent in terms of pedestrian safety.

### ● Priority 3

Proposals which although of considerable benefit in meeting the study aims are perhaps less essential or would require a significant lead in time and a significant amount of additional funding to come to fruition.

These priority ratings should however be regarded as no more than a general guide and of greater importance will be the need for a flexible and creative strategy that is able to take maximum advantage of additional funding opportunities that might become available over time.

It should also be borne in mind that many of the proposals would lend themselves to phased or partial implementation should funding be an issue.





# 1.00 Introduction



1.01 Study Remit

This Street Audit + Action Plan has been commissioned Craigentenny and Duddingston Environment Forum and The City of Edinburgh Council East Neighbourhood Partnership. It covers those parts of London Road and Portobello Road between the junction with Meadowbank Terrace to the west and the junction with Craigentenny Avenue to the east.

The Audit and Action Plan aims to provide a package of evidence based improvement proposals that are:-

safe, attractive, vibrant and sustainable

redressing the current emphasis on vehicular movement to create a more integrated environment which incorporates better provisions for pedestrians and cyclists and has a stronger sense of place in accordance with current best practice place making principles as embodied in The City of Edinburgh Councils Edinburgh Street Design Guidance and other policy guidance.

In accordance with the requirements of the brief the Plan identifies both 'quick win' improvements that could be funded through current budgets and more aspirational improvement proposals for which funding is not currently available.

The Plan forms Lot 1 of a two phase study, Lot 2 of which will involve use of the Plan as a basis for more detailed consultations with the local community and relevant service providers. As such the current proposals should be regarded as preliminary at this stage and subject to verification following Lot 2 consultations. Lot 2 will be the subject of a seperate commissioning process the timing of which has yet to be determined.

The Plan has been prepared by urban and landscape design consultants Urban Design Futures in association quantity surveying consultants Bryan Byrne Consultants Ltd.

1.02 Methodology

The Street Audit and Action Plan has been prepared primarily through a combination of desk top research and site observation. Consultations have been limited at this stage in accordance with the terms of the study remit.

Desk top research has focused on the historic development of the area, relevant policy guidance and current best practice examples of inclusive street design and placemaking. it has also included reference to similar street audits that have recently been prepared for other parts of Edinburgh. Desk top research findings are outlined in Section 2 of the report.

A series of site survey visits were carried out during April 2016 to catalogue the composition and condition of all elements of the external environment within the study corridor. Survey visits were arranged to take place at different times of the day and week to obtain a good understanding of changes in use and movement patterns over time. Survey findings were grouped under Place and Movement functions to be consistent with the approach adopted in Edinburgh Street Design Guidance. Site survey findings are outlined in Section 3 of the report.

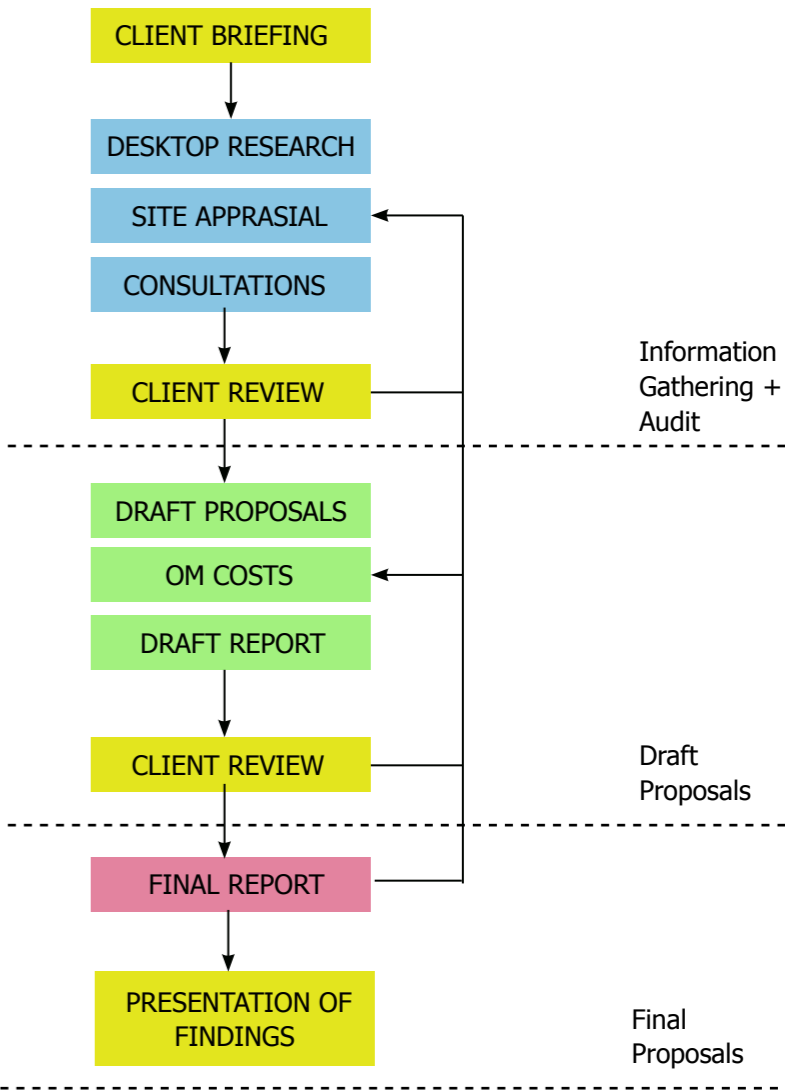
Consultations were largely limited to the client team of:-

Brenda Devlin	Environment Forum Working Group
Councillor Stefan Tymkewycz	Environment Forum Working Group
Lisa Paton	CEC Acting East Environment Manager
Andy Mathieson	Area Roads Manager

A briefing meeting was held at project inception and a progress meeting at which a presentation of audit findings was held at the project mid point. A limited amount of consultation was also carried out with the Councils Street Design Team (Karen Stevenson + Nazan Kocak) and a meeting was held with the RNIB (Diane Shephard)

The Action Plan proposals have been formulated to follow current policy guidance and specifically address the issues identified during the information gathering stage of the project. The proposals are outlined in sections 4 of the report. It should be stressed that these proposals are in outline only at this stage and that their feasibility and content will need to be more fully assessed and developed as the project progresses.

The project was concluded with a presentation of the report findings that was given to the client team and members of the local community on 7 June 2016.





2.01 Location

The study area corridor is situated in the east of the city between Restalrig and Willowbrae. It comprises the eastern end of London Road (A1) and the western end of Portobello Road (A1140) both of which are heavily trafficked strategic routes with London Road forming part of the main arterial route to the South.

The corridor passes through a mixed use area made up of predominantly high and medium density residential development but also containing major retail and office uses which draw in users from a wide catchment area. A more detailed description of the area characteristics is contained in 3.01.

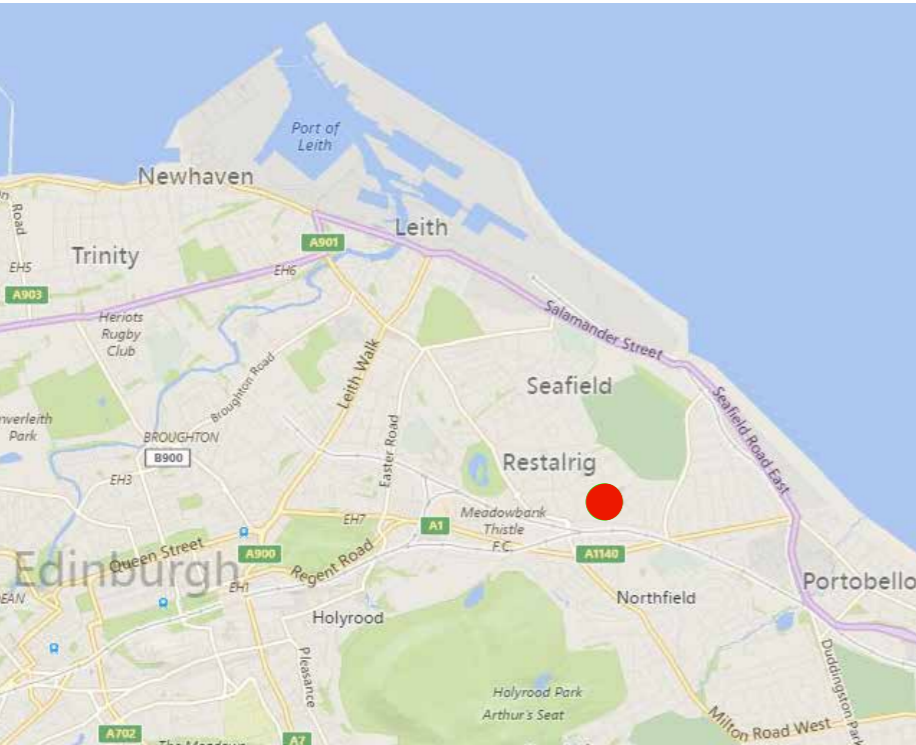


fig 1 Location Plan

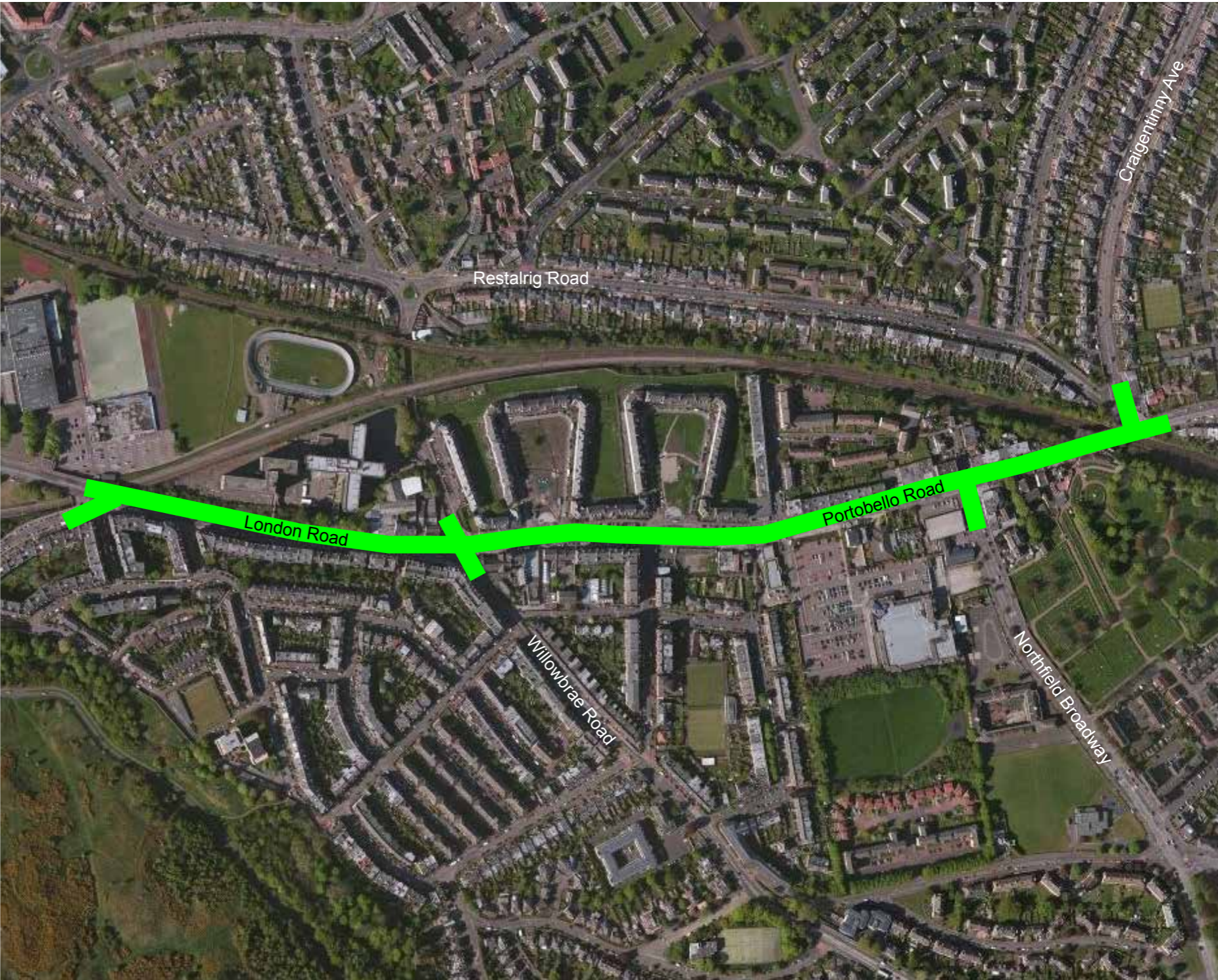


fig 2 Study Corridor Boundary Plan





2.03 Policy Context

National Policy + Guidance

Designing Places

The Scottish Government

Designing Places promotes six qualities of successful places; Identity, safe and pleasant, ease of movement, a sense of welcome, adaptability and good use of resources. It also highlights that “Places that are distinctive and designed with a real understanding of the natural world are likely to be enjoyed, cared for and valued”.

Designing Streets

The Scottish Government

Designing Streets advocates street design that encourages place before traffic movement and promotes ‘permeability’ of urban form through the design of street patterns and the connectivity of streets with surrounding networks. It highlights that “Connected and permeable networks encourage walking and cycling, and make navigation through places easier”.

Place Standard

The Scottish Government

The Place Standard provides a structured means of assessment is to maximize the potential of the physical and social environment to support health, wellbeing and a high quality of life. It is designed to enable users to demonstrate that projects and proposals align with policy aspirations and to prevent the creation of new places that would impact negatively on health outcomes within communities in the future.

Green Infrastructure Design and Placemaking

The Scottish Government

Green Infrastructure Design and Placemaking builds on Designing Places and Designing Streets by showing how green infrastructure can contribute to each of the six qualities of successful places that have been identified throughout the Scottish Government’s design policy and giving practical tips on incorporating green infrastructure into masterplanning and improvement strategies.

Handbook For Cycle Friendly Design

Sustrans

Part of a suite of technical guidance on active travel the handbook contains a concise illustrated compendium of technical guidance relating to cycling including key design principles and detailed guidance on road and junction design, cycle parking, signing and integration with public transport.

Local Policy + Guidance

Edinburgh Street Design Guidance

The City of Edinburgh Council

Edinburgh Street Design Guidance provides an Edinburgh specific application of the principles contained in ‘Designing Streets’, bringing together previously separate CEC guidance on street design to achieve coherence and co-ordination across the city, with the ultimate goal of providing the people of Edinburgh with a world-class network of vibrant, safe, attractive, effective and enjoyable streets.

It sets out the Council’s expectations for the design of Edinburgh’s streets to support the Council’s wider policies, in particular transport and planning policies. It aims to co-ordinate street design and to promote collaborative working between different disciplines, by considering the function of a street first as a place, and then for movement.

Other Relevant Documents

- St Margarets + Meadowbank House Redevelopment Guidelines
- The City of Edinburgh Council
- CEC Road Adoption Drawings
- CEC Traffic Control Drawings
- CEC Street Audits – Tollcross
- CEC Public Life Street Assessments –Morningside/Bruntsfield

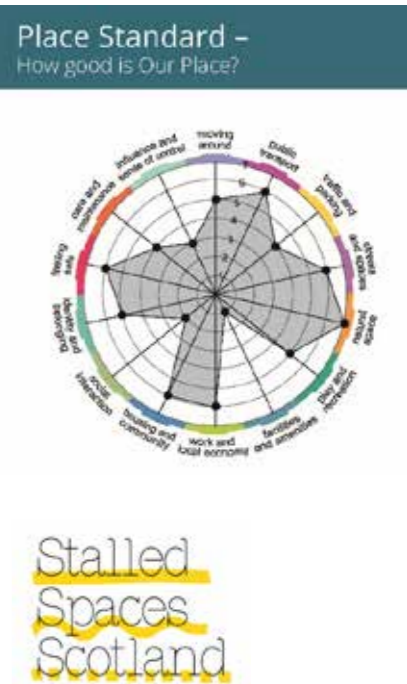
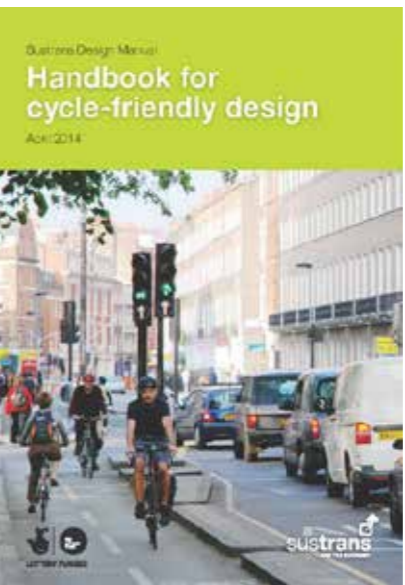
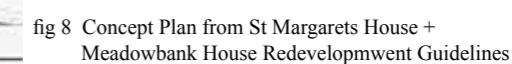
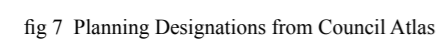


fig 6 Policy Documentation







# 3.00 Audit Findings



3.01 Area Character

The study area corridor contains a range of significantly different character areas. These have been identified in the Council’s Edinburgh Streets Design Guidance as shown in fig 9. London Road is defined as a Strategic Service Sector and Employment Street; the western end of Portobello Road as a High Density Residential Street; the mid section of Portobello Road as a Retail/High Street and the east end of Portobello Road as a Medium Density Residential Street.

In addition to these significant character differences along the length of the study area corridor there are also equally significant character differences accross the width of the street. Whilst, for example, the north side of London Road is characterised by large office buildings which determine its Strategic Service Sector and Employment definition, the south side of the street comprises high density residential tenement properties with a significant amount of street level retail use. Similarly whilst the north side of Portobello Road is predominately residential the south side is predominantley retail.

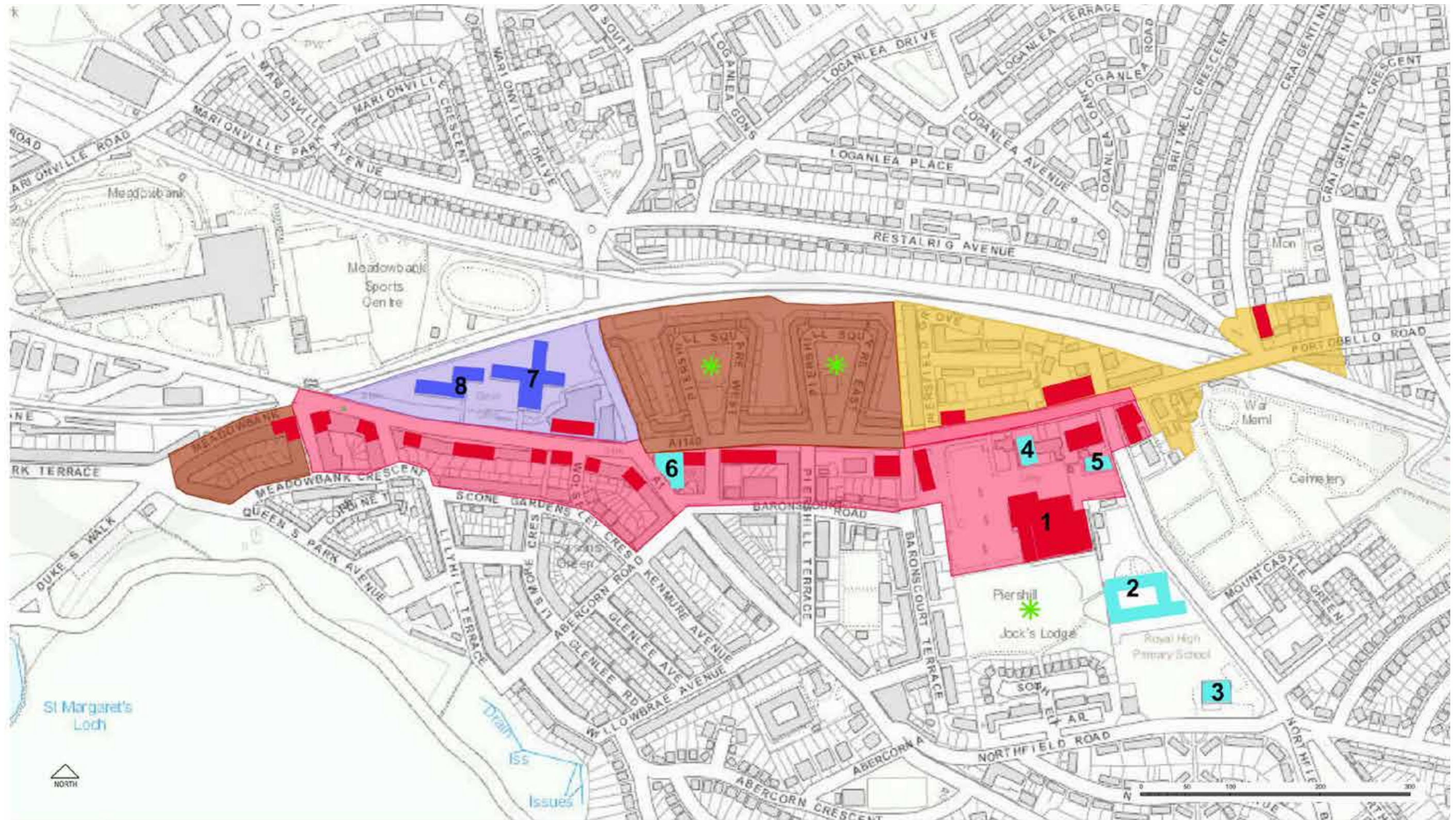
It is clear therefore that the road corridor has no single identity but rather, a range of different identities to which the improvement proposals will need to respond.



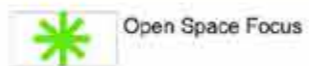
fig 9 Road Hierachy Diagram from Edinburgh Street Design Guidance



fig 10 Contrasting Area Character - London Road, Portobello Road West, Portobello Road East



- Character Area 1  
High Street/ Retail - Strategic
- Character Area 2  
Service Sector/ Employment - Strategic
- Character Area 3  
High Density Residential - Strategic
- Character Area 4  
Low Density Residential - Strategic



- 1** Morrisons
- 2** Royal High Primary School
- 3** Northfield+ Willowbrae Community Centre
- 4** Piershill Library
- 5** The Banascroft Surgery
- 6** New Restalrig Church of Scotland
- 7** Meadowbank House
- 8** St Margaret's House

Project: Meadowbank to Northfield  
Place Audit + Action Plan  
Client: The City of Edinburgh Council

## AREA CHARACTER

fig 11 Area Character



3.02 Townscape Character

The townscape character of the study area corridor is also varied. Many of its edges are strongly enclosed by tenement buildings which helps in defining the corridor space and creating a sense of place. Along other edges however buildings are set well back from the road and have a very limited street presence, allowing space to ‘leak out’ with a resultant loss in spatial definition. This is particularly apparent on the north side of London Road where St Margarets House and Meadowbank House have little or no interaction with the street and on the south side of Portobello Road where Morrisons supermarket, although a major activity focus in the area activity, is seperated from the street by its customer car park and has very limited street presence.

Elsewhere there are a number of buildings which although physically close to the street have a weak street presence either because they are unoccupied or as with the Iceland supermarket on Portobello Road, have a frontage that consists predominately of a solid brick wall.

The only landmark building of note is Restalrig Parish Church which provides strong a strong terminating feature to views looking east along London Road and a physical focal point within the area.

Distant views to Sailsbury Crags/ Arthurs Seat and Carlton Hill exist from certain vantage points.

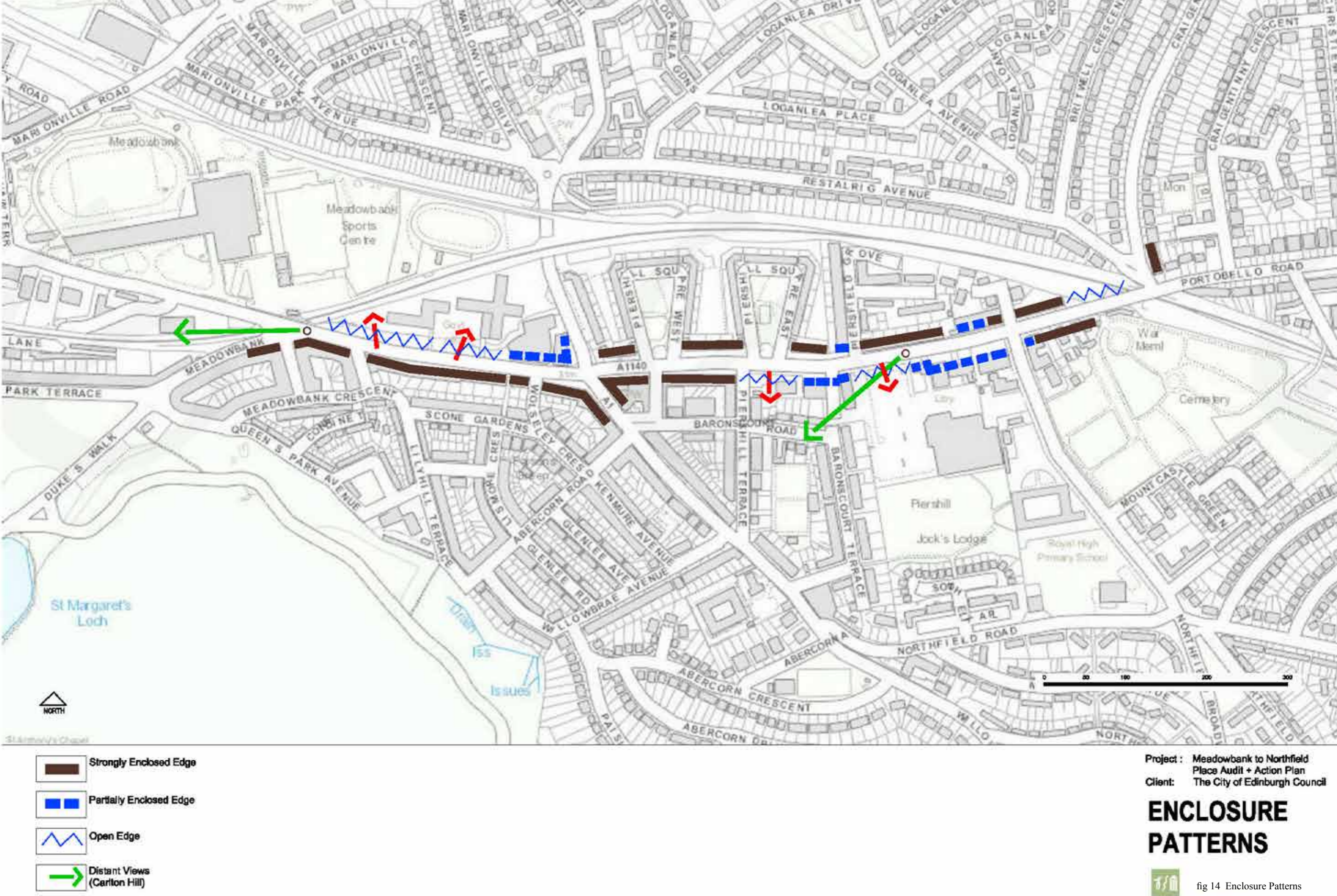


fig 12 Lack of Street Presence - Morrisons + Iceland



fig 13 Lack of Street Presence - Meadowbank House





3.03 Building Character

In looking at building character we have focused on the character of buildings at street level and in particular the character of shops and other buildings with active frontages.

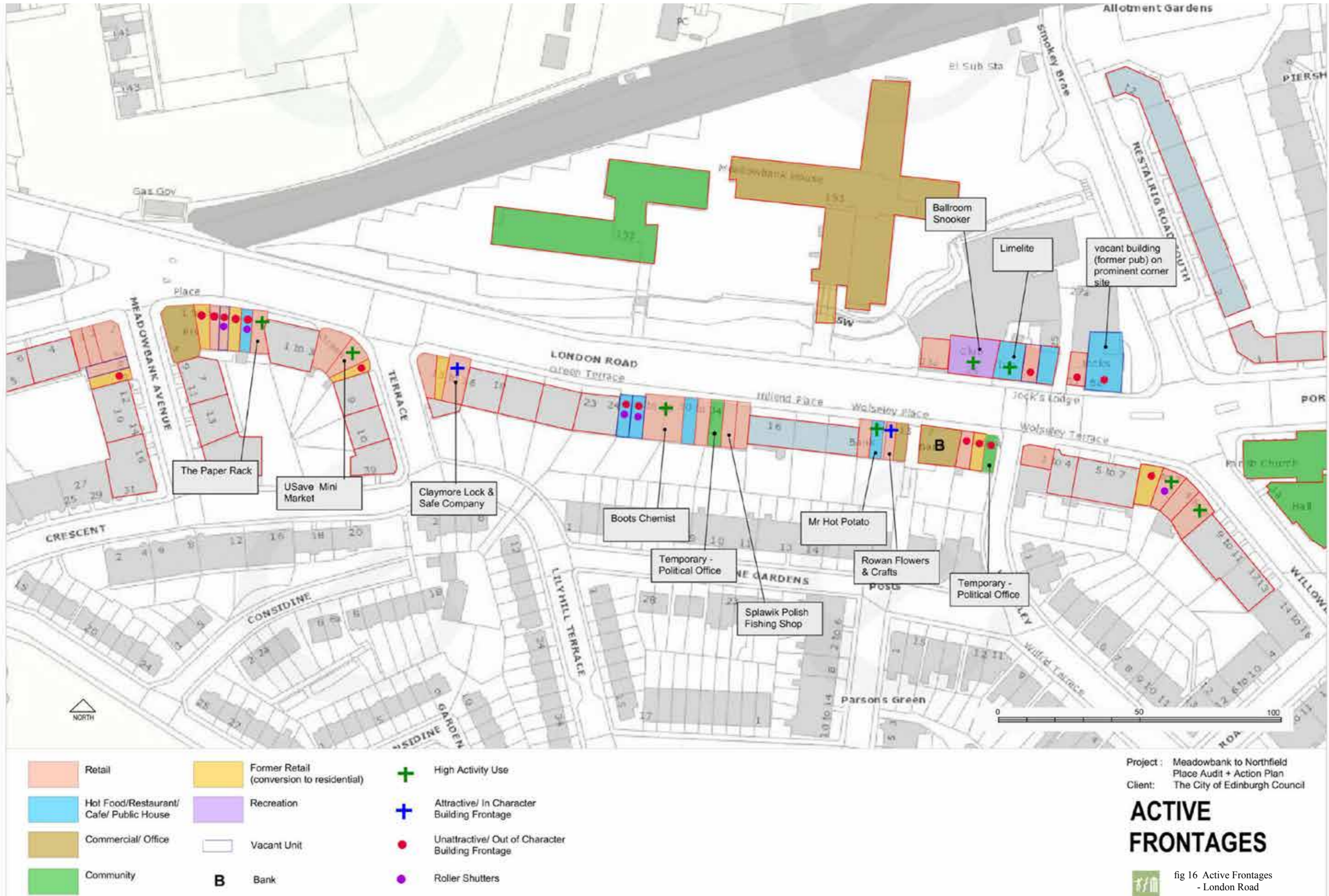
London Road

Although there are over 40 retail outlets on this stretch of London Road including pubs, banks and cafes, the majority of these have a run down appearance, with shopfront designs that are wholly out of keeping with the original building character. Some also incorporate solid roller shutter blinds which are closed for large parts of the day. Seven shop units have been converted to residential use, again in a style that is wholly out of keeping with the original building character. Four are vacant, including the former Jocks Lodge public house, which occupies an extremely prominent position at the Willowbrae Road/ Smokey Brae junction.

There are thankfully some notable exceptions to this general trend, including Rowan Florists, with its attractive outdoor display of flowers and Claymore Master Locksmiths which present attractive shop frontages that compliment the original building character, contribute significantly to the area’s sense of place and show what can be possible.



fig 15 Typical London Road Shops + Jocks Lodge Public House (vacant)



Portobello Road West

Although Piershill Place contains a number of listed buildings with the potential to make a positive contribution to the area’s streetscape character and sense of place the majority of these are in a run down condition, some are vacant and others are to let. Some of the shop frontage treatments and signage are wholly out of character with the original building and, as at London Road, there is one former shop unit which has been the subject of a very poorly designed conversion to residential use.

Travelling eastwards along Portobello Road there is a modern parade of shops including Dominos Pizza which, although relatively active and tidy, is bland in character and makes little or no contribution to the area’s sense of place.



fig 17 Typical Shop Frontages + Vacant Properties Piershill Place



fig 18 Parade of shops close to Morrisons



Portobello Road East

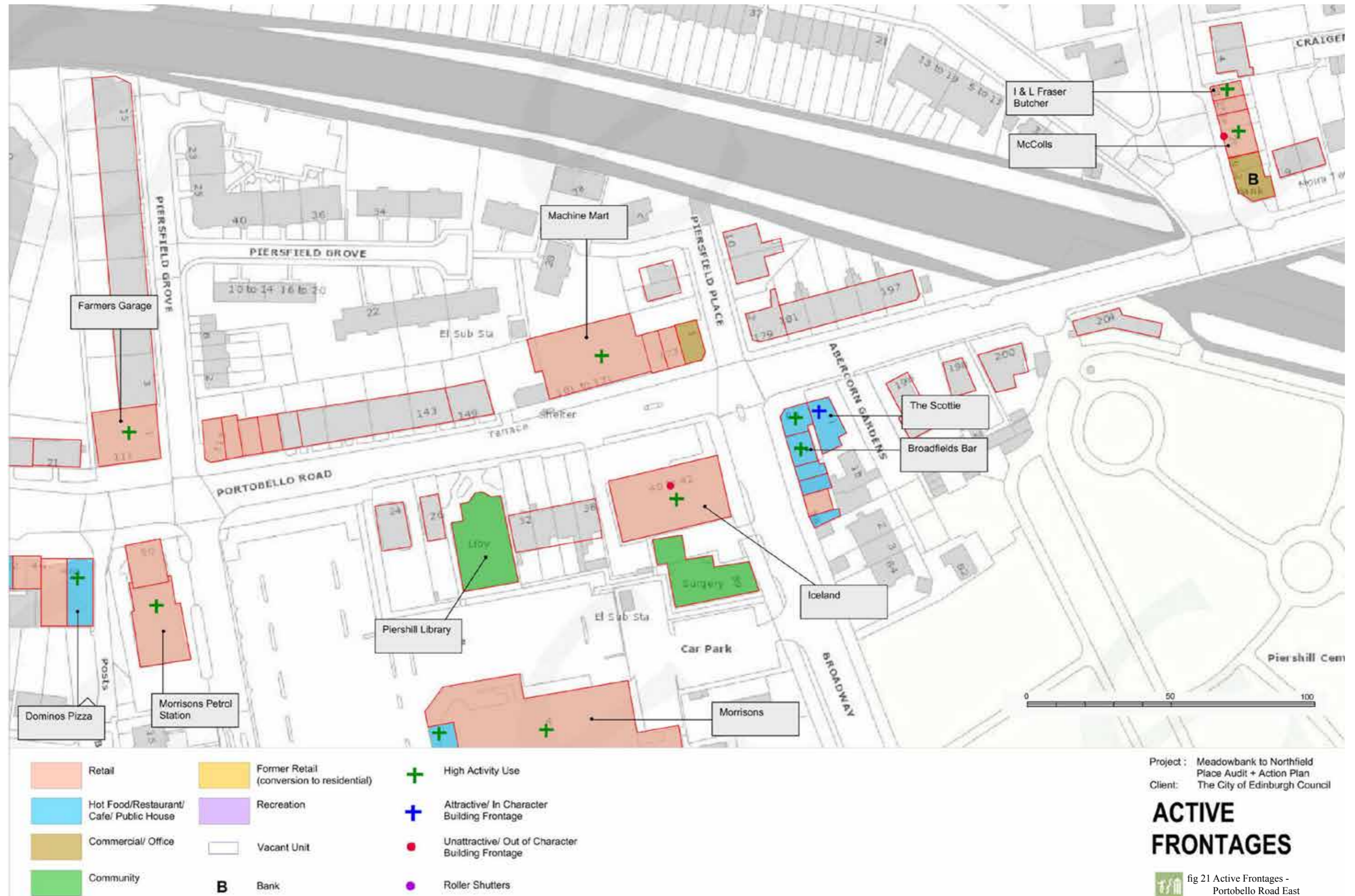
In activity terms the east end of Portobello Road is dominated by Morrisons and Iceland although, as referred to earlier, both have a very weak street presence - Morrisons because it is set so far back from the road and Iceland because of its largely blank facade.

Elsewhere there are groups of local shops at the junctions with Northfield Broadway and Craigentenny Avenue. In both of these areas the buildings within which the shops are contained are of limited architectural value although, in contrast to the remainder of the study area, these shopping areas appear quite vibrant and well used, particularly in the case Northfield Broadway.



fig 20 Typical Shop Frontages - Portobello Road East





## Architectural Themes

In general terms there are very few connecting architectural themes that are evident throughout the study although one that is perhaps worthy of mention is the use of cast iron railings as a consistent boundary treatment for front gardens. The railings have a range of different styles and motifs, some of which may be unique to this area. They are evident on London Road and along the whole length of Portobello Road.



fig 22 Cast Iron Railings - Various Locations

### 3.04 Landscape + Greenspace Character

There is very little soft landscaping within the study area corridor and the only areas of public greenspace are those contained within the Piershill Square housing development.

Almost all of the soft landscaping is contained within the small front gardens attached to tenement housing. Some of these are very well looked after and, although small, make a positive contribution to the streetscape character of the area, whereas others are badly neglected and have a negative effect. This is particularly true of some of the front gardens to the tenement properties on London Road. These gardens are also separated from the pavement by retaining walls, at least one of which is in a structurally unstable condition.

The two large areas of public greenspace at Piershill Square East and Piershill Square West are predominately grassed. They are crossed by internal paths and contain a small number of seats and trees. The western square contains a large equipped play area and the eastern square a multi use games area (MUGA) and youth shelter all of which appear to be quite well used. Each square also contains a semi circular paved area on its southern boundary which connects with the pavements and bus stops on Portobello Road. These paved areas contain seats but are otherwise fairly featureless and do not contribute a great deal to the amenity of the area in their present form.

Although strictly outwith the remit of this study we would also make mention of the large areas of communal open space to the rear of the tenement blocks which are currently unused and have considerable potential for improvement.



fig 23 Landscape Elements

3.06 Surface Finishes

Pavements

Pavements throughout the study are corridor are surfaced in a combination of precast concrete slabs, asphalt and, in smaller areas, insitu concrete. All are generally in poor condition. There are stretches on the south side of London Road where pc slabs are badly cracked, probably as a result of vehicle overrunning, and other stretches, most notably in front of Morrisons and the local shops at Craigentenny Avenue that have been subject to considerable ad-hoc patchwork repairs. Almost all of the asphalt paving contains a large number of service repair patching which look unattractive and in some areas the asphalt has broken up to the extent that it has become a trip hazard.

Road Carriageways

The surfacing of road carriageways generally appears to be in reasonable condition although the colour surfacing treatments of bus lanes and other road markings on London Road are faded to the extent of being barely visible.



fig 24 Surface Finishes



## 3.07 Street Furniture

### Seating

The only seating within the study area corridor is located within the Piershill Square areas of amenity greenspace, one of which also contains a youth shelter, and outside the Piershill Public Library. There are no opportunities for sitting and resting in close proximity to local shops at any point within the study area corridor save for those offered by the narrow bench seats within bus shelters.

### Cycle Racks

Although the study area corridor appears to be well used by cyclists the only cycle racks are located within the Piershill Squares, Piershill Public Library and outside Dominos Pizza. There are no cycle rack on London Road and it is common to find cycles chained to various items of street furniture.

### Refuse Bins

Communal refuse and recycling bins on London Road are set into the pavements creating pinch points which further restrict pedestrian movement along pavements that are already quite narrow.

### Guardrails + Bollards

There are a number of guardrails at the London Road/ Willowbrae Road junction that appear to serve no useful purpose and create unnecessary street clutter. There is only one short length of guardrail on Portobello Road - outside Icleand - which, in addition to serving little or no useful purpose, is also badly damaged.

There are a variety of different styles of bollard at various locations along the study area corridor, a number of which, particularly on the south side of London Road, appear to serve no useful purpose and create further street clutter.

### Signage

Further street clutter is created by various kinds of signage. There are a number of pole signs from which the signs are missing, pole signs which are damaged and in need of refixing or repainting, and pole signs which could be removed or relocated.

There are also a considerable number of ad hoc A board signs outside shops, particularly on London Road, which, in addition to causing street clutter also hamper pedestrian movement.

### Fly Tipping

There are problems with flytipping in both of the Piershill Squares



fig 25 Street Furniture

3.08 Pedestrian + Cycle Movement

Pedestrian

Provisions for pedestrians and cyclists throughout the study area corridor are generally poor. There is a reasonable spread of green man pedestrian crossings spaced at regular intervals along the length of the corridor (see fig27) although the pedestrian crossing at the Meadowbank Terrace junction is underprovided for in terms of the number of crossing points that are available.

Pedestrian connections onto the study area corridor are limited in number, particularly onto London Road from the north. The main connection from this direction is under the railway bridges via Smokey Brae where there is only one extremely narrow footpath on the east side of the road (0.8m) where pedestrian movement is further constrained by guardrail protection. There are better connections onto London Road from the south including Wolesley Place Lane which has the potential to be an attractive main link in but is presently somewhat run down in appearance and lacking in safety features.

Footpaths on London Road are quite narrow (2.5m avg) and contain a number of pinch points (1.5m avg) where refuse and recycling bins encroach into the pavement space. The effective width of the pavement is further reduced by elements of street clutter including bollards, guardrails, 'A' board signs and parked cycles.

There is a further notable pinch point on the south side of London Road at the bus stop outside Meadowbank House caused by a congested grouping of streetscape elements including bus shelter, phone box, litter bin and pole signage.

Secondary road junctions onto both London Road and Portobello Road are vehicle dominated in their design with full width carriageways, large turning radii and often inadequately designed or non existant drop kerbs and/ or tactile paving making pedestrian movement accross these junctions less than satisfactory. This causes particular problems at the entrance to Morrisons where traffic movements are quite heavy and lack of pedestrian connections into the store has resulted in the formation of adhoc trodden paths through landscaped areas.

Cycle

Although the study area corridor appears to be well used by cyclists there are no dedicated cycleways except for two very short and almost invisible stretches immediately proceeding the traffic lights at the London Road/ Willowbrae Road junction.

As referred to above provisions for cycle parking are also extremely limited resulting in a significant amount of ad hoc parking on lamposts etc.

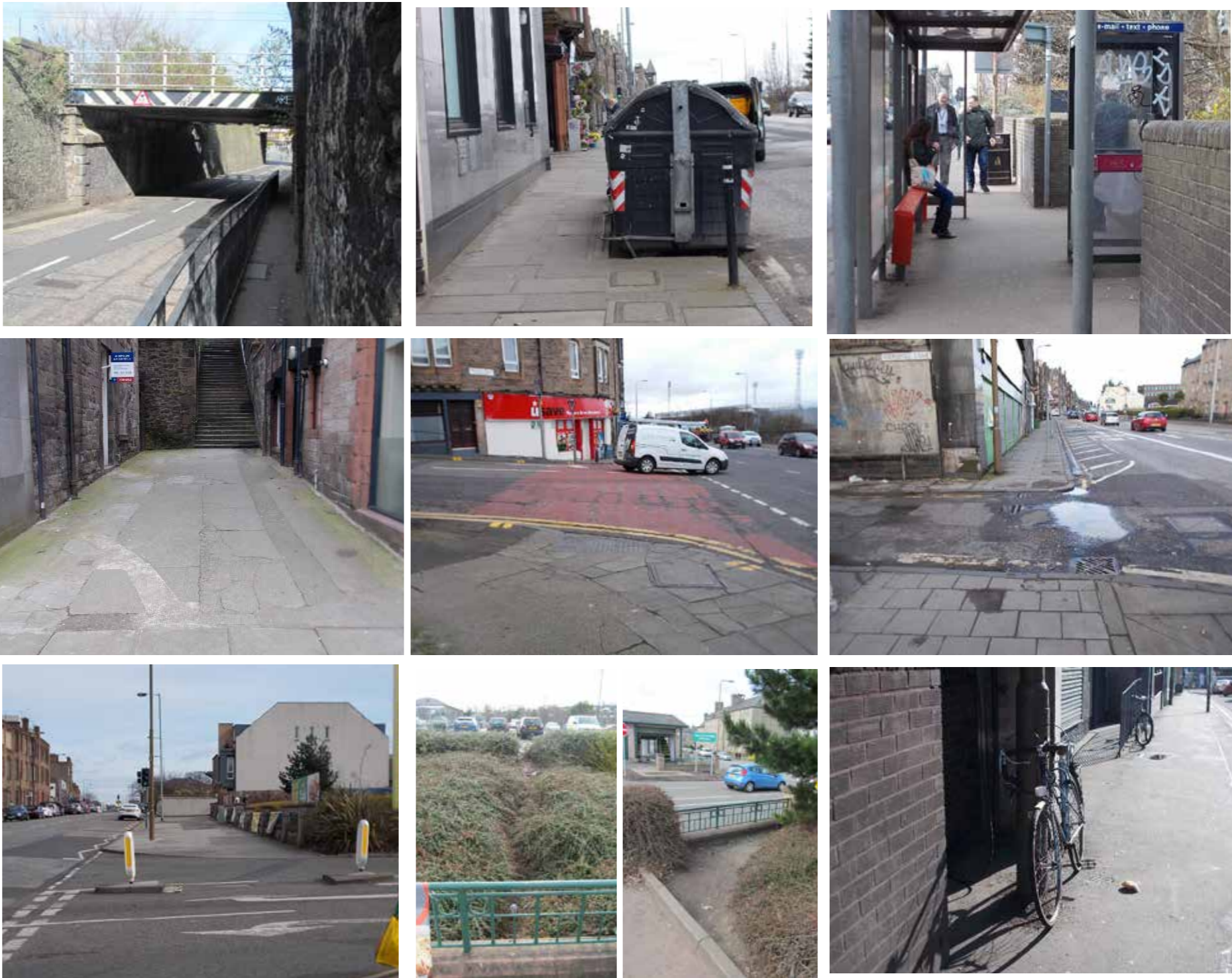
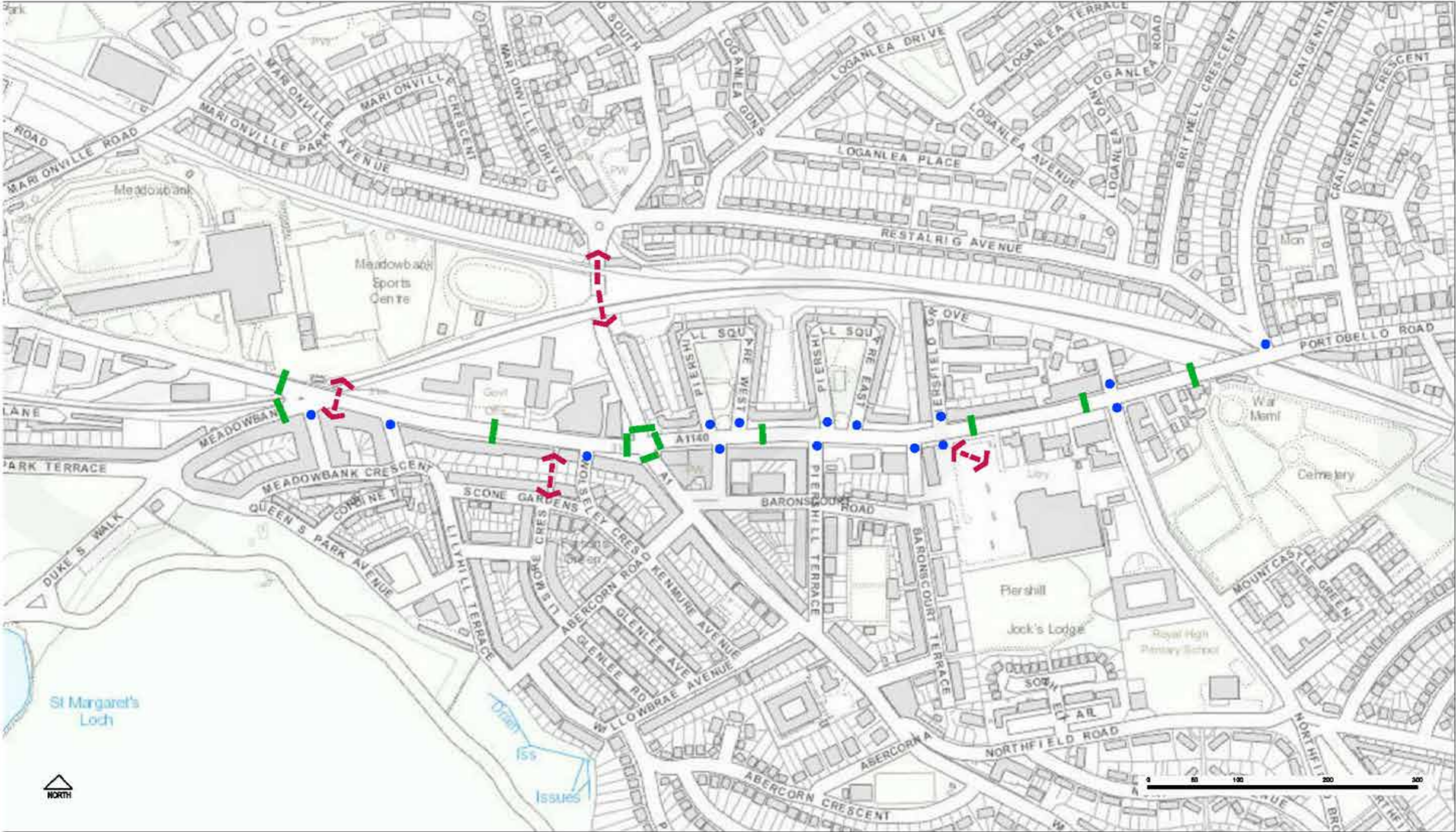


fig 26 Redestrian and Cycle Movement Issues





Project : Meadowbank to Northfield Place Audit + Action Plan  
Client: The City of Edinburgh Council

**PEDESTRIAN LINKAGES**

fig 27 Pedestrian Linkages



### 3.09 Vehicular Movement + Parking

#### Road Carriageways

The study area corridor is heavily vehicle dominated in character. The western end of Portobello Road in particular has an extremely wide road carriageway measuring over 17.5m in places which, although incorporating roadside parking, is surfaced throughout in grey asphalt. The same is true of London Road, which has a carriageway width of around 14.5m although this increases considerably at Meadowbank Terrace junction which incorporates sweeping kerb lines and large expanses of asphalt with minimal provision for pedestrian movement.

There are vehicular movement issues on Wolesley Place where the restricted road width in combination with unrestricted parking on both sides of the road make two way traffic movement extremely difficult.

#### Parking

There are parking weekday/ daytime parking restrictions on London Road but none on the surrounding streets in which parking spaces appear to be at a premium.

Parking on Portobello Road is unrestricted although the parking spaces are undefined at the west end of the road this has resulted in ad hoc diagonal parking adjacent to the kerb edge.



fig 28 Vehicular Movement + Parking Issues

### 3.10 Summary of Main Audit Findings

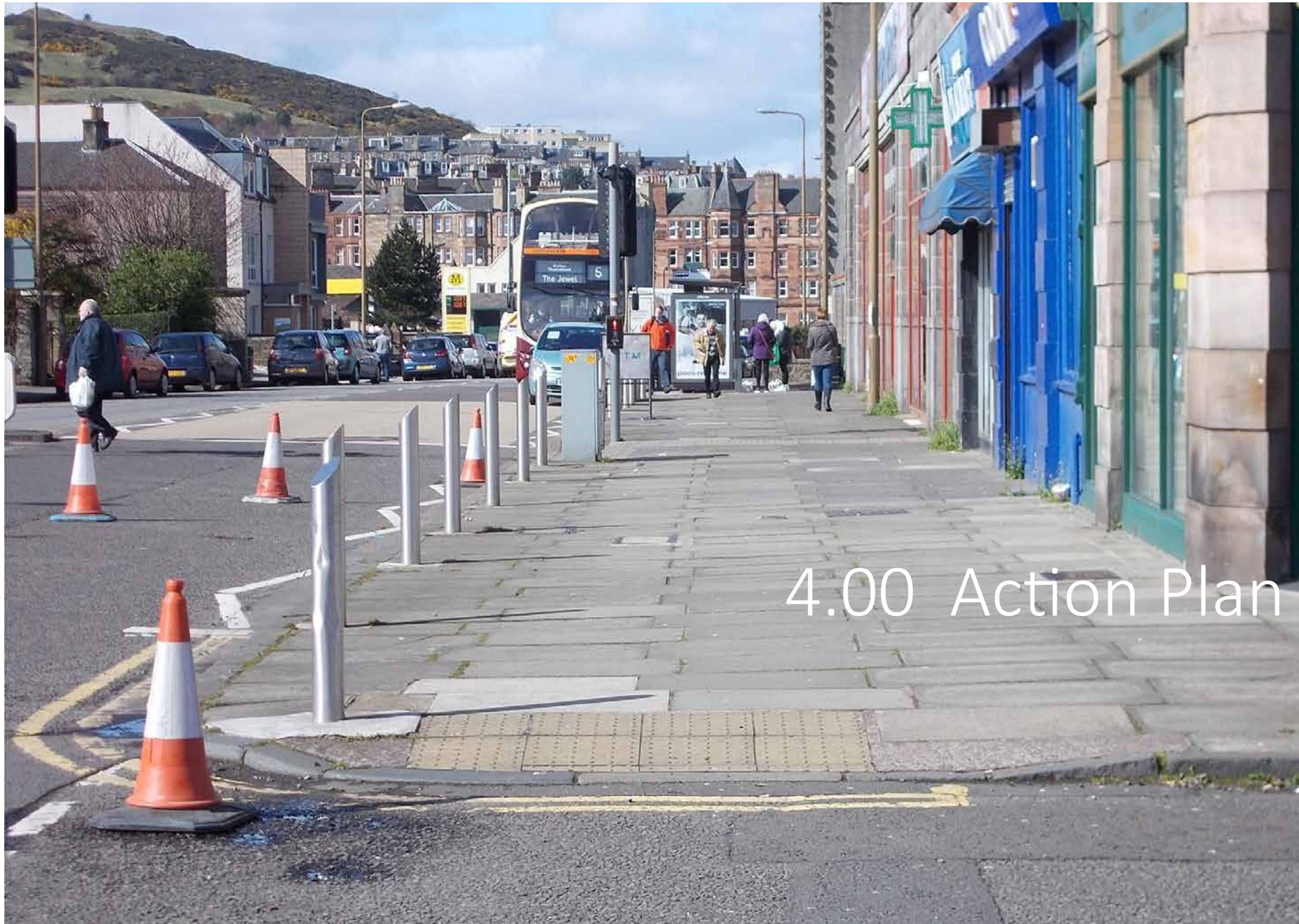
#### . PLACE FUNCTION

- range of different character areas
- lack of street enclosure/ space definition
- poor quality/ out of character shop frontages
- lack of/ poor quality soft landscaping/ open greenspace
- poor quality surface finishes
- lack of seating/ pausing places
- lack of cycle racks
- street clutter - guardrails
- street clutter - bollards
- street clutter - signage
- fly tipping

#### . MOVEMENT FUNCTION

- road dominated - wide carriageways
- narrow footpaths - London Road
- restricted ped. link - Smokey Brae
- low ped. priority at secondary junctions
- poor quality ped. link - Wolseley Place Lane
- ped. movement restrictions - Morrisons
- inadequate ped. priorities - Meadowbank junction
- poor provisions for cyclists
- barely legible carriageway markings
- restricted vehicular movement - Wolseley Pl.
- inadequate parking provisions





## 4.00 Action Plan



# 4.01 Overview

## Aims

The improvement proposals have been formulated in direct response to the issues raised by the study audit, aiming to make the study area:-

- more attractive with a stronger sense of place
- safer/ more accessible for pedestrians + cyclists
- more vibrant, encouraging increased outdoor activity
- to produce improvement proposals that are achievable + sustainable over time

## Core Themes

This has been achieved through the development of a number of locally relevant themes which provide a structure for the proposals themselves. These can be summarised as follows :-

- **improved provisions for pedestrians and cyclists**

including footpath resurfacing, the remodelling of secondary junctions to allow safer pedestrian movement/improved accessibility and the creation of ‘pausing places’, normally in close proximity to local shopping nodes and containing pavement extensions, street trees, seating, cycle racks and other elements to encourage more active use of the street and provide a more enjoyable outdoor experience.

- **structuring landscape elements**

in the form of street trees, both singly or, wherever possible, in avenue form along the whole length of the study area corridor to provide a linking element between different character areas, a stronger edge definition to areas lacking enclosure and a softer, more attractive and more people friendly feel to an area that is currently dominated by hard landscaping.

- **reduced street clutter**

and the use of a coordinated range of street furniture throughout to improve the appearance of the area and strengthen its sense of place.

- **locally relevant artworks/ area branding,**

preferably involving the local community and using the local art resources in the St Margarets House start up units, to introduce repeating elements throughout the study area corridor in the form of either stand alone artworks or customised forms of street furniture that connect with the cultural history of the area and provide a stronger sense of place.

## Work Programming

It is difficult to be too precise on the programming of the improvement proposals at this stage as the client budget is extremely limited and the extent to which it might be possible to supplement this through the use of other Council budget streams is unclear. We have however catagorised the proposals on ‘traffic light’ priority basis, the rationale for which can be described as follows:-

 **Priority 1**

Proposals which it is hoped could be carried out within the next 2 years either because:-

- they will be relatively inexpensive to carry out and could be regarded as ‘quick wins’
- they already form part of existing improvement proposals (although not necessarily in the form that is now proposed) which are to be funded by other Council budgets
- the need for the improvement is particularly urgent and lack of action could be detrimental to public safety.

 **Priority 2**

Proposals which it is hoped would be carried out within 3-4 years

These are proposals which are considered to be of almost equal importance in terms of the contribution that they would make to improving the quality of the environment/ meeting the study aims as those in Piority 1 but would require, as yet unidentified additional budget funding and are not considered to be urgent in terms of pedestrian safety.

 **Priority 3**

Proposals which although of considerable benefit in meeting the study aims are perhaps less essential or would require a significant lead in time and a significant amount of additional funding to come to come to fruition.

These priority allocations should however be regarded as little more than a general guide to work programming and of much greater importance will be the need for a flexible and creative implementation strategy that is able to take maximum advantage of any additional funding opportunities that might become available over time.

It should also be borne in mind that a number of the improvement proposals lend themselves to phased implementation over time. This is particularly true of proposals, such as shopfront improvements, which would require a significant amount of relatively low cost lead in work (in the production design guidance for shopfront improvements) that could be carried out well in advance and might be useful in its own right as a vehicle for supplementary funding applications.

And finally, although the proposals aim for a level of improvement that we consider would provide optimum results in cost /benefit terms, a number of them could be significantly reduced in scale should budget restrictions warrant this. This is particularly true of the proposals for pausing places where, even if nothing else was affordable, something as simple as a seat or a tree would make all the difference.



# 4.01 General

Improvement proposals that apply to all parts of the study area corridor.

## G1 REDUCED STREET CLUTTER- REMOVAL/ REPAIR OF GUARDRAILS

Benefits : Improved appearance. Improved accessibility  
Priority : ●  
OM Cost : £2,800

To include the removal of pedestrian guardrails on both sides of Willowbrae Road at the junction with London Road and the removal or repair of the small length of guardrail in front of Iceland at the Portobello Road/ Northfield junction.

Also to include the removal of guardrails on the east side of Smokey Brae as part of a package of proposals to improve pedestrian access in this area. (see Proposal L5).

All proposals to be subject to verification using the Council's standard Guardrail Assessment Procedure

## G2 REDUCED STREET CLUTTER- REMOVAL/ REPLACEMENT OF BOLLARDS

Benefits : Improved appearance. Improved accessibility  
Priority : ●●  
OM Cost : £5,500

To include the removal of all types of 'old style' black cast iron bollards and, where necessary, their replacement with 'new style' brushed steel bollards as currently existing at the Craiginny Avenue and Northfield junctions.

Existing brushed steel bollards to be repaired/ refixed as necessary.

All proposals to be subject to verification using the Council's standard Bollard Assessment Procedure

The OM cost does not include for any increased specification repaving which could also be required if vehicle overrunning was considered to be a likely problem.

## G3 REDUCED STREET CLUTTER- REMOVAL/RELOCATION OF SIGNAGE

Benefits : Improved appearance. Improved accessibility  
Priority : ●  
OM Cost : £4,000

To include the removal of all road and parking signage that is not absolutely necessary, the removal of sign poles which no longer contain any signage (or the replacement of such signage where absolutely necessary), the replacement of pole signage with signs mounted on other essential elements of street furniture, the repositioning of signage to locations where they are more easily read and the repair of existing signage where necessary.

Also to include management and enforcement measures to limit the provision of ad hoc A board signage by retailers.

All proposals to be subject to verification using the Council's standard De-Cluttering Assessment Procedure

## G4 PROVISION OF CYCLE RACKS

Benefits : Improved accessibility for cyclists, Increased activity  
Priority : ●  
OM Cost : £16,000

To include the provision of cycle racks in association with other streetscape improvements in close proximity to local shopping nodes to achieve a good level of provision throughout the study area. Suitable locations include Craiginny Avenue, Northfield, Wolseley Place Lane and Meadowbank Avenue.



## G5 SHOPFRONT IMPROVEMENTS

Benefits : Improved appearance. Increased activity. Stronger sense of place

Priority : ●●●

OM Cost : £80,000

The provision of design guidelines for shopowners to ensure that shopfront improvements are carried out in a manner that will compliment and enhance the architectural character of the building, whilst also bringing commercial benefits. The guidelines would include alternatives to solid roller shutters that would allow shops to present a more active frontage display when closed during daytime hours. They would also include guidelines for the treatment of properties that have been converted from retail to residential use.

More proactively the guidelines could form the basis for a Grant Aided Shopfront Improvements Scheme within which shopowners would be offered a grant towards the cost of shopfront improvements which were carried out in accordance with the guideline requirements.



original cornice + fascia restored as necessary and repainted

applied signboard removed and replaced with hand painted or raised individual letter signage

Clerestorey and fan light windows reinstated

Window frames painted in darker colour - same as stall risers

Original stallrisers repainted in darker colour to main walls for added emphasis + resistance to scuffing



existing fascia lighting removed and replaced with unobtrusive matt black fittings located above cornice

hanging sign relocated on original fascia

'DENTAL SURGERY' etched on the fan light

Dental SurgeRY re-painted in same colour as vets to avoid breaking up shopfronts with too many colour variations



consistent treatment to be applied to both shop fronts if at all possible to reinforce the architectural integrity of the building frontage

13 Main St.  
Veterinary  
Surgery



## G6 ARTWORKS/ AREA BRANDING

Benefits : Stronger sense of place. Improved appearance

Priority : ●●●

OM Cost : £25,000

The inclusion of locally relevant artworks within streetscape elements to strengthen area identity / sense of place. The artworks could draw on the areas cultural history - the railways and military barracks and/ or local reminiscences. They could be incorporated in a variety of different forms - as bespoke features within essential item of street furniture such as bollards, signage, paving or walling, stand alone elements, murals, temporary installations or even as 'creative graffiti'

Such projects would offer significant opportunities for various forms of community involvement. They would also offer significant opportunities for tapping into the resources available from the local start up design practices which operate from the St Margarets House Arts venture.



fig 29 Improvement Themes - Shopfront Improvement Guidance, Public Artwork and Area Branding



4.03 London Road

**L1 JUNCTION IMPROVEMENTS + CREATION OF PAUSING PLACE - MEADOWBANK TER.**

Benefits : Improved pedestrian movement, Increased outdoor actiity, Improved appearance, Stronger sense of place.

Priority : ●

OM Cost : £423,500

Junction remodelling including improved provisions for pedestrian crossing, pavement extensions, street trees, seating and cycle racks to create an attractive 'pausing space' that will encourage outdoor activity, soften the appearance of the area and strengthening its sense of place. Street trees would ideally be planted into the ground or, if this was not possible - and certainly in the case of the landscaping proposed above the railway tunnel - in planting containers. The proposal would offer significant opportunities for the inclusion of artwork/ branding as outlined in G6 above, both within elements of street furniture and paved surfaces.

Although radically remodelled the road carriageway widths leading into the junction will remain unchanged. The secondary junction with Meadowbank Avenue will be remodelled on SRET (side raised entry treatment) principles to incorporate pavement widening and a continuous footpath raised table for improved pedestrian movement.

It is understood that improvements to provide additional green man crossing points at this junction are already planned for the current financial year which could provide an ideal opportunity for the early implementation of all or part of these proposals and is the principal reason for its Priority 1 rating.

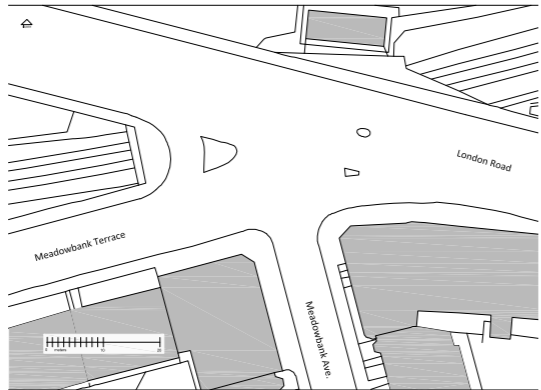


fig 30 Meadowbank Terrace/Junction as Existing

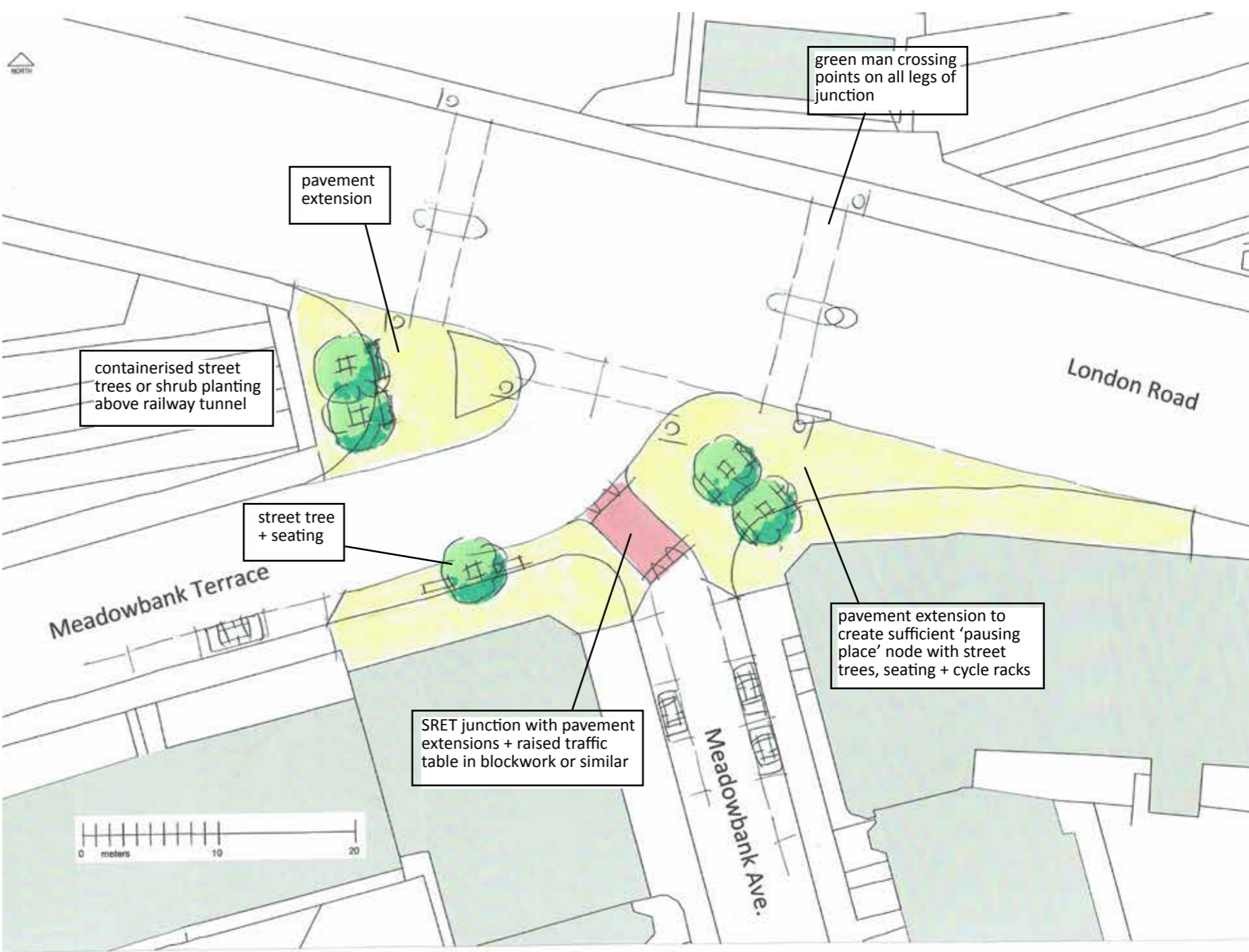


fig 31 Meadowbank Terrace Junction Concept Sketch as Proposed



L2 JUNCTION IMPROVEMENTS -  
PARSONS GREEN TERRACE

Benefits : Improved pedestrian movement, Increased outdoor activity,  
Improved appearance, Stronger sense of place.

Priority : ●  
OM Cost : £72,900

junction remodelling based on SRET principles including pavement extensions and a continuous footpath raised table for improved pedestrian movement. Existing bollards to be removed and slabbed repaving extended eastwards to replace the area of existing paving that is currently in poor condition. Because of the width of Parsons Green Terrace there is an opportunity for pavement extensions into the carriageway that would be sufficiently large to allow for the creation of a minor 'pausing place' on the west side of the junction.

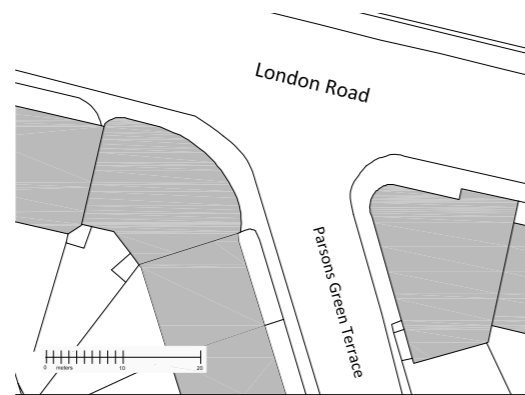


fig 33 Parsons Green Terrace Junction  
as Existing




fig 34 Parsons Green Terrace Junction  
Concept Sketch as Proposed



**L3 JUNCTION IMPROVEMENTS -  
JOCKS LODGE LANE**

Benefits : Improved pedestrian movement.


Priority : 

OM Cost : £20,000

The application of SRET principles to incorporate a continuous footpath raised table and tactile paving for improved pedestrian movement at this minor junction. Opportunities for reuse of existing stone cobbles.

**L4 JUNCTION + TRAFFIC MANAGEMENT  
IMPROVEMENTS - WOLSELEY PLACE**

Benefits : Improved pedestrian + vehicular movement

Priority : 


OM Cost : £20,000

The application of SRET principles to incorporate pavement extensions, a continuous footpath raised table and tactile paving for improved pedestrian movement in combination with the introduction one way traffic regulations along the length of Wolseley Place for improved vehicular movement.

Traffic movement could alternatively be improved through the introduction of parking restrictions to limit parking to one side of the road although this could be problematic as parking spaces in this area appear to be at a premium.

**L5 PEDESTRIAN ACCESS IMPROVEMENTS +  
TRAFFIC MANAGEMENT - SMOKEY BRAE**

Benefits : Improved pedestrian movement


Priority : 

OM Cost : £28,000

The introduction of traffic management measures on Smokey Brae that would enable pavement widening and the removal of guardrails for improved pedestrian movement. Traffic management measures might involve the introduction of an alternating one way traffic movement system involving the use of traffic lights or give way priorities. It is appreciated that this will not be without its difficulties, particularly as there are two railway bridge crossings to be contended with, and any such proposals will require to be the subject of detailed technical assessment. The priority 1 rating in this case is primarily a reflection of the importance that is attached to resolving these issues.

**L6 FOOTPATH RESURFACING - SLABS +  
REMOVAL OF PINCH POINTS**

Benefits : Improved pedestrian movement, Improved appearance

Priority : 


OM Cost : £25,000

The repaving of those areas of slabbed pavement on the south side of London Road that are in poor condition and those areas where bollards are to be removed (see proposal G2 and Summary Proposals Drawing). Design and specification of repaving to accommodate occasional overrunning by vehicles.

Communal refuse and recycling bins to be relocated to sit wholly within the road carriageway if at all possible and pavements reinstated to their full width.

**L7 FOOTPATH RESURFACING - ASPHALT**

Benefits : Improved appearance

Priority : 

OM Cost : £75,000

Asphalt footpaths on the north side of London Road to be resurfaced and kerbing lifted/ reinstated where necessary.


**L8 FOOTPATH IMPROVEMENTS -  
WOLSELEY PLACE LANE**Benefits : Improved pedestrian movement, Improved appearance,  
Stronger sense of place.Priority : 

OM Cost : £25,000

Repaving throughout, the provision of tactile paving at the top and bottom of the steps and 4 no. cycle racks in close proximity to London Road. This location is considered particularly well suited to the inclusion of artworks/ branding which could be incorporated within the floor pattern and/ or on gable walling (see proposal G6).

**L9 RESIDENTIAL FRONT GARDEN +  
WALLING IMPROVEMENTS**

Benefits : Improved appearance, Improved pedestrian safety

Priority : 

OM Cost : £0 (private owner cost)

The enforcement of measures to carry out structural improvements to the area of stone front garden retaining wall mid way along London Road that is currently in an unstable condition and the development of Council initiatives to encourage residents to carry out garden improvements.



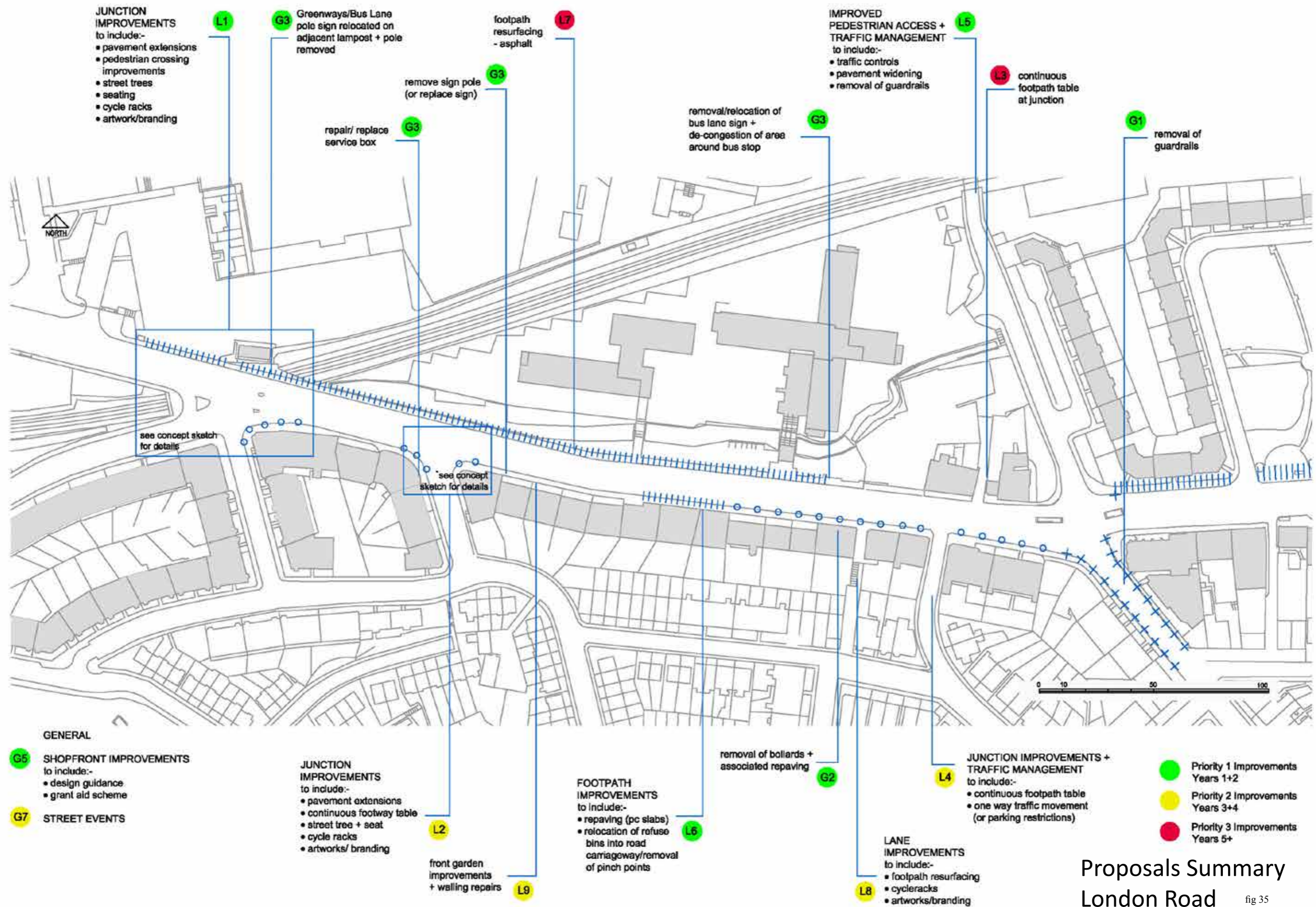


fig 35



4.02 Portobello Road

**P1 CARRIAGEWAY IMPROVEMENTS + STREET TREES  
-PORTOBELLO ROAD WEST**

Benefits : Stronger sense of place/ enclosure. Improved accessibility for cyclists + pedestrians, Improved landscape structure.

Priority : ●

OM Cost : £566,000

The provision of contrasting surface finishes and street trees to reduce the perceived width of the road carriageway, strengthen enclosure patterns and create a softer, more pedestrian orientated streetscape character whilst also providing more clearly defined parking spaces and dedicated cycle lanes.

It hoped that these improvements could be incorporated within the carriageway resurfacing work which is scheduled to be carried out over this stretch of road in the current financial year.

**P1A IMPROVEMENTS TO SECONDARY ROAD JUNCTIONS  
- PORTOBELLO ROAD WEST**

Benefits : Improved accessibility for pedestrians.  
Reduced road dominance

Priority : ●●●

OM Cost : £255,000

The application of SRET principles at secondary junctions incorporating traffic tables either constructed in coloured asphalt or pc setts such as Marshalls 'Tegula' or similar, road narrowing/ pavement extensions, minimum turning radii corners and tactile paving. (8 secondary junctions in total).

The majority to be incorporated within the carriageway resurfacing work which is scheduled to be carried out over this stretch of road within the current financial year if at all possible. Otherwise to be phased in as budgets become available.



fig 36 Typical SRET Junction

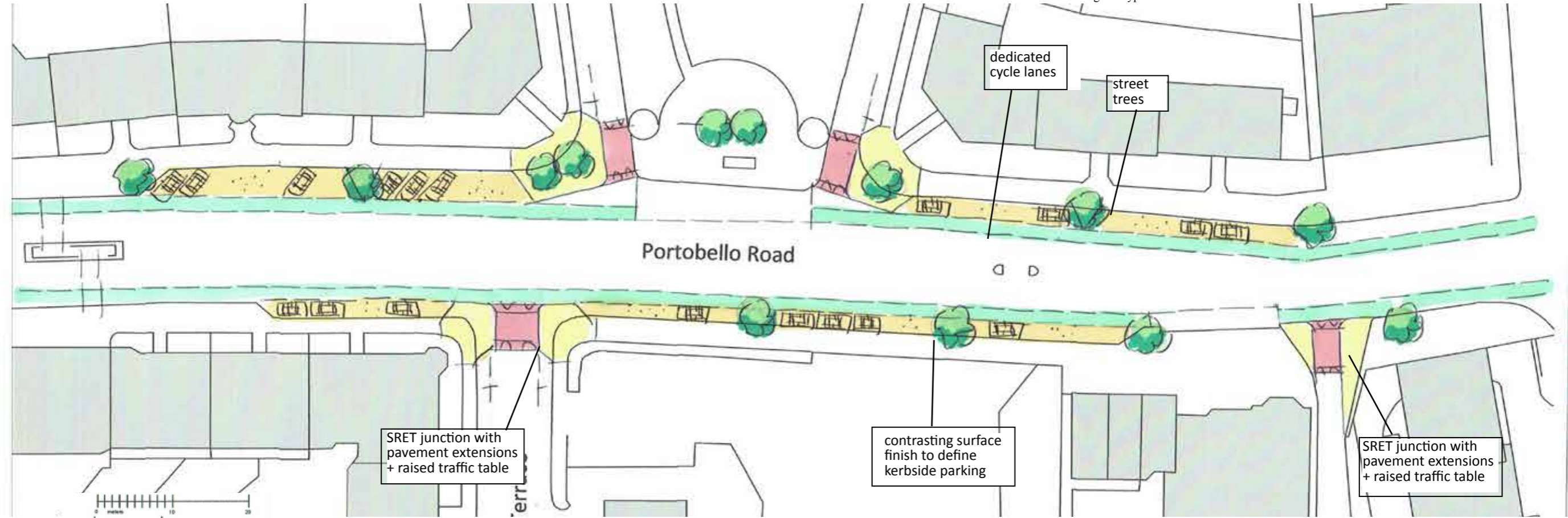


fig 37 Portobello Road West - Concept Sketch as Proposed



**P2 JUNCTION IMPROVEMENTS +  
CREATION OF PAUSING PLACE - NORTHFIELD**

Benefits : Improved pedestrian movement, increased outdoor activity,  
Improved appearance, Improved landscape structure,  
Stronger sense of place.

Priority : ●  
OM Cost : £00.00

The application of SRET principles at both secondary junctions road narrowing/ pavement extensions, minimum turning radii corners and tactile paving. Both junctions also to incorporate continuous footpath raised tables or, if this is not possible in the case of the Northfield Broadway junction because of the use of this road as a bus route, then a different surface finish.

Street trees and seating to be incorporated to improve the appearance of the area and encourage increased outdoor activity.

The improvements could be extended to include resurfacing of the whole of the pavement in front of the Northfield Broadway shops, currently surfaced in asphalt, in banded pc slabs should sufficient funding be available.



fig. 38 Northfield Junction  
as Existing

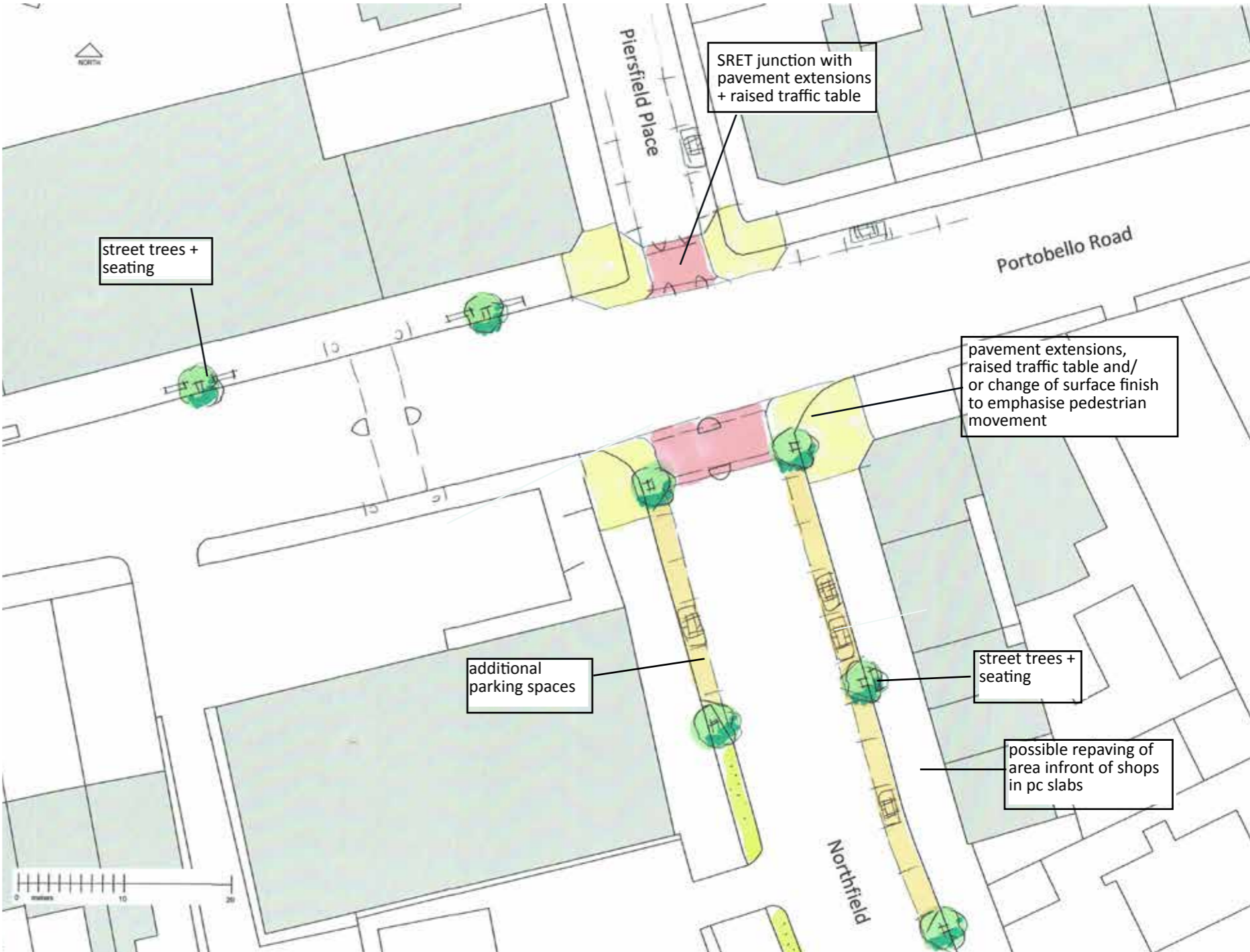


fig. 39 Northfield Junction  
Concept Sketch as Proposed



**P3 JUNCTION IMPROVEMENTS - MORRISONS**

Benefits : Improved pedestrian movement, Improved appearance,  
Improved landscape structure, Stronger sense of place.

Priority : ●  
OM Cost : £83,000

The creation of a safer pedestrian crossing point at this busy entrance to include pavement extensions, reduced corner radii (whilst still being capable of accommodating large supersotres and petrol delivery vehicles) a different surface finish to emphasise pedestrian crossing movement, drop kerbs and tactile paving.

Proposals also to include an additional footpath link in the north west corner of Morrisons car park to accommodate current pedestrian shortcutting movements across the area of landscape planting, repaving of the public footpath in front of the Morrisons car park and petrol station in pc slabs and the provision of street trees either within the area of existing landscape planting or within the public footpath.

All of the above proposals to be developed in discussion with Morrisons.

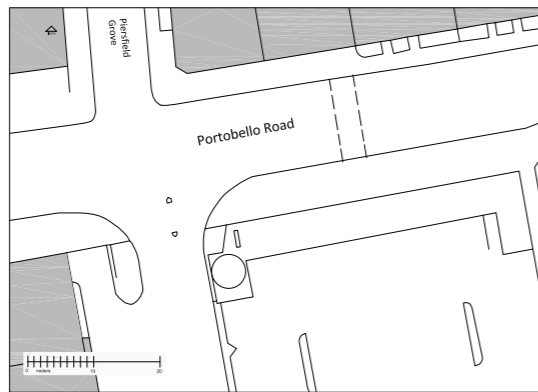


fig 40 Morrisons Entrance Junction as Existing

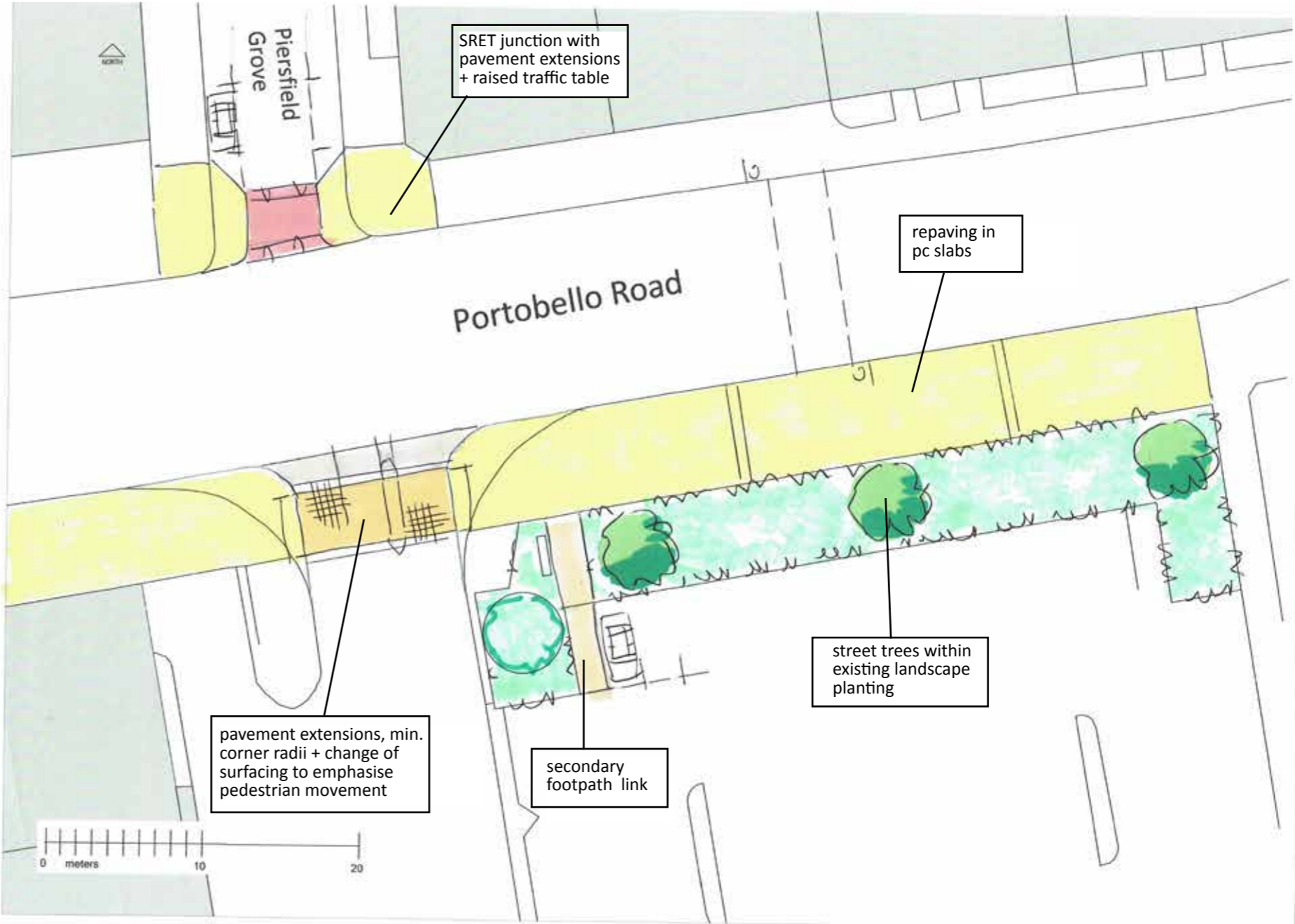


fig 41 Morrisons Entrance Junction Concept Sketch as Proposed



**P4 FOOTPATH RESURFACING - ASPHALT**

Benefits : Improved pedestrian movement, Improved appearance,

Priority : ●●

OM Cost : £185,000

Asphalt footpaths to be resurfaced as indicated on the Summary Proposals Drawing. Priority to be given to the stretch of pavement on the south side of Portobello Road where there is significant potholing at the present time.

**P5 FOOTPATH RESURFACING + CREATION OF PAUSING PLACE - CRAIGENTINNY AVENUE**

Benefits : Improved appearance, Increased outdoor activity.

Priority : ●

OM Cost : £94,500

Repaving of the whole of the footpath area in front of the shops and provision of a street tree, seat and cycle racks to improve the appearance of the area and encourage outdoor activity.

**P6 RESIDENTIAL FRONT GARDEN IMPROVEMENTS + WALLING REPAIRS**

Benefits : Improved appearance

Priority : ●

OM Cost : £0 (private owner cost)

Initiatives to promote gardening activity by tenement residents + repairs to the low stone walling which borders the tenement front gardens on Piershill Place



## 4.03 Piershill Squares

### S1 PROMOTION OF GARDENING ACTIVITY/ COMMUNITY GARDENER

Benefits : Increased outdoor activity, Improved appearance, Healthy living, Wildlife habitat, Community development

Priority : ●

OM Cost : £15,000 (1 year appointment)

To include CEC initiatives, collaboration with existing community growing projects and the appointment of a full time community gardener to promote gardening/ growing activity by local residents.

### S2 IMPROVEMENTS TO PIERSHILL SQUARE EAST + WEST

Benefits : Increased outdoor activity, Improved appearance, Healthy living, Community development

Priority : ●●●

OM Cost : £40,000

The provision of additional facilities the final choice of which would be made in collaboration with local residents but which could usefully include seating, tree planting and additional play facilities to cater for a wider range of age groups. Also to include replacement of the Piershill Square namesign and additional tree planting within paved crescents at Square entrances (Priority 1 rating)

### S3 IMPROVEMENTS TO REAR OPEN SPACE

Benefits : Increased outdoor activity, Improved appearance, Healthy living, Community development

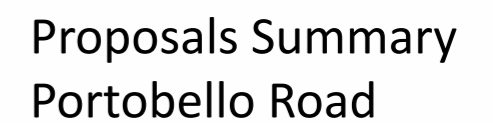
Priority : ●●

OM Cost : £50,000

Although outwith the scope of the current study these open space present a major opportunity for the development of more positive outdoor use. The final choice of uses would be made in collaboration with local residents but possible options could include community gardens, local allotments and/ or a community orchard.



fig 42 Improvement Theses - Gardening Activities + Play Facilities



## 4.05 Improvements Summary - Priorities + OM Costs

Order of magnitude costs for all improvement proposals are shown opposite. All costs are based on current rates for the anticipated work elements and assume implementation by private contractor /competitive tendering. They do not include for VAT where applicable or for professional fees. A more detailed cost breakdown for each element is contained in Appendix 2.

It should be noted that many of the proposals contain a number of elements, some of which could be omitted and/ or phased in over time should this be required as a result of funding restrictions.

It should also be noted that well over half of the total cost is accounted for by proposals L1 and P1/1A for which, it has been assumed, funding may be available from other budgets.

Ref	Improvement	Priority			OM Cost (£)	Comments
		1	2	3		
	<b>GENERAL</b>					
G1	Removal/ repair of guardrails	•			2,800	subject to CEC assessment protocols
G2	Removal/repair/ replacement of bollards	•	•		5,500	subject to CEC assessment protocols
G3	Remove/ repair/ replacement/ relocation of traffic signage	•			4,000	subject to CEC assessment protocols
G4	Provision of cycle racks	•			16,000	Wolseley Pl. Lane ( x 4), Northfield Junction ( x4), Meadowbank Ter. junction ( x4), Craigentenny Ave (x2)
G5	Shopfront Improvement initiatives	•	•	•	80,000	assumes 80% grant aid for improvements to 10 shops
G6	Artworks/ Area Branding	•	•	•	25,000	possible involvement of artists from St Margarets House start up
	<b>LONDON ROAD</b>					
L1	Junction Improvements + Pausing Place/Street Trees - London Rd./ Meadowbank Ter.	•			431,500	including pavement widening, raised continuous footway table (Meadowbank Ave.), street trees (x4) + seating (x4)
L2	Junction Improvements- Parsons Green Ter.		•		72,900	pavement widening + raised continuous footway table
L3	Junction Improvements Jocks Lodge Lane			•	20,000	raised continuous footway table, reuse of cobbles
L4	Junction + Traffic Management improvements - Wolessley Place		•		20,000	pavement widening + raised continuous footway table + possible change to one way traffic movement
L5	Pedestrian Accessibility/ Traffic management Improvements - Smokey Brae.	•			28,000	possible traffic light or 'give way' priority controls in combination with footpath widening/ removal of guardrails
L6	Footpath Resurfacing - PC Slabs + Removal of Refuse Bin Pinch Points	•			25,000	on south side of road - including relocation of refuse bins to be wholly within road carriageway
L7	Footpath Resurfacing - asphalt			•	75,000	on north side of road incl. short stretches of kerb reinstatement
L8	Footpath improvements to Wolseley Place Lane		•		25,000	including repaving, cycle racks (G4) + poss. artworks(G6)
L9	Residential Front Garden Improvements + Walling Repairs		•		P	cost to tenement owners
	<b>PORTOBELLO ROAD</b>					
P1	Carriageway Improvements + Street Trees- Portobello Road West	•			566,000	including carriageway resurfacing, contrasting treatment for car parking, cycle lanes + street trees (x9)
P1A	Secondary junction improvements (in association with P1 if possible)	•	•	•	112,600	road narrowing + raised continuous footway tables at secondary junctions (x8) - to be included within P1 contract if at all possible
P2	Junction Improvements + Pausing Place/ Street Trees - Portobello Road/ Piersfield Grove/ Northfield Broadway		•		237,200	including pavement widening, raised continuous footway tables, street trees (x5 -7) + seating (2-6)
P3	Junction Improvements - Morrisons Entrance		•		83,000	including improved pedestrian access to store from west, repaving + street trees (x3).
P4	Footpath Resurfacing - Portobello Road - asphalt		•	•	185,000	P2 - south side of rd adj to vacant tyre repair centre, P3-the rest.
P5	Footpath Resurfacing + Pausing Place- Craigentenny Ave.			•	98,500	repaving throughout + seats (x2) + street trees (x2)
P6	Residential Front Garden Improvements + Walling Repairs			•	P	
	<b>PIERSHILL OPEN SPACES</b>					
S1	Promotion of Gardening Activity/ Community Gardener			•	15	cost per annum
S2	Improvements to Piershill Square East + West			•	40	additional play + seating facilities (in discussion with residents)
S3	Improvements to rear open space			•	50	possible allotments/ community garden/ orchard (in discussion with local residents)
	<b>TOTALS</b>				2,235,800	





This report forms Lot 1 of a commission by Craigentenny and Duddingston Environment Forum and The City of Edinburgh Council East Neighbourhood Partnership Lot 2 of which will involve use of the Plan as a basis for more detailed consultations with the local community and relevant service providers. Bearing this in mind we would suggest the following next steps:-

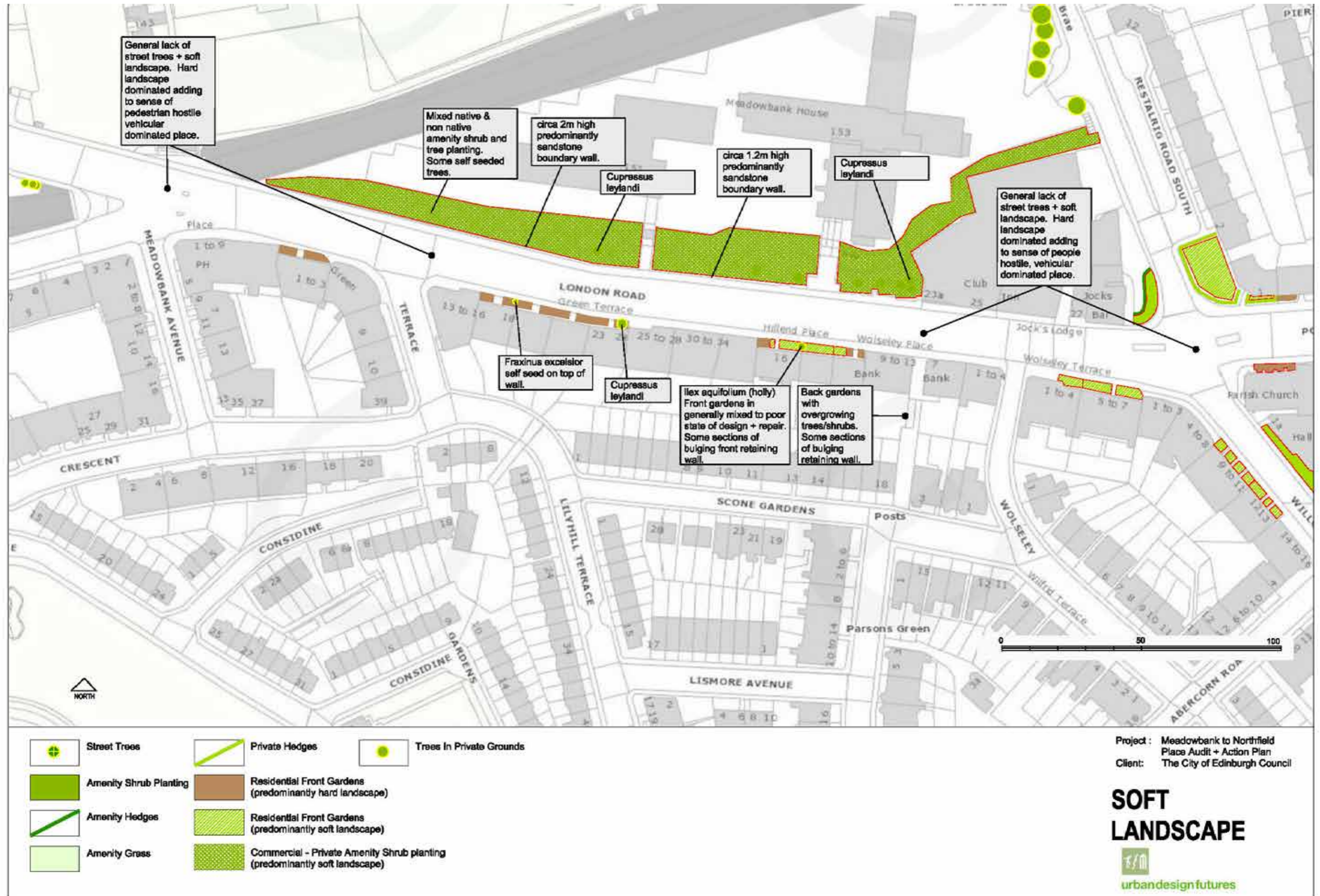
- Consultant (re)appointments as required.
- Use of the Audit + Action Plan as a basis for more detailed consultations + collaboration with the local community and service provider departments.
- Discussions with Morrisons regarding the implementation of proposal P3
- Detailed technical assessment of updated priority 1 proposals including the application of standard Council Assessment procedures for the possible removal of guardrails and bollards
- The development of a funding strategy to maximise opportunities for the early implementation of proposals
- Discussions with St Margarets House Arts to establish the availability of resources for the development of artwork + branding proposals
- The preparation of planning and design guidelines for shopfront improvements.



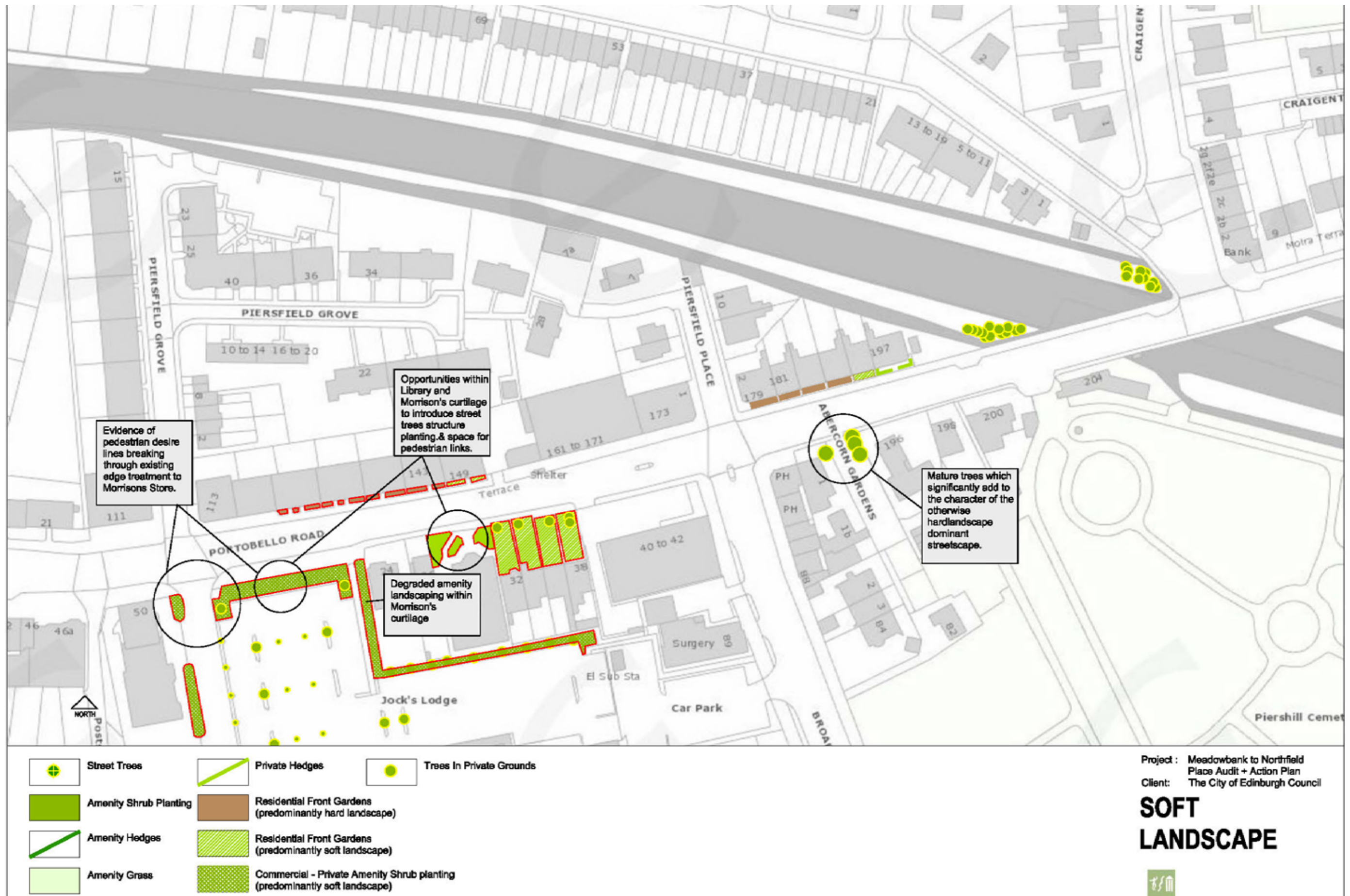


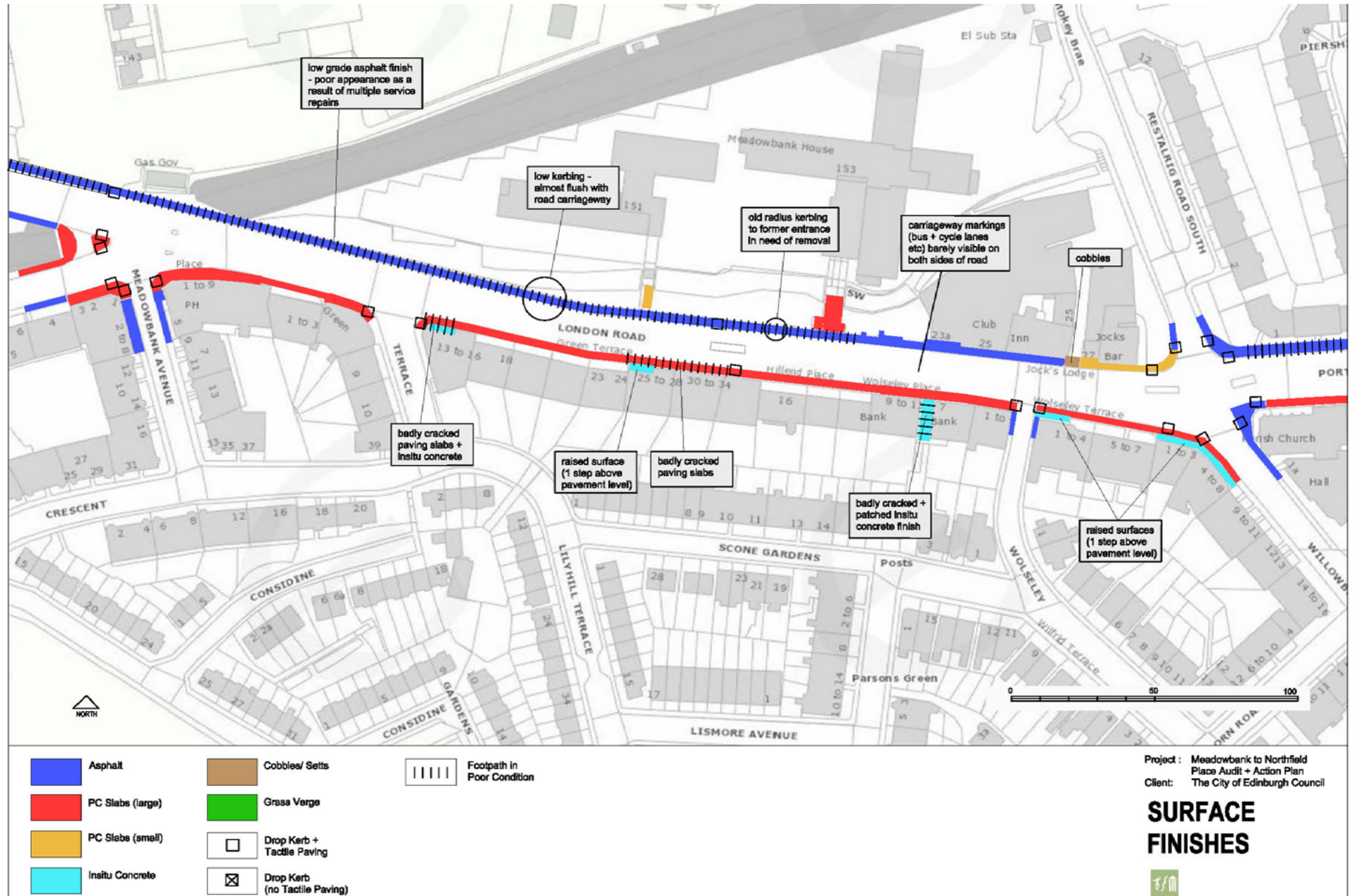
# Appendix 1 Survey Drawings

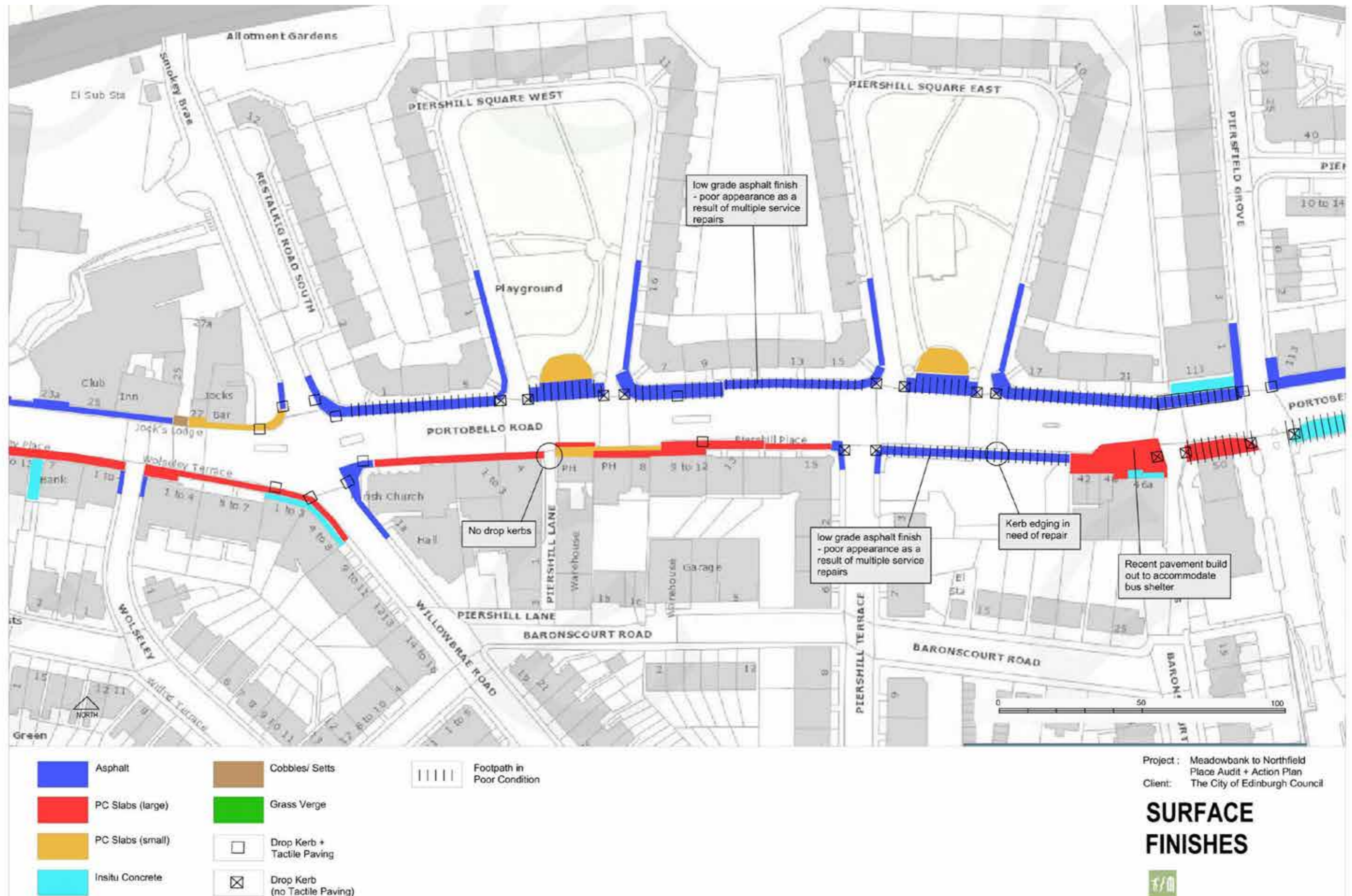


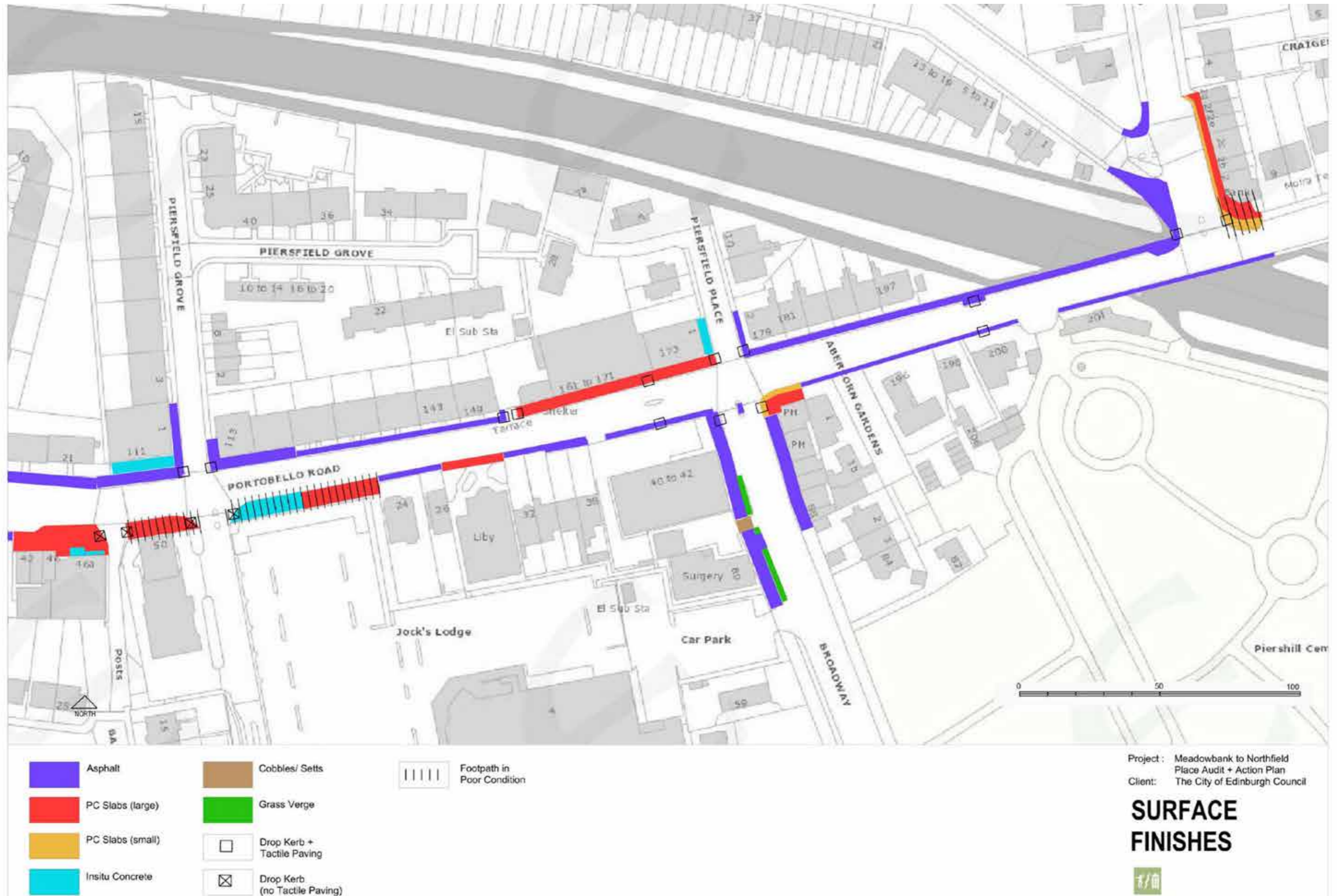


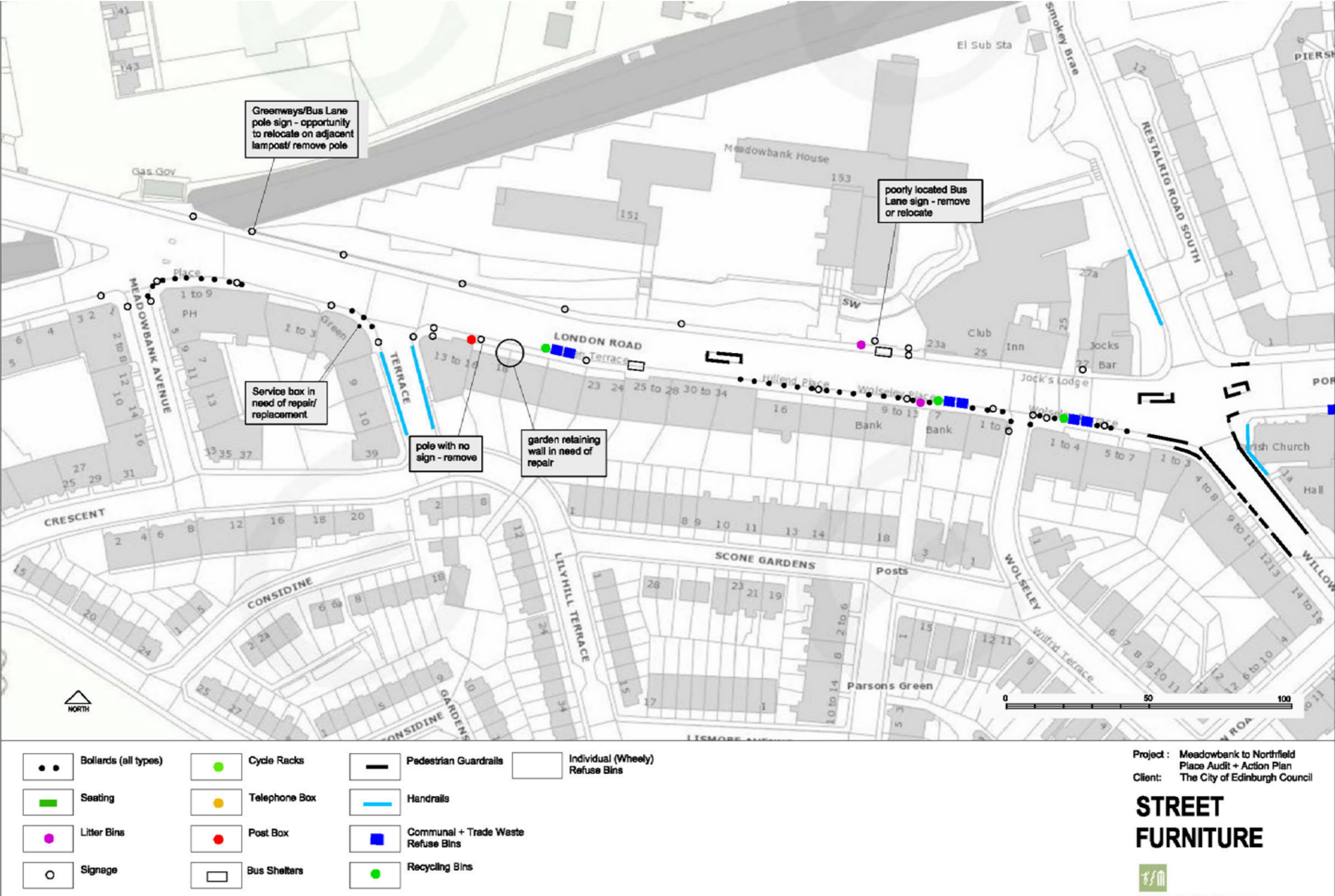


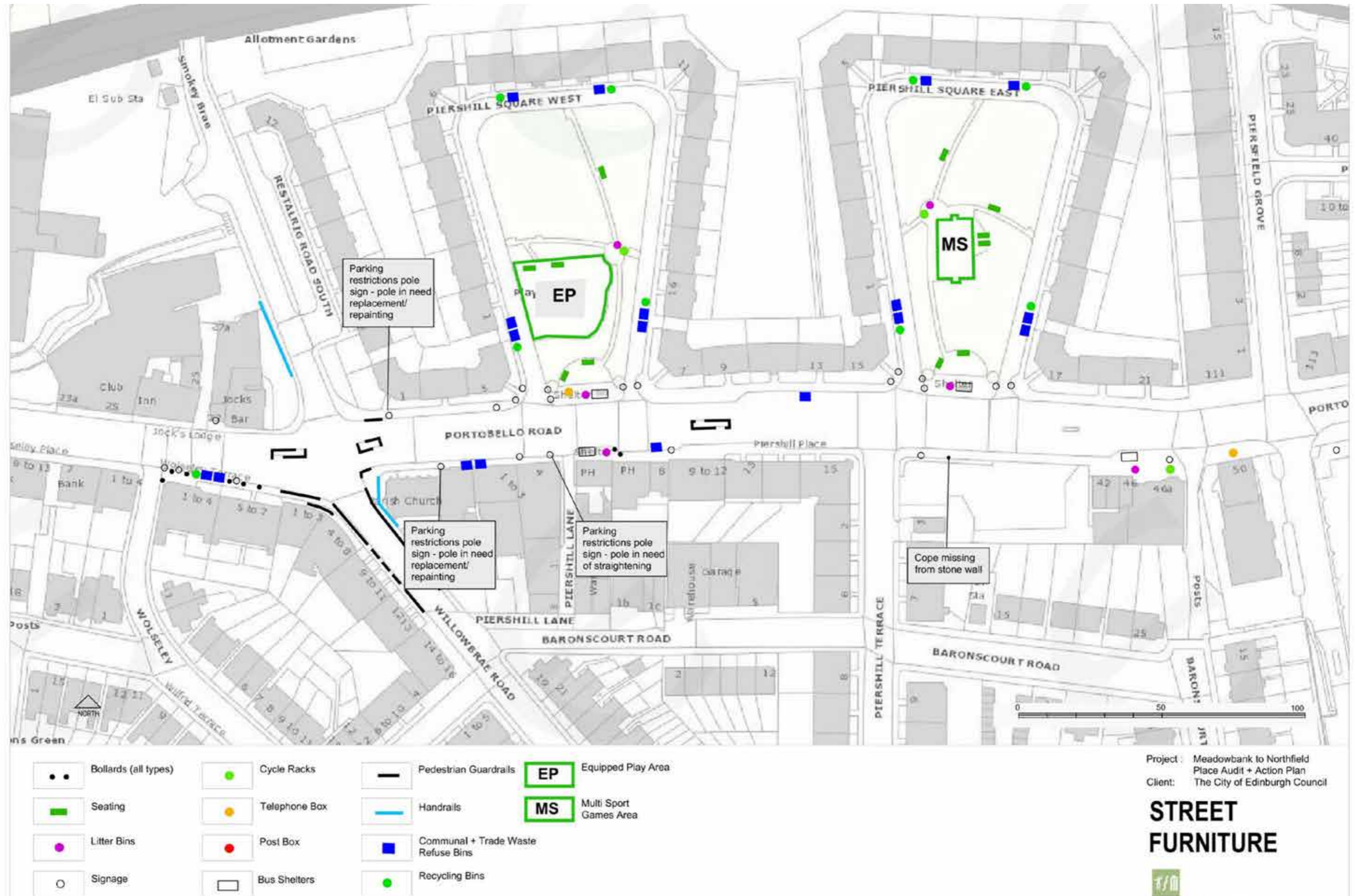


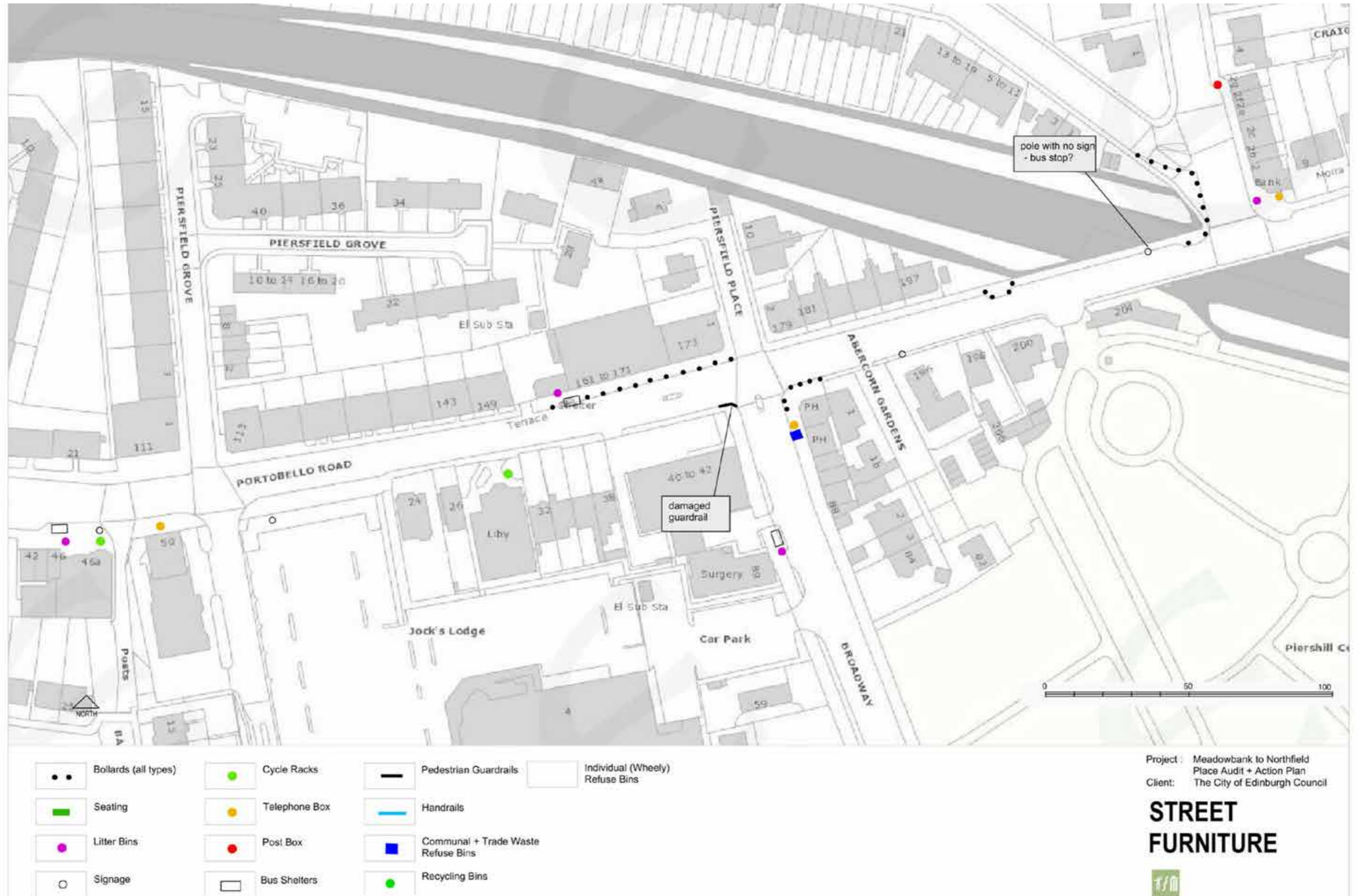


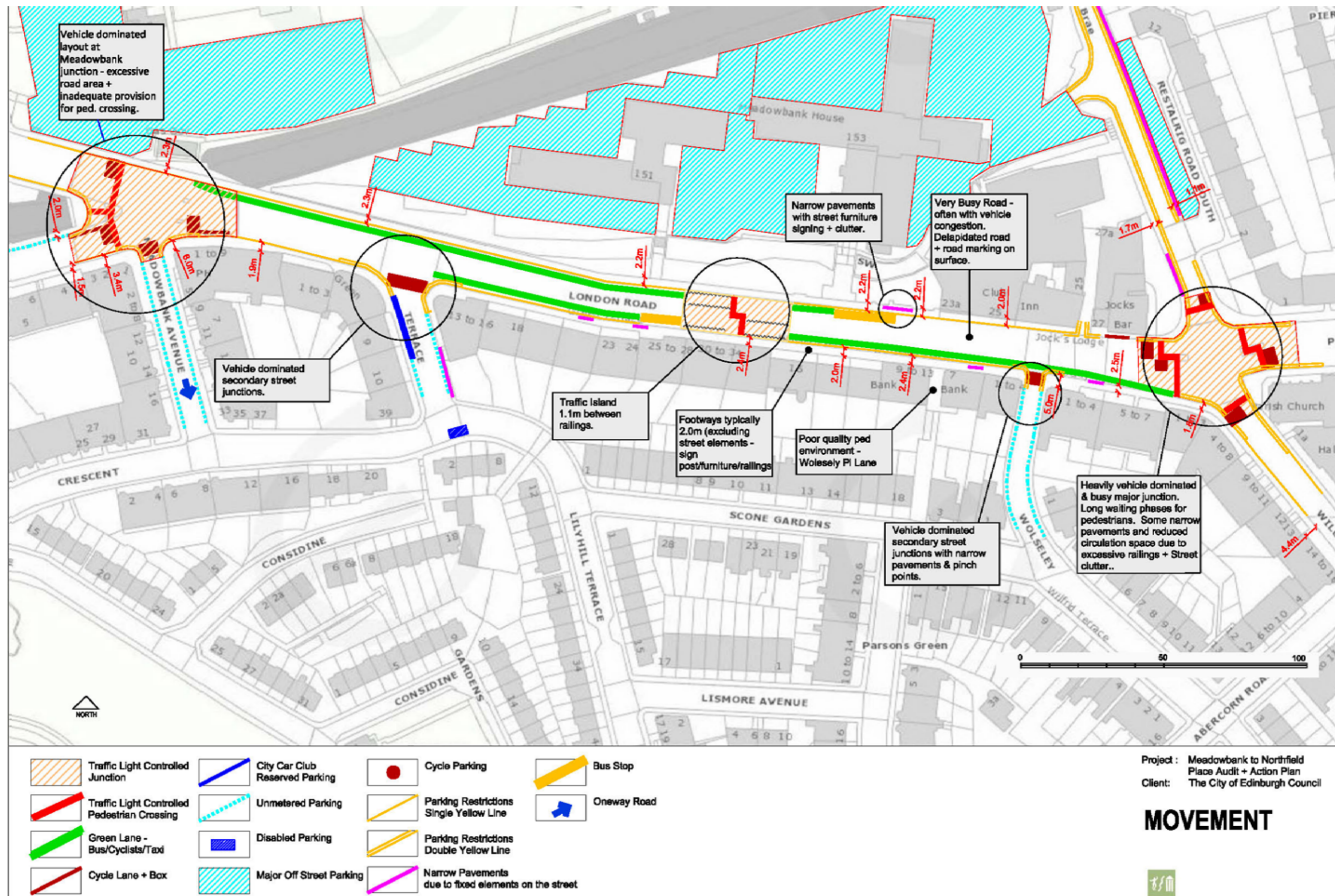


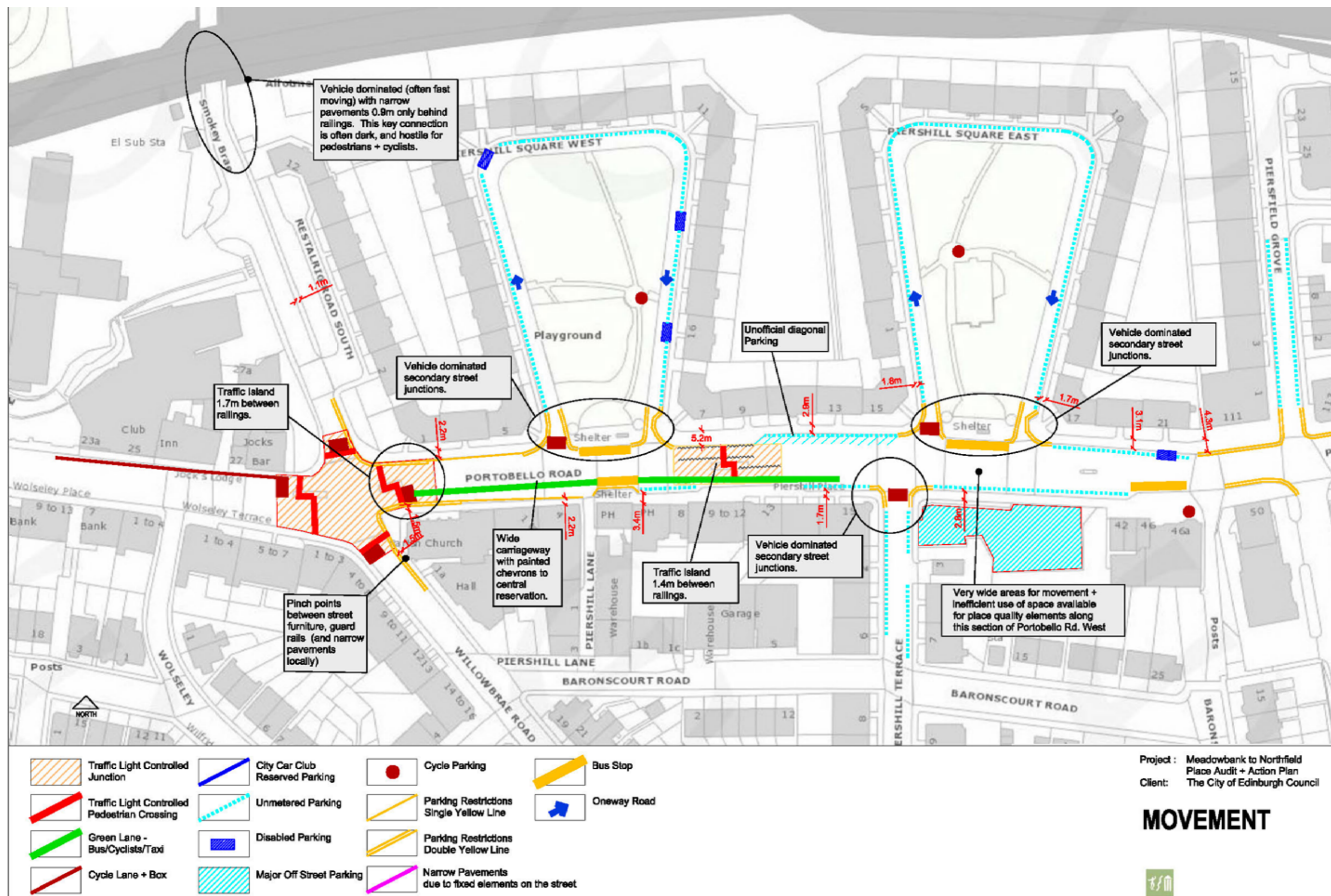


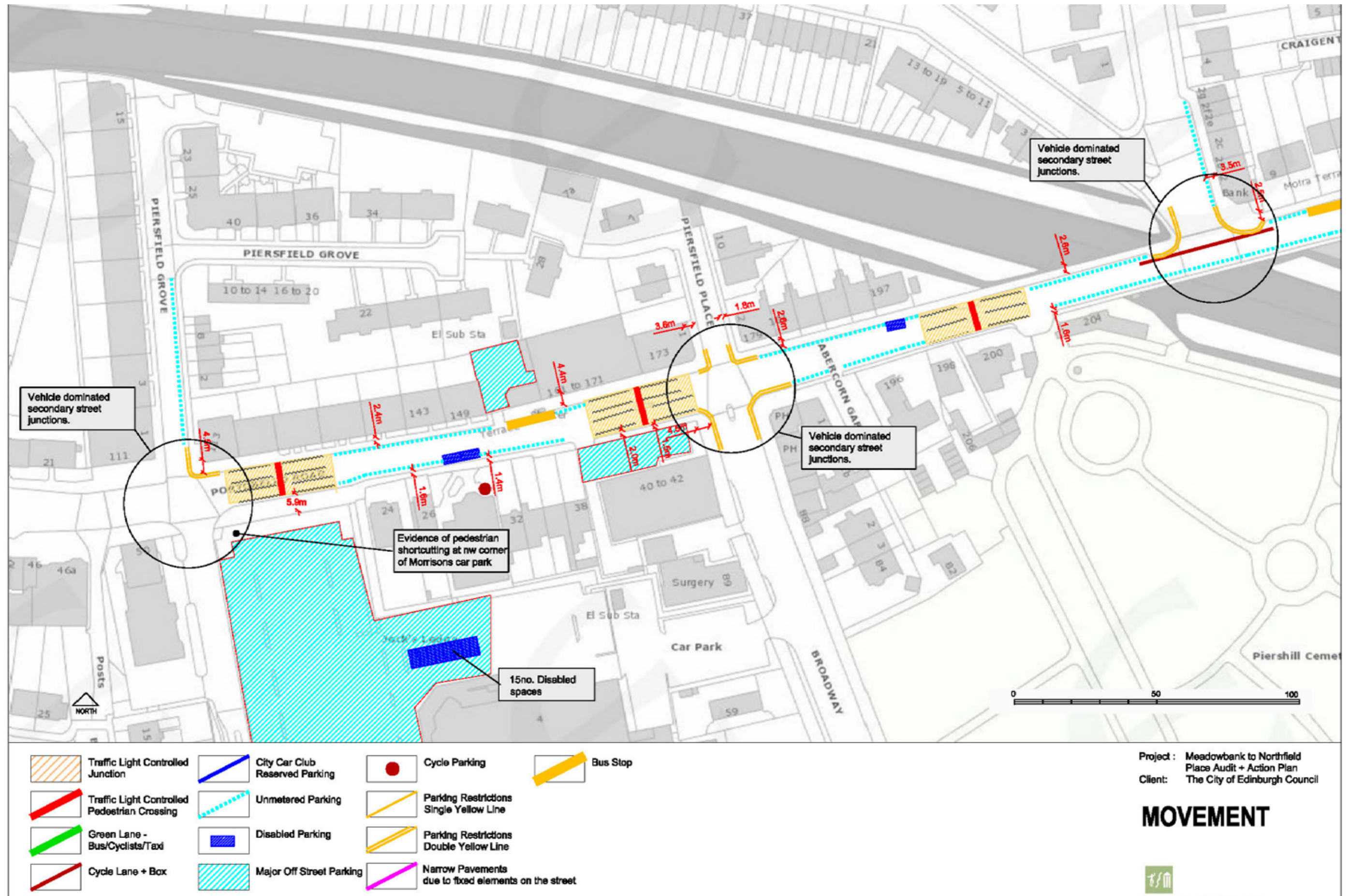












# Appendix 2 Cost Assumptions

prepared by Bryan Byrne Consultants Ltd



APPENDIX 2 - COST ASSUMPTIONS

LONDON ROAD / PORTOBELLO ROAD ACTION PLAN

GENERAL						
G1	GUARDRAILS: CUT OFF	M	56	50.00	£2,800.00	£2,800.00
G2	REMOVING BOLLARDS: AND REPLACING PAVEMENTS WITH VEHICLE SPEC FOOTWAYS	NR	20	250.00	£5,000.00	
	PAVEMENTS	NR	427	200.00 DELETED		
G2	PAVEMENTS; INCLUDING REPAIR, REFIX BOLLARD	NR	1	500.00	£500.00	£5,500.00
G3	LONDON ROAD	SUM	1	2,000.00	£2,000.00	
		1000 250 500 250				
	PORTOBELLO ROAD WEST	SUM	1	1,500.00	£1,500.00	
		500 500 500				
	PORTOBELLO ROAD EAST	SUM	1	500.00	£500.00	£4,000.00
G4	CYCLE RACKS	NR	16	1,000.00	£16,000.00	£16,000.00
G5	SHOPFRONT IMPROVEMENTS £10K / LOCATION, 25 LOCATIONS SAY 10 SHOPS @10000 BY 80% CONTRIB	NR	10	8,000.00	£80,000.00	£80,000.00
G6	ARTWORKS / AREA BRANDING	SUM	1	25,000.00	£25,000.00	£25,000.00
LONDON ROAD						
L1	JUNCTION IMPROVEMENTS CARRIAGEWAY RESURFACING	M2	673	100.00	£67,300.00	
	CONTRASTING TREATMENT FOR CAR PARKING AND RAISED TABLE	M2	188	200.00	£37,600.00	
	PAVEMENT EXTENSIONS STREET TREES AND SEATING	M2	892	300.00	£267,600.00	
	TREES	NR	4	2,000.00	£8,000.00	
	TRAFFIC ISLANDS	M2	170	300.00	£51,000.00	£431,500.00
L2	JUNCTION IMPROVEMENTS	M2	243	300.00	£72,900.00	£72,900.00
L3	RAISED CONTINUOUS FOOTWAY TABLE	M2	100	200.00	£20,000.00	£20,000.00
L4	CONTINUOUS FOOTWAY TABLE	M2	100	200.00	£20,000.00	£20,000.00
L5	PEDESTRIAN ACCESS	M2	90	200.00	£18,000.00	
	NEW PAVEMENTS					
	GIVE WAY PRIORITY CONTROLS SIGNAGE AND REMOVAL OF GUARDRAILS	SUM	1	10,000.00	£10,000.00	£28,000.00
L6	FOOTPATH RESURFACING KERB ALIGNMENT AND REFUSE BIN RESITING	M2	125	200.00	£25,000.00	£25,000.00
L7	FOOTPATH RESURFACING	M2	1000	75.00	£75,000.00	£75,000.00
L8	FOOTPATH IMPROVEMENTS	M2	125	200.00	£25,000.00	£25,000.00
L9	GARDENS ( PRIVATE OWNER COST)	PROV SUM	1	0.00	£0.00	£0.00

PORTOBELLO ROAD WEST

P1	PAVEMENTS INCLUDING TREE PLANTING	M2	1840	200.00	£368,000.00	
		NR	9	2,000.00	£18,000.00	
P1	CARRIAGEWAY RESURFACING	M2	1800	100.00	£180,000.00	£566,000.00
P1A	SECONDARY JUNCTIONS	M2	850	300.00	£255,000.00	£255,000.00
		475 145 130 100				
P2	JUNCTION IMPROVEMENTS PAVEMENT WIDENING	M2	338	200.00 DELETED		
	RAISED CONTINUOUS FOOTWAY AT JUNCTIONS	M2	342	300.00	£102,600.00	
	STREET CAR PARKING ALONGSIDE EXTENDED PAVEMENTS	M2	285	200.00 DELETED		
	TREES AND SEATING INCLUDED	NR	5	2,000.00	£10,000.00	£112,600.00
P3	MORRISONS ENTRANCE AND PIERSHILL GROVE STREET JUNCTION TREATMENT	M2	90	300.00	£27,000.00	
	TREES	NR	3	2,000.00	£6,000.00	
	ENHANCED ENTRANCE AT MORRISONS	M2	200	250.00	£50,000.00	£83,000.00
P4	PAVEMENT EXTENSIONS: ASPHALT	M2	1850	100.00	£185,000.00	£185,000.00
		240 60 50 1500				
P5	FOOTPATH RESURFACING	M2	172	200.00	£34,400.00	
	PAUSING PLACE SEATS AND STREET TREES	M2	190	250.00	£47,500.00	
	TREES	NR	2	2,000.00	£4,000.00	
	STREET CAR PARKING	M2	126	100.00	£12,600.00	£98,500.00
P6	FRONT GARDENS (PRIVATE OWNER COST)	PROV SUM	1	0.00	£0.00	£0.00
S1	GARDENING ACTIVITY / COMMUNITY GARDENER	SUM	1	15,000.00	£15,000.00	£15,000.00
S2	IMPROVEMENTS TO PIERSHILL SQ E & W	SUM	1	40,000.00	£40,000.00	£40,000.00
S3	IMPROVEMENTS TO REAR OPEN SPACE	SUM	1	50,000.00	£50,000.00	£50,000.00

£2,235,800.00      £2,235,800.00

