

MEADOWBANK DEVELOPMENT
ACTIVE TRAVEL &
INFRASTRUCTURE PROJECTS

JANUARY 2020



Please note: for all site boundaries refer to drawing (LO)50-Location Plan.

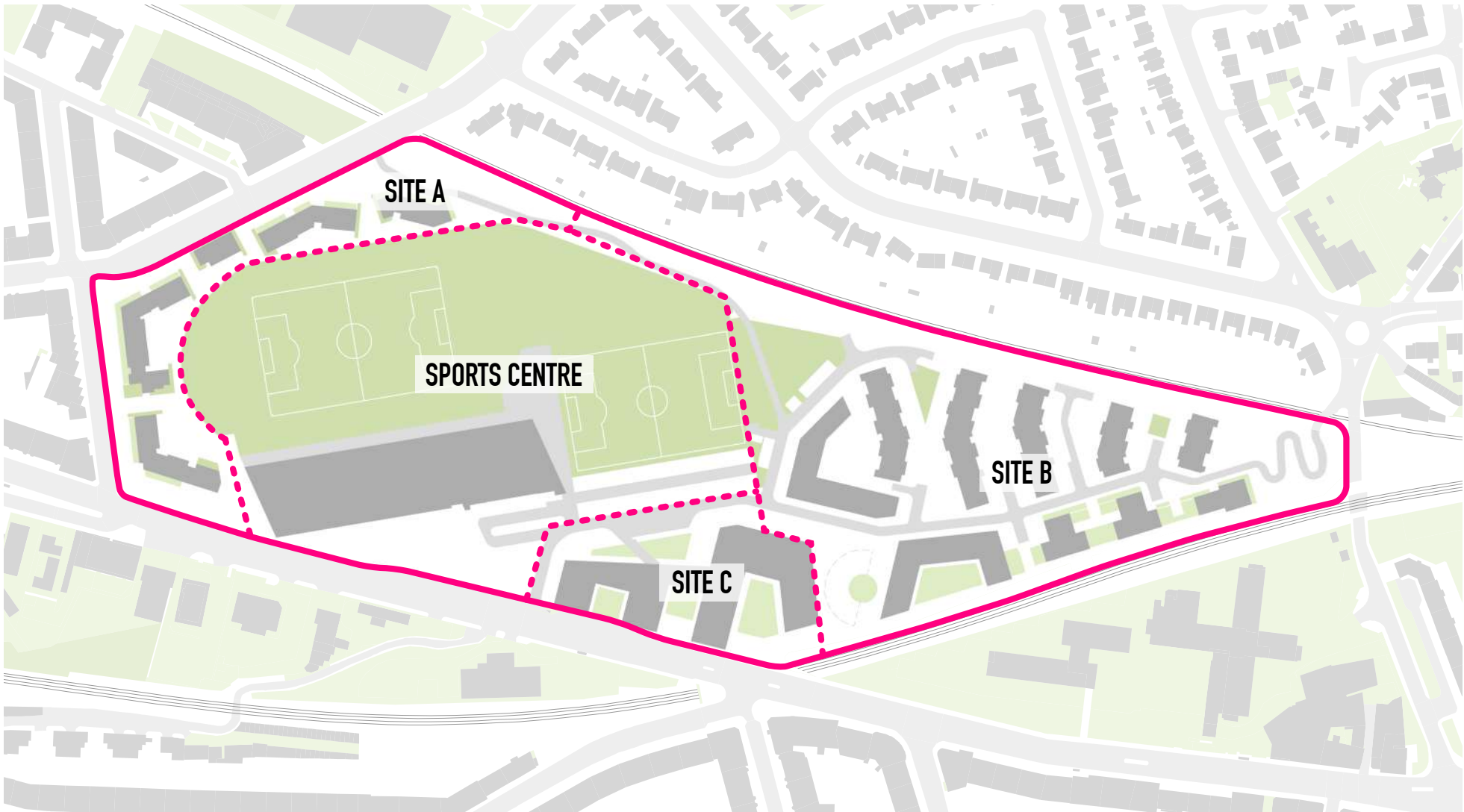
PREFACE

Collective Architecture have prepared this document to highlight opportunities for potential active travel and infrastructure projects. Some of these proposed projects are within the development site and others are out-with the boundary, with the intention that these projects will eventually link into wider council initiatives.

Collective Architecture are developing the Masterplan for sites A, B and C whilst Holmes Miller are the architects for the Sports Centre Development, which is currently on site.

This document seeks to outline the projects aims and

- The Development
- The Context
- The Specific Projects:
(Within and surrounding the site)



THE TEAM

Client: Development and Regeneration, Place Development, City of Edinburgh Council

Architect: Collective Architecture

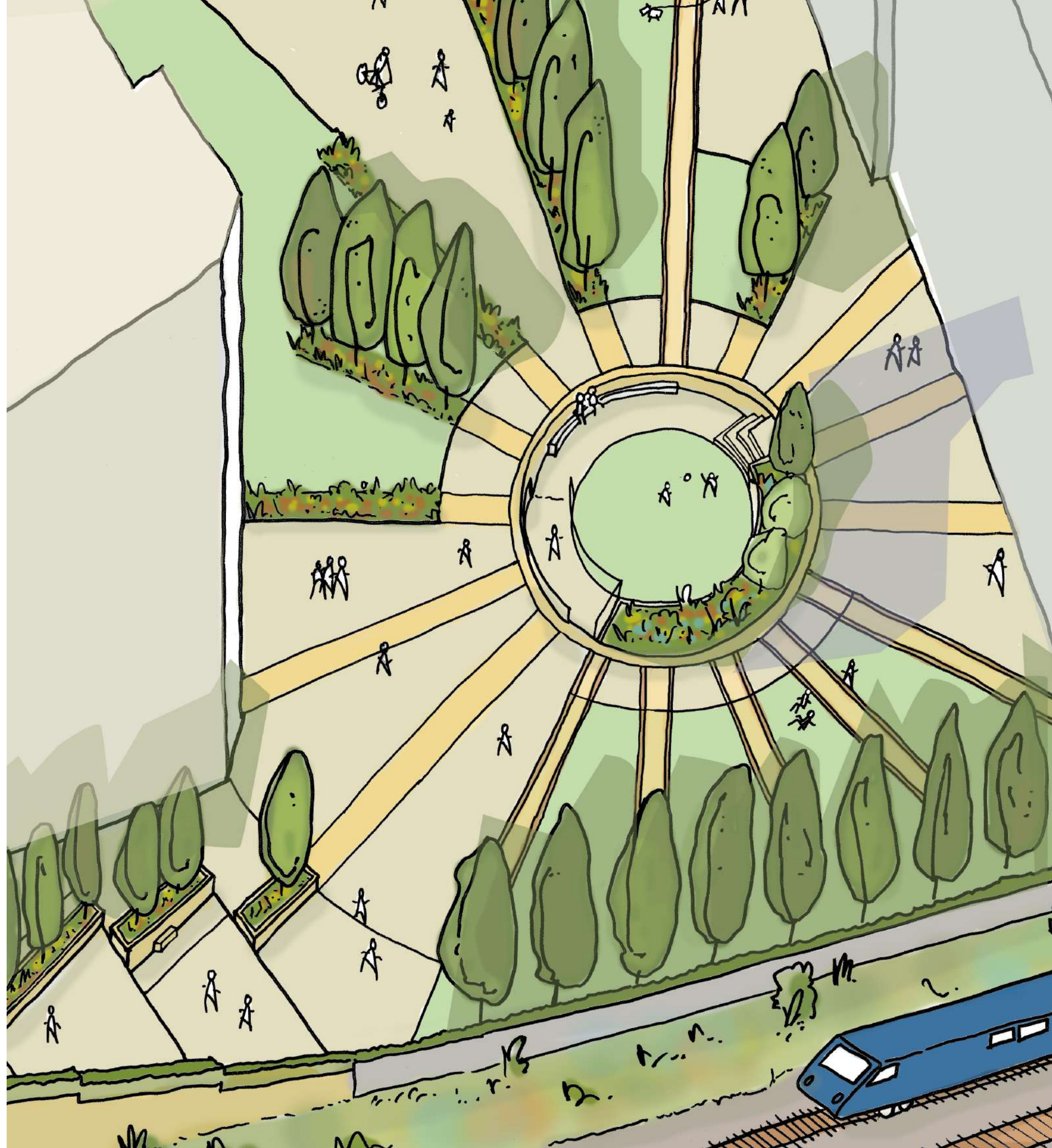
Landscape Architect: RaeburnFarquharBowen

Structural Engineer: Will Rudd Davidson

Mechanical Engineer: RSP

Quantity Surveyor: David Adamson

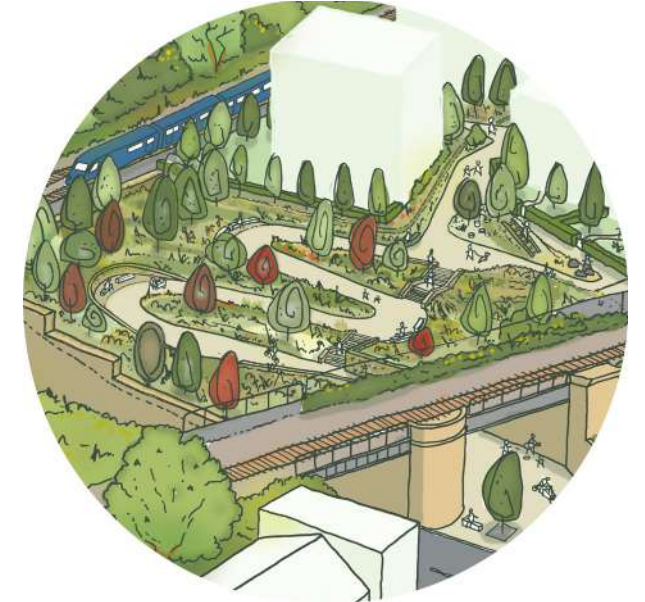
1. THE DEVELOPMENT



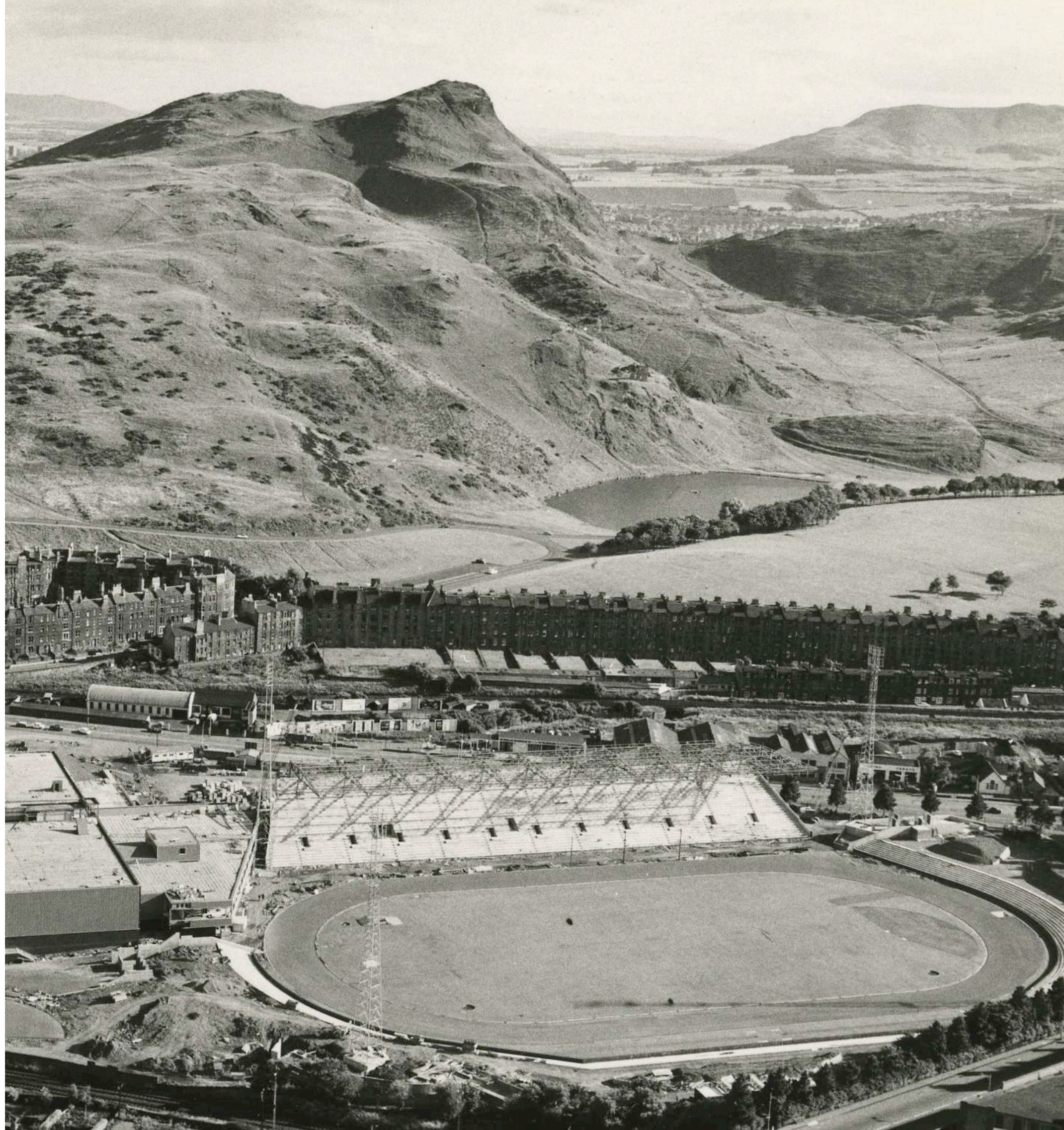
THE DEVELOPMENT

opportunities in the following format:

- Urban mixed-use development
- Site surrounds the new Meadowbank Sport Centre (Separate project)
- Capacity for 596 homes in a mix of typologies
- 20% family housing
- Provision for Elderley Housing
- Mixed Tenure Housing
- Capacity for a new GP surgery and other community uses along with some retail and commercial space to activate the ground floor.
- The development is to be situated within high quality open space and public realm.



2. THE CONTEXT



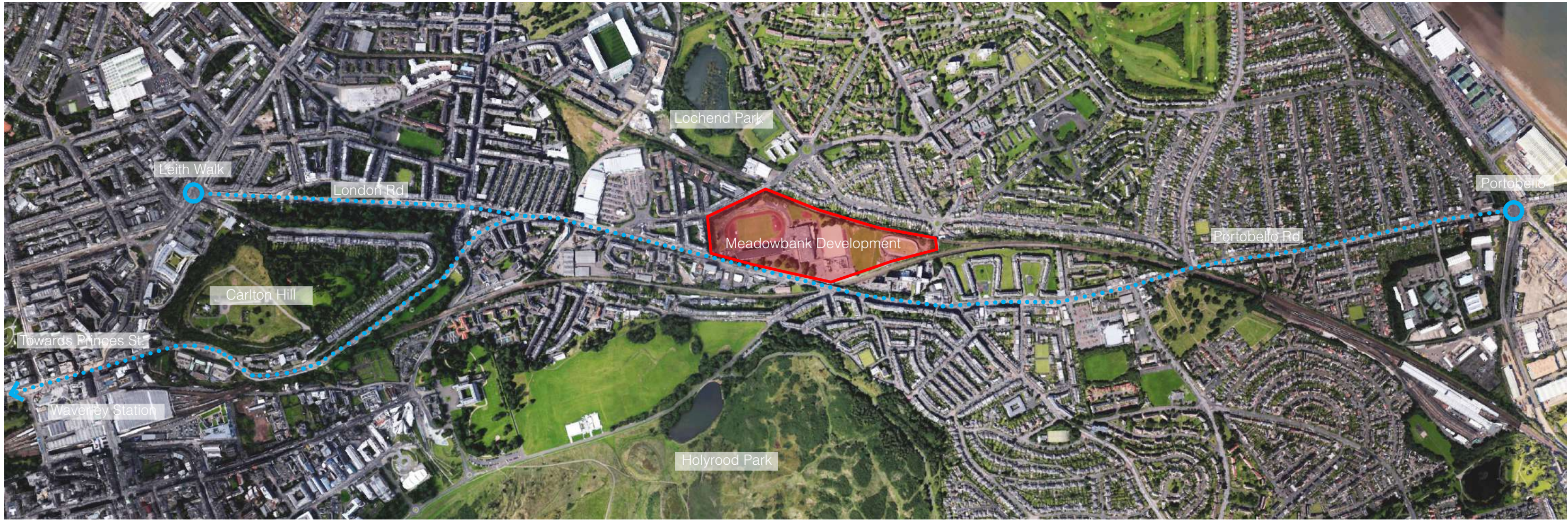
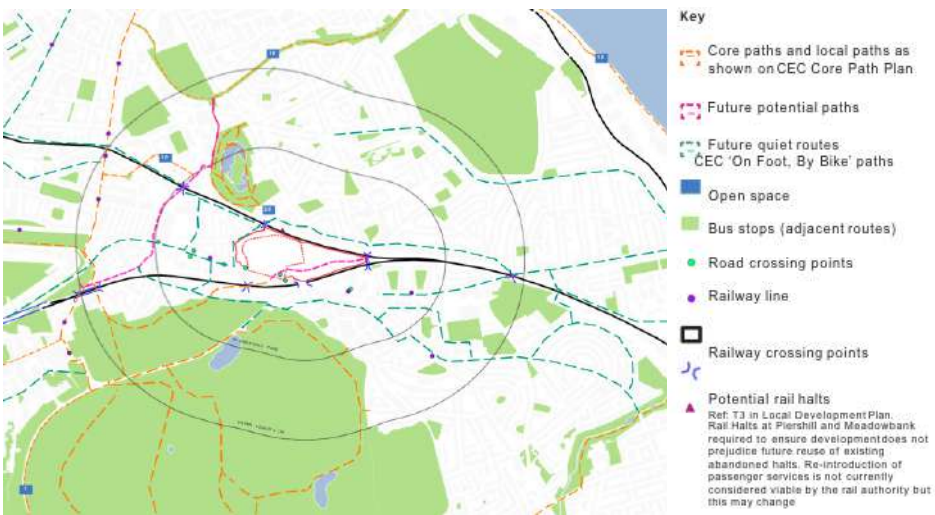
THE LOCATION

The site is very centrally located and offers a great opportunity for a residential led-development, within easy walking distance of the city centre. Located on London Road, one of the main arteries into the city, it has fantastic transport connections to the city and the coast.

The site is defined on its southern edge by London Road. The southeast of the site is bounded by an existing railway the East Coast Main Line, with two 7 and 10 storey office buildings beyond. To the west, the site is bounded by Wishaw Terrace, with 4 to 5 storey tenement housing on the west side of the road

and a line of mature Elm trees on the east. To the northwest, the site is bounded by Marionville Road with 4 storey tenements on the north side and mature trees on the south side. The northern edge of the site is defined by 1 and 2 storey semi- detached houses with rear gardens abutting the Powderhall railway line forming the site boundary.

The masterplan area takes in the site of the former Meadowbank Stadium. A new sports centre is currently under construction on part of the site, due to complete in 2020. The new sport's centre was designed by Holmes Miller and is being built by Graham Construction.

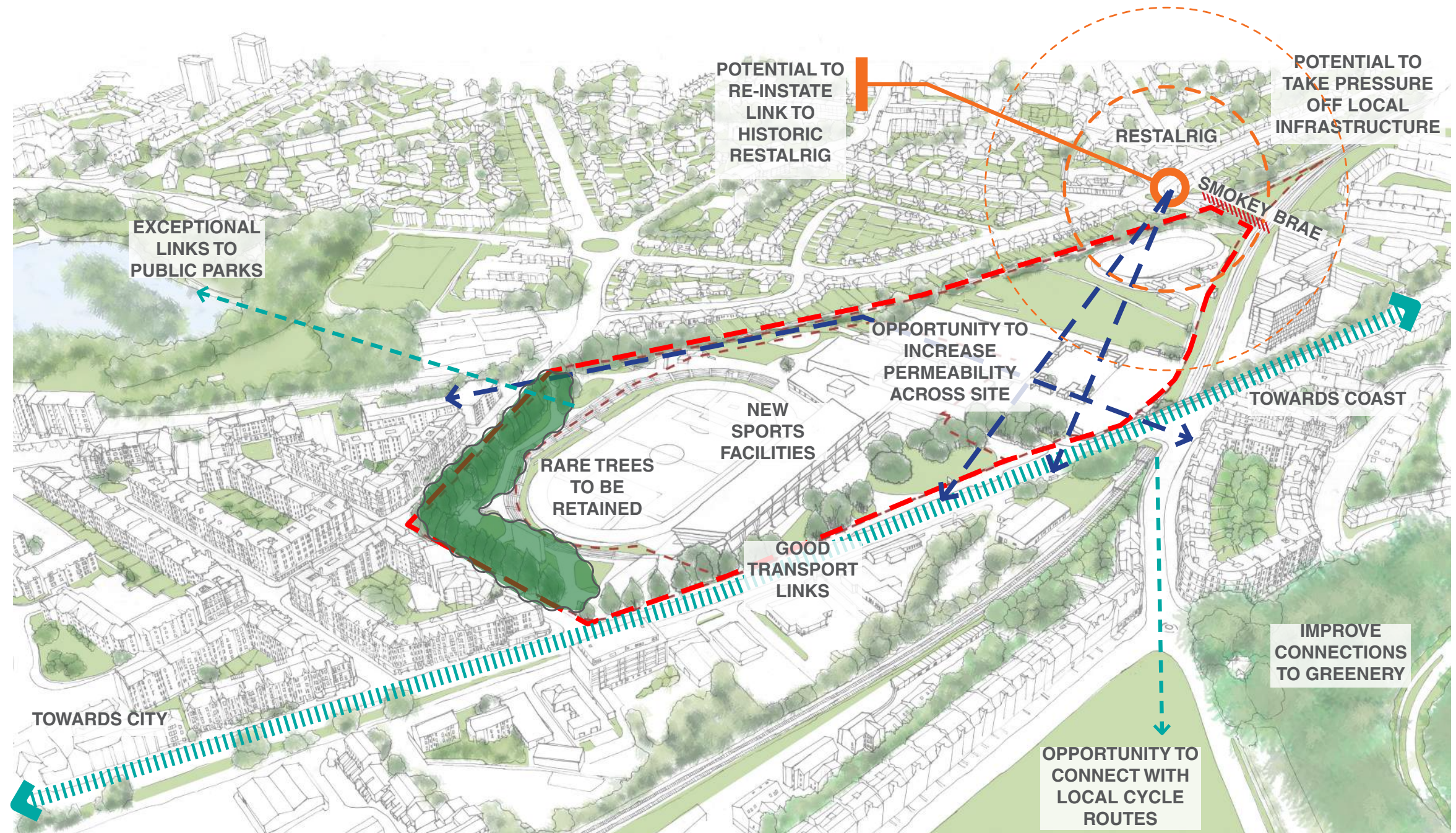


THE SITE

The aim of the masterplan is to improve connections to the wider neighbourhood by increasing permeability across the site. The masterplan proposes improved links to Restalrig, Holyrood Park and Loch End Park.

The site offers the following opportunities:

- to improve links to surrounding parks and neighbourhoods
- to increase the permeability through the site and improve connections to wider neighbourhoods
- to re-instate historic route to Restalrig
- to create a beautifully landscaped environments, celebrating the existing and rare Wheately Elm trees.
- utilise fantastic transport opportunities and connections to the city centre and coast



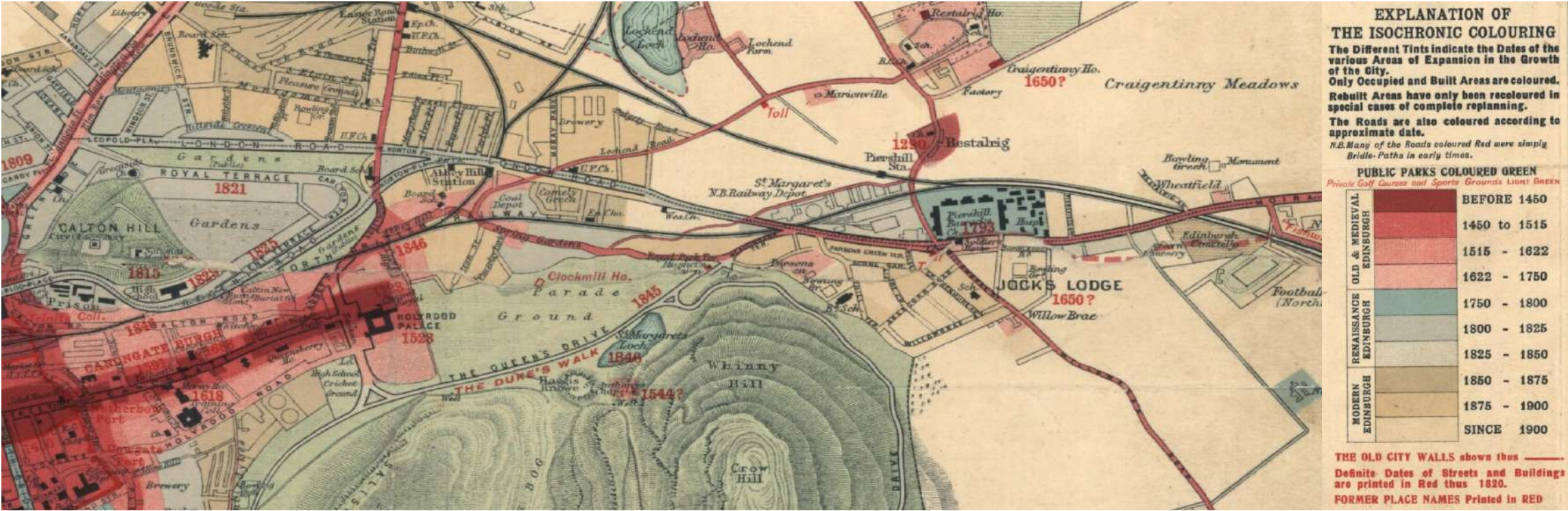
HISTORIC CONNECTION

The Meadowbank site has had a historic connection to Edinburgh's city centre and to the East coast. This is mainly to do with the historic significance of Restalrig and the original St. Margaret's Well.

A route via the original site of St. Margaret Well to Restalrig (latterly known as Clockmill Lane) appears to have been in place in some form since the 15th Century, according to Bartholomew's Chronological Map of Edinburgh 1919. (Below Right)

Restalrig is a small residential suburb of Edinburgh with historic interest. The current name 'Restalrig' is a 15th Century variant of the name Lastalric (1). It was first mentioned in 1165, when the Norman landowner Edward de Lestalric built an estate on the site. There has been a church on the site since 1178 and the historical interest of Restalrig revolves mainly around the ecclesiastical significance with the formerly known Restalrig Church housing the relics of St. Triduan. Restalrig was also known for St. Margaret's Well.

(1): The Place Names of Midlothian, a PHD thesis by Norman Dixon.



RESTALRIG | ST MARGARET’S WELL AND PRESENT HISTORIC CONDITION

Restalrig became Edinburgh’s 50th Conservation Area in 2017 and includes St. Margaret’s parish church, graveyard and surrounding buildings at the entrance to Restalrig Road South and Avenue.

Significant Listings in Restalrig:

- St. Margaret’s Parish Church
- 62 Restalrig Road South
- The Deanery Wall

Scheduled Monuments in Restalrig:

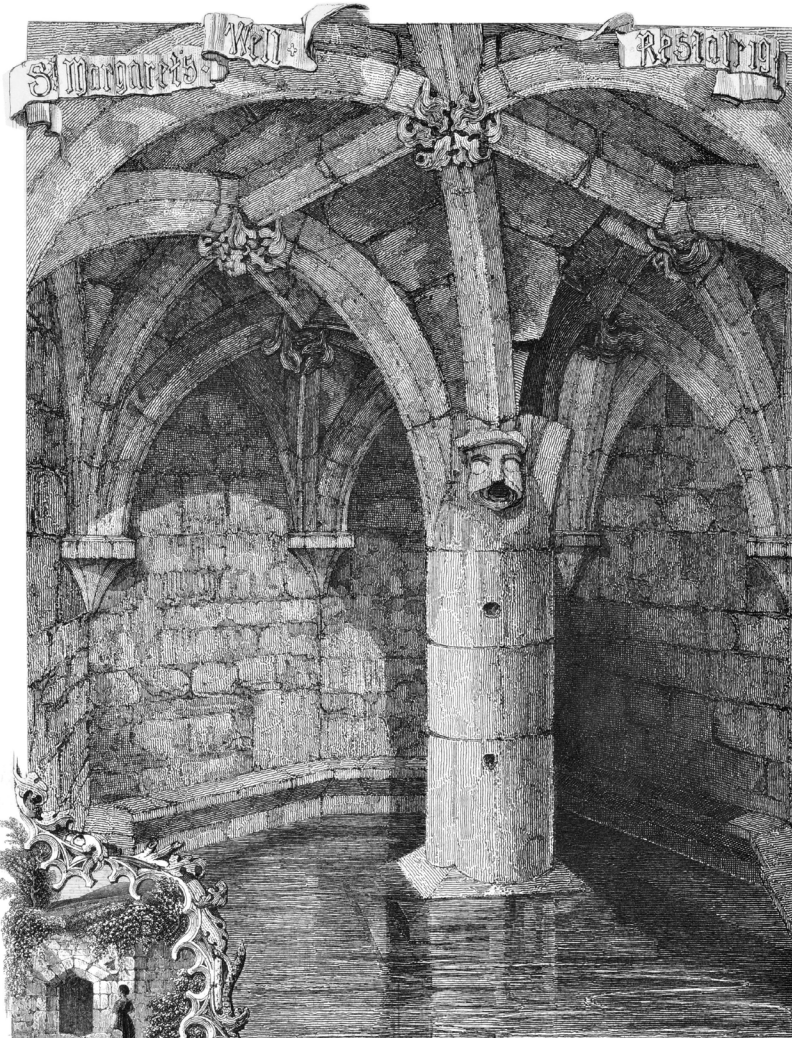
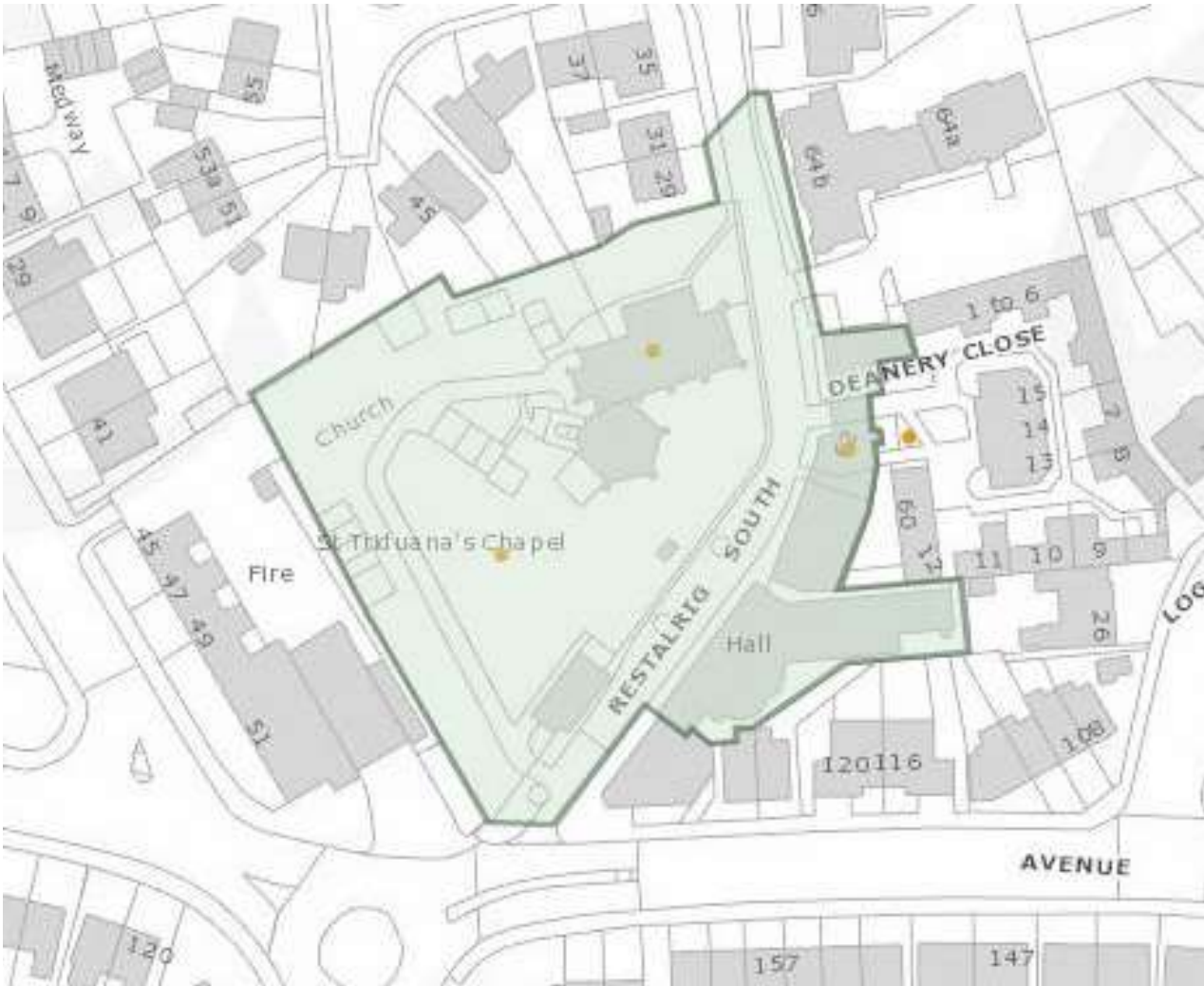
- St Triduana’s Aisle Chapel and Well House.

St. Margaret’s Well

Kirkwood’s map of 1817 is the first to show the presence of St. Margaret’s Well with a north-east/south- west road providing access. St Margaret’s Well (HES No. NT27SE 5976) was a 15th century spring with a surrounding vault which was demolished and removed in 1860 with the remains rebuilt in Holyrood park. In 1969, as part of the works on site ahead of the Commonwealth Games, the site of the well was uncovered and backfilled. Kirkwood’s map also shows the site to be crossed by a burn orientated north- east/south-west.

St Margaret’s Well is believed to have been a site of pilgrimage with people travelling from long distances in search for a cure for blindness. The well, dating back to 15th century, was covered over during the building of the railway there. It has been relocated in 1866, arranged by the Society of Antiquaries of Scotland to the foot of Arthur’s Seat, into a grassy bank, over an existing spring known as St. David’s.

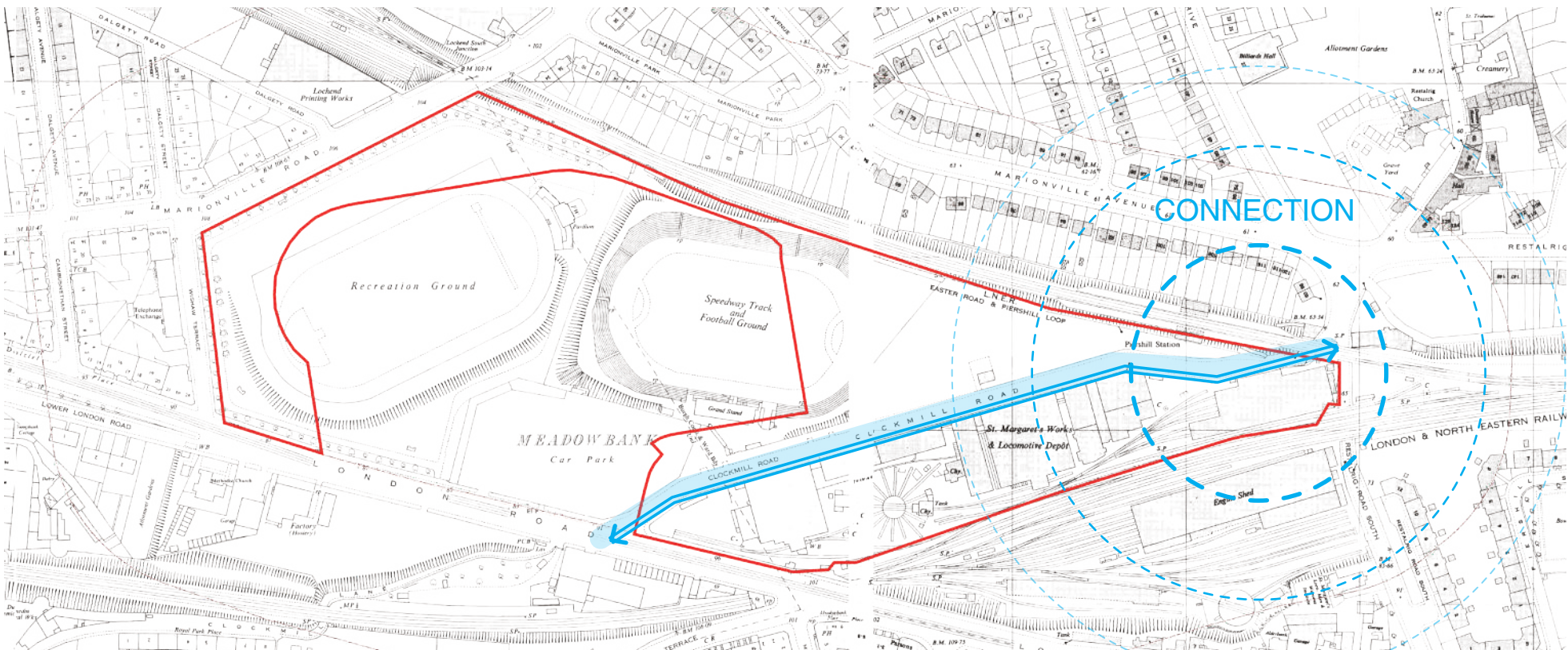
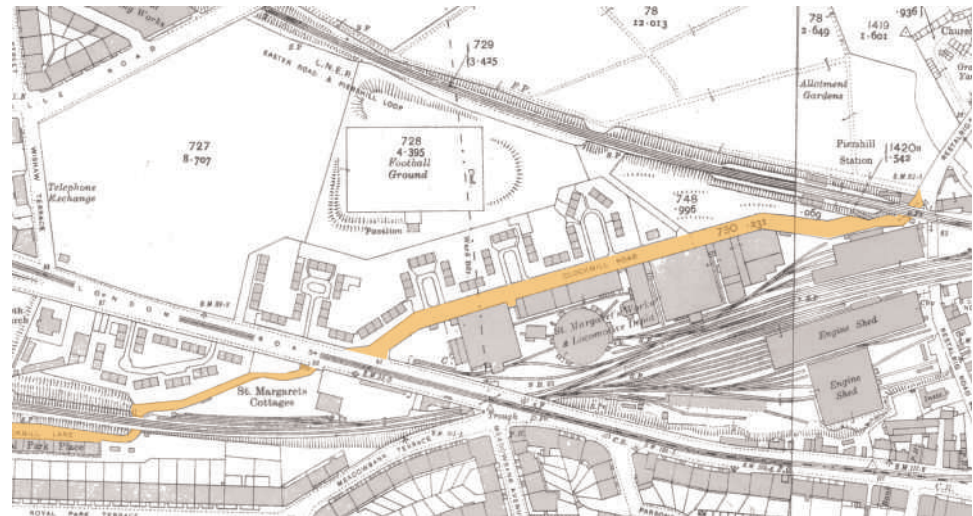
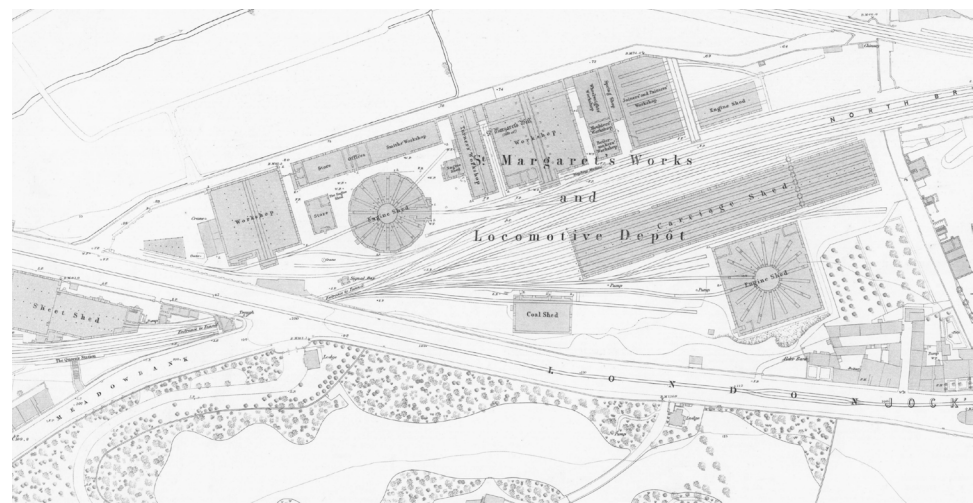
“The interior, similar in plan to the 15th-century chapel of St Triduana at Restalrig, is a small hexagonal room with a pretty rib- vault carried on a round central column. The water escapes through a spout in the mouth of a grotesque mask. This well-house, at its original site at Restalrig, may have been the well to which blind pilgrims, attracted in the late Middle Ages by the cult of St Triduana and her reputation for curing eye complaints, flocked from all over the country.”



RESTALRIG | CONNECTION

By the middle of the 19th century, the North British Railway had been constructed and a large railway depot called the 'St Margaret's Works and Locomotive Depot' was constructed to the east side of the development area.

The Railway Works and surrounding context underwent a variety of changes between the years 1908 to 1967 as can be seen from historic Ordnance Survey maps. However, throughout this period Clockmill Road remained as a key source of access and connection through the site.

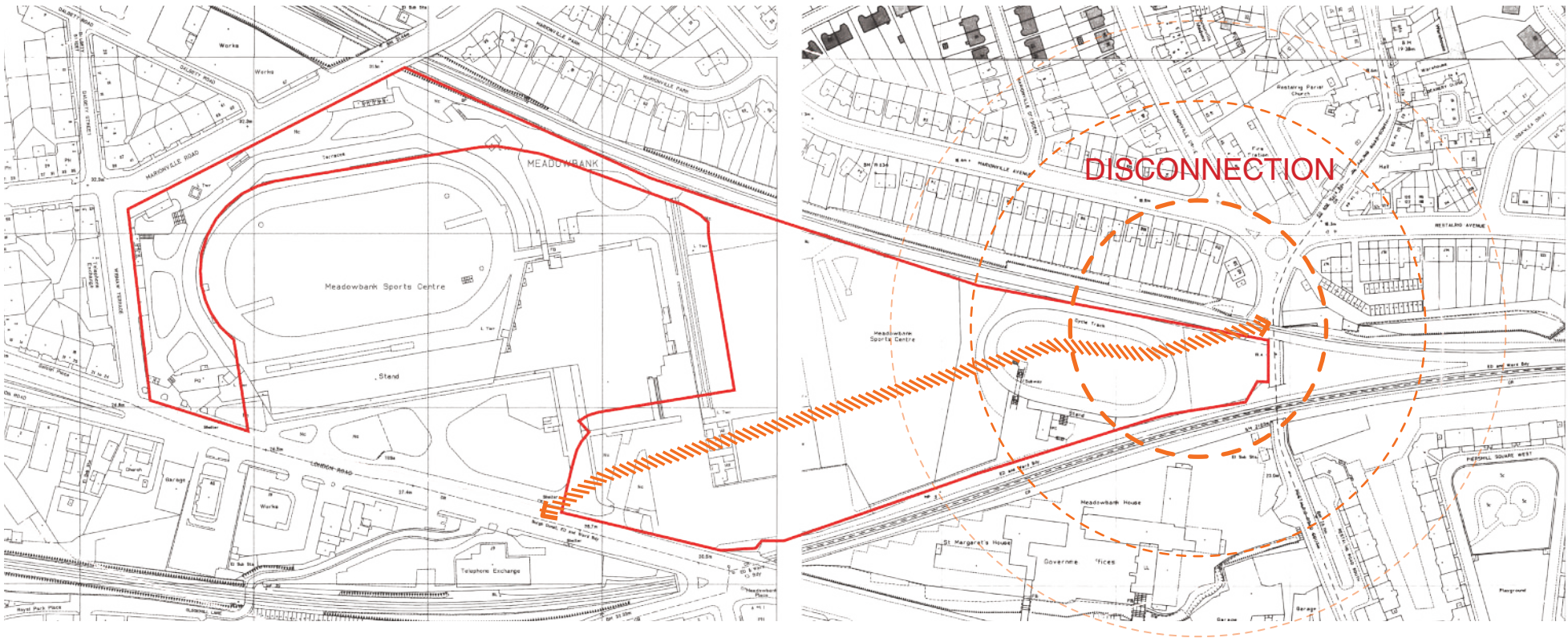


1. 1950 - 1970

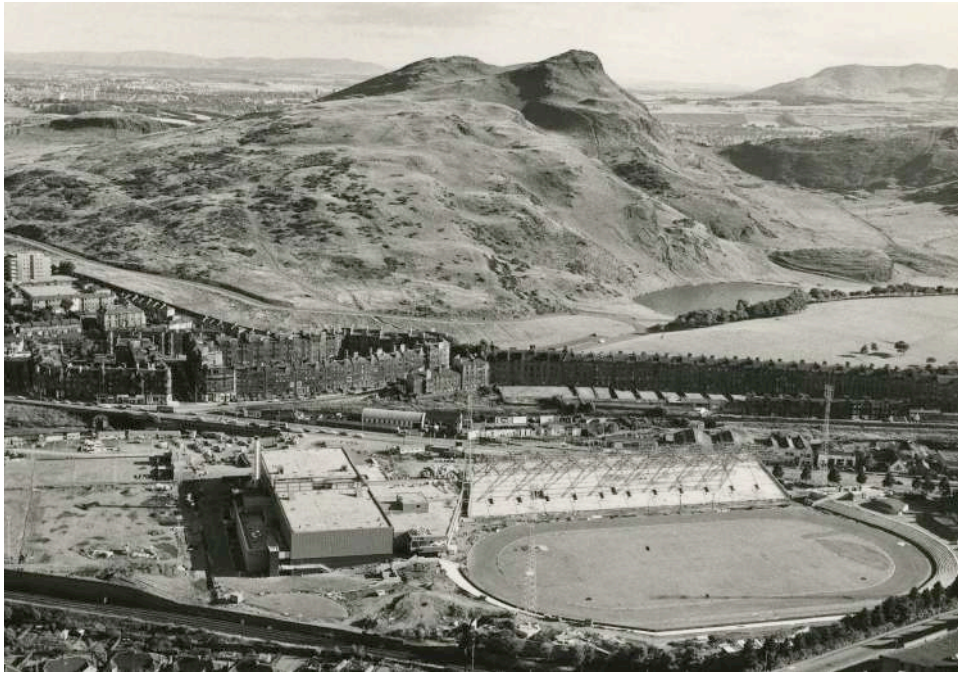


RESTALRIG | DISCONNECTION

Clock Mill Road remained in place right up to the closure of the St. Margaret's Locomotive yard in 1967. The site was then development for the Common Wealth games in 1970 and again in 1986. Levels were raised across the site and Clockmill Lane was discontinued at the junction of London Road, severing the connection to Restalrig.



2. 1990 - 2018



PRESENT SOCIAL ISSUES

With the closure of Clockmill Rd, Restalrig has become more disconnected from the city centre. This raises the question- what impact has the closure of Clockmill Rd had on the area in terms of demographic, wealth and social amenity. It is evident that Restalrig resides in one of the most challenged localities in Edinburgh with much need for improvement at a social and economic level.

Restalrig is located in the North East Locality of Edinburgh. This covers the following wards: Leith, Leith Walk. Craigentinny/ Duddingston and Portobello/ Craigmillar. This locality is an extremely diverse area that has a varied community of different age groups and ethnic backgrounds. It also faces many challenges with housing and living standards. The Locality Improvement Plan of 2017 identified the following challenges to be addressed within the next 5 years:

- Large number of adults without qualifications leading to higher levels of unemployment
- Projected to be the second fastest growing locality with 9% growth mainly focussed in Leith and Craigmillar
- Lowest rate of owner-occupation, combined with a high rate of tenement properties
- Highest percentage of people with long term health problems that limit day to day activity.



Locality Comparison

This summary shows data for each of Edinburgh's localities with index ratings based on whole city values. The city average or total for each indicator, and the spread of values found at ward-level, are also shown to provide context.

Wards:
Leith; Leith Walk;
Craigentinny / Duddingston;
Portobello / Craigmillar

Indicator	Edinburgh			North East		
	City	Ward High	Ward Low	Actual	%	Index
Total population	513,210	35,066	21,770	116,626	22.7%	0
Age: 0-15	15.2%	21.3%	7.4%	16,510	14.2%	0.93
Age: 65+	15.0%	21.5%	9.0%	15,485	13.3%	0.88
Household tenure: total	223,051	17,759	8,327	55,457	24.9%	0.00
1 person	39.1%	48.9%	27.9%	24,368	43.9%	1.12
2 persons	33.5%	35.7%	31.6%	18,722	33.8%	1.01
3 to 4 persons	23.5%	32.0%	13.5%	10,784	19.4%	0.83
Average rooms per household	4.30	5.3	3.5	3.87	-	0.90
Vacant dwellings	2.2%	3.8%	1.3%	1,324	2.3%	1.05
Under occupied household spaces	30.8%	58.3%	10.8%	10,789	19.5%	0.63
Owner occupied	58.9%	80.9%	39.3%	29,080	52.4%	0.89
Rented: Council	9.1%	21.8%	0.5%	5,300	9.6%	1.05
Rented: Other social	7.9%	14.4%	2.2%	6,148	11.1%	1.40
Rented: Private landlord	22.4%	43.8%	7.1%	14,001	25.2%	1.13
% with no qualifications	17.1%	28.0%	6.1%	18,998	20.5%	1.19
Economically active	69.0%	79.3%	53.9%	63,377	73.8%	1.07
Total JSA claimants	185/10k	142/10k	86/10k	1,135	113/10k	0.61
Full-time student - employed	5.5%	10.6%	3.1%	3,901	4.5%	0.83
Student (not otherwise employed)	10.3%	30.9%	4.0%	4,569	5.3%	0.52
Retired	11.6%	17.0%	6.1%	8,825	10.3%	0.89
Long-term sick or disabled	3.7%	6.3%	1.5%	4,118	4.8%	1.31
Health is good or very good	80.0%	87.9%	73.9%	90,761	77.8%	0.97
Daily activities not limited	77.9%	85.5%	71.6%	88,782	76.1%	0.98
Smart phone owned	71.0%	74.2%	67.6%	44,037	70.2%	0.95
Broadband internet at home	89.7%	92.4%	87.5%	55,684	88.7%	0.96
Don't manage utilities online	18.6%	19.4%	17.5%	11,855	18.9%	0.97
Don't bank online	16.0%	17.0%	14.6%	10,158	16.2%	0.95
Feel safe in neighbourhood after dark	85.1%	95.1%	69.7%	777	83.3%	0.98
Street drinking or alcohol-related disorder are not prob	76.7%	93.0%	58.0%	664	68.5%	0.89
Management of antisocial behaviour issues	66.5%	77.5%	52.8%	612	64.6%	0.97
Management of vandalism and graffiti issues	68.9%	84.1%	55.8%	626	66.1%	0.96
Number of datazones	597	41	26	141	-	0.00
Deprived 15% overall	9.9%	27.0%	0.0%	20	14.2%	0.52
Income deprived 15%	9.0%	27.0%	0.0%	20	14.2%	0.52
Employment deprived 15%	9.9%	29.7%	0.0%	21	14.9%	0.50
Education deprived 15%	11.2%	36.8%	0.0%	24	17.0%	0.46
Housing deprived 15%	34.7%	86.5%	3.7%	78	55.3%	0.64
Crime deprived 15%	19.9%	48.3%	4.9%	38	27.0%	0.56
Health deprived 15%	8.4%	28.9%	0.0%	21	14.9%	0.51
Accessibility deprived 15%	2.2%	13.2%	0.0%	1	0.7%	0.05
Petty (common) assault	60.38	226.46	12.20	897	1.6%	0.00
Theft by housebreaking (including attempts)	24.77	35.86	9.72	309	0.6%	0.00
Vandalism & malicious mischief	45.48	79.26	22.62	578	1.0%	0.00

CONSULTATION PROCESS

The council has been committed to developing a proposal for a masterplan that shows a development with a number of different uses in line with those identified in the planning permission. It is important that the masterplan reflects the needs and aspirations of the many and varied communities in the area. The first stage was to understand what people wanted to see as part of the new development in terms of uses as well as community facilities, green spaces and local amenities. The aim of the masterplanning consultation exercise may be summarised as follows:

- Ensure that Meadowbank and its community are at the heart of the masterplan and its development.
- Undertake a collaborative, design led approach with co-creation and stakeholders working at the centre of the design process.
- Create an exceptional place that is rooted in its historic context.
- Develop a vibrant new neighbourhood combining residential and commercial use in a holistic and sustainable way.
- Create a positive relationship with the area, new development and shared open space to enhance the quality of life for local residents and visitors.
- In order to meet the aims of the masterplan, Collective Architecture have been tasked with creating a platform for the involvement of local people. This has consisted of four principle activities:

1. Tell us about Meadowbank:
Public consultation to invite people to share their knowledge, opinions and aspirations for the site.
2. Design Workshops:
A focused activity with a small group of residents and council representatives.
3. Visions and Ideas::
Further consultation to present initial sketch layouts with opportunity for public comment.
- 4.Next Steps
Further consultation to present developed Masterplan layout incorporating comments to date, with further opportunity for public comment.

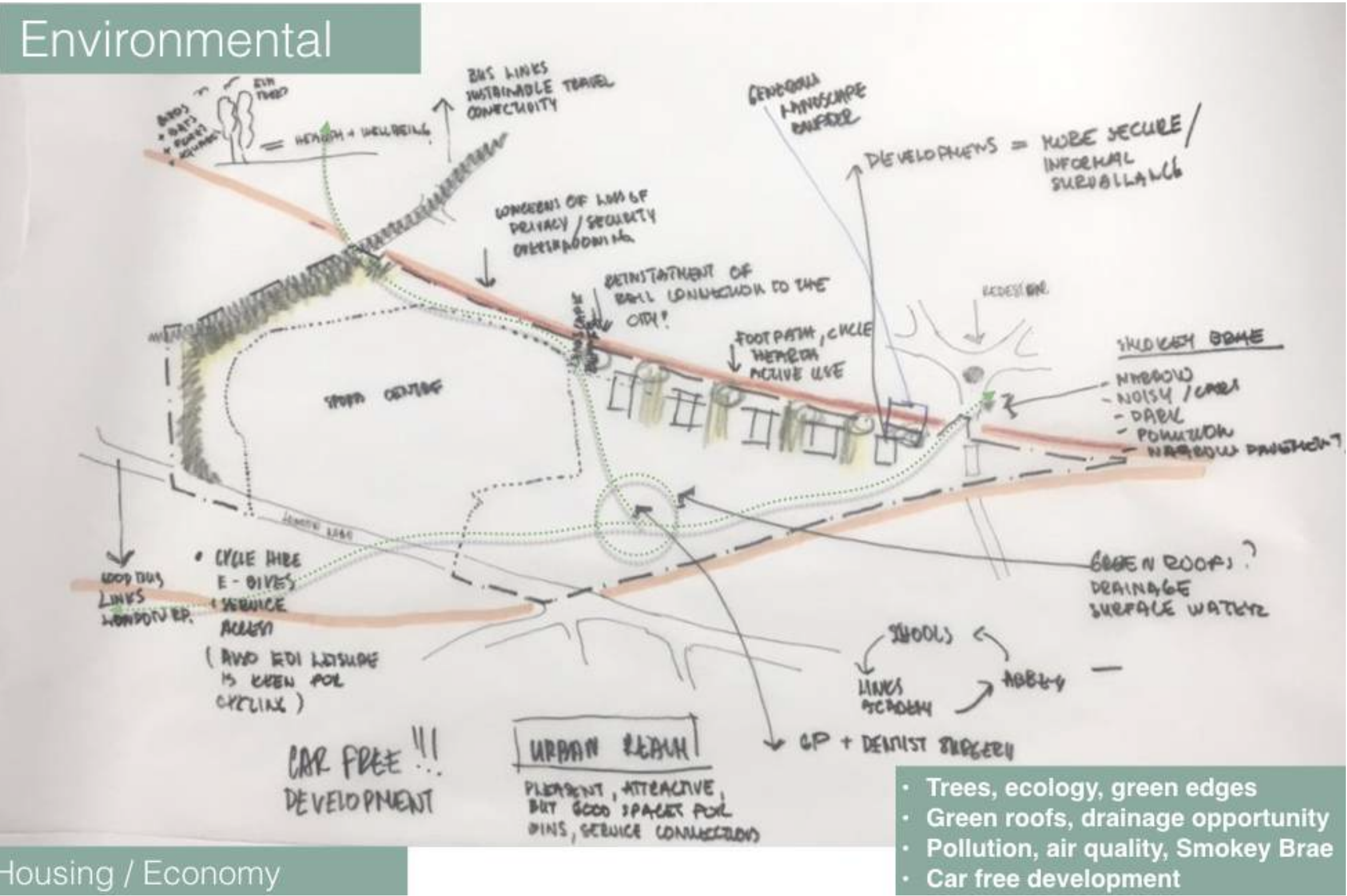


CONSULTATION FEEDBACK

Feedback from community consultations has been incredibly useful and invaluable to the development of the masterplan brief and subsequent design layouts.

The initial consultation feedback largely focussed on the following:

- The wider needs of the community
- The need for affordable housing
- Pedestrian safety concerns on Smokey Brae due to traffic
- The potential for and interest in allotments and community gardens
- The ways in which the proposals could celebrate the history and heritage of the site.
- Potential for a car free development with improved cycle infrastructure
- Environmental concerns: enhancing local ecology and green space

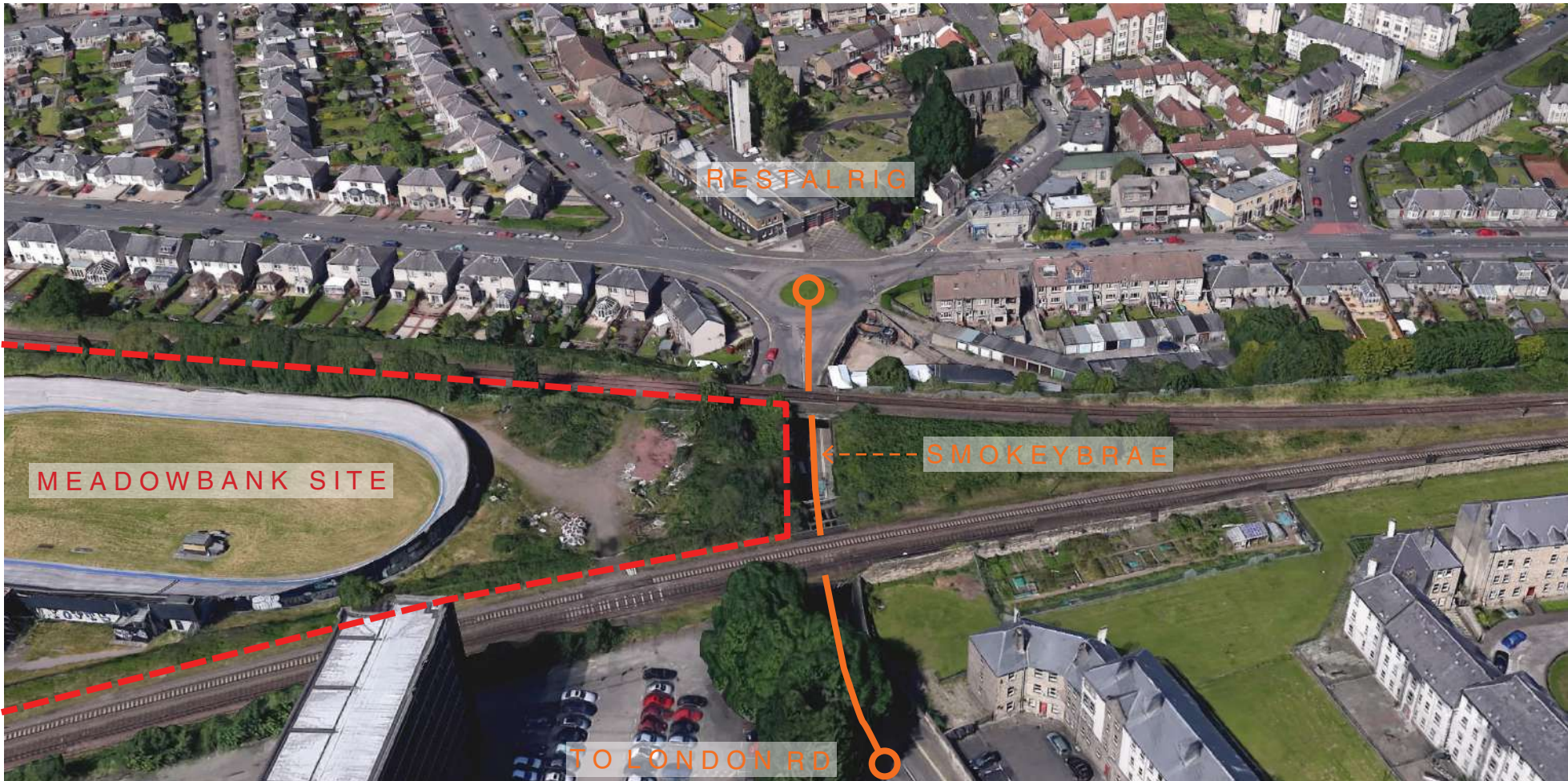


- Trees, ecology, green edges
- Green roofs, drainage opportunity
- Pollution, air quality, Smokey Brae
- Car free development

PRESENT ACCESS ISSUES

Smokey Brae is fairly narrow with restricted footpaths on one side only. Smokey Brae has the following constraints:

- High walls creating dark and cavernous space
- Noisy
- Long road with no overlooking
- Car focused with cars travelling at speed.
- Feels polluted
- Narrow and limited pavements
- Unwelcoming at night



TRANSPORT IMPACT ASSESSMENT

A Transportation Assessment has been undertaken by Dougal Bailie Associates, which supports the strategy for a 'Pedestrian Prioritised' Scheme, with limited parking for disabled people only.

•EDINBURGH•

THE CITY OF EDINBURGH COUNCIL

Meadowbank Residential Redevelopment,
Edinburgh

Transportation Assessment Addendum

January 2020

Dougal Bailie Associates

DBA

urban infrastructure transport water management

Dougal Bailie Associates

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Dougal Baillie Associates

The City of Edinburgh Council
Meadowbank Re-Development, Edinburgh
Transportation Assessment Addendum
January 2020

5.43

The removal of guardrail in this location may give some more usable footway width but this needs to be balanced against safety considerations.

External Cycle Facilities

5.44

At present, the development is well connected for travel by bicycle. Local Cycle Route 20 extends from the rear of the development through Lochend Park toward St Marks Park intersecting with Local Route 10 that provides access to Portobello Beach as well as National Cycle Network 75 that connects Edinburgh and Glasgow.

5.45

Route 20 could possibly be extended via Marionville Road into the development allowing wider connections to be made and improving the cycle network.

5.46

Whilst London Road is the direct route into Edinburgh, the road does not have any segregated cycling facilities.

5.47

Bus lanes are provided which would provide a degree of segregation from general vehicle traffic, however it is noted there is a high frequency of bus services on London Road as well as junctions which will mean mixing with general traffic.

5.48

Traffic surveys indicate that the level of vehicle traffic means London Road is typically used by commuter cyclists. The level of cycle use is noted in Table 5.1.

Direction	7am-10am	3:30pm-6:30pm
To City	69	25
From City	6	78

Table 5.1 - London Road at Meadowbank Cycling Volumes

5.49

Review of accident data indicated that pedal cycles had been involved in 8 accidents on a 1.3km stretch of London Road from Montrose Terrace to Willowbrae Road in the last 5 years.

5.50

When compared with other major routes in the vicinity such as Easter Road (18 accidents in 1.5km) and Leith Walk (30 accidents in 1.6km) this is lower rate of accidents on London Road.

5.51

The development could also benefit from future cycle connections. This included an upgrade to Clockmill Lane which will link in with routes around Holyrood Park.

5.52

Clockmill Lane is open for vehicles but is very lightly used and would benefit from being changed to a pedestrian and cycle zone north of the railway bridge towards London Road.

5.53

Clockmill Lane to the north of the railway is not overlooked by property or highly used at present. Therefore, there may be some, a perception of safety concerns with using the lane.

Page 25

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Transportation Assessment Addendum
January 2020

Cycle Parking

8.52

As a development that will prioritise people over vehicles it is essential that good, safe cycle storage is provided.

8.53

It was noted in the West Pilton Crescent development that cycle storage was broken into which discouraged use of the stores.

8.54

It should also be noted that there are a number of different bike types requiring storage including kids bikes, adaptive bikes, trikes, tandems, cargo bikes and cycle trailers and scooters.

8.55

Covered external cycle stores should be provided with at least 1 space per resident located near entrance doors throughout the development.

8.56

Cycle hire scheme bikes should also be provided. It is proposed that a docking station will be provided in a prominent location near the GP surgery / turntable park.




Image 8.3 - Cycle Hire Docking Station

Car Parking Restrictions

8.57

Consideration should be made to parking restrictions within the development area to ensure that cars are not parked within the development apart from disabled or car club cars and do not block any loading or turning areas.

8.58

The application of yellow lines at all points in a development with limited access and narrow roads may be undesirable and visually intrusive and consideration should be given to alternative methods of signing including restricted parking zones omitting the yellow lines.

Page 40

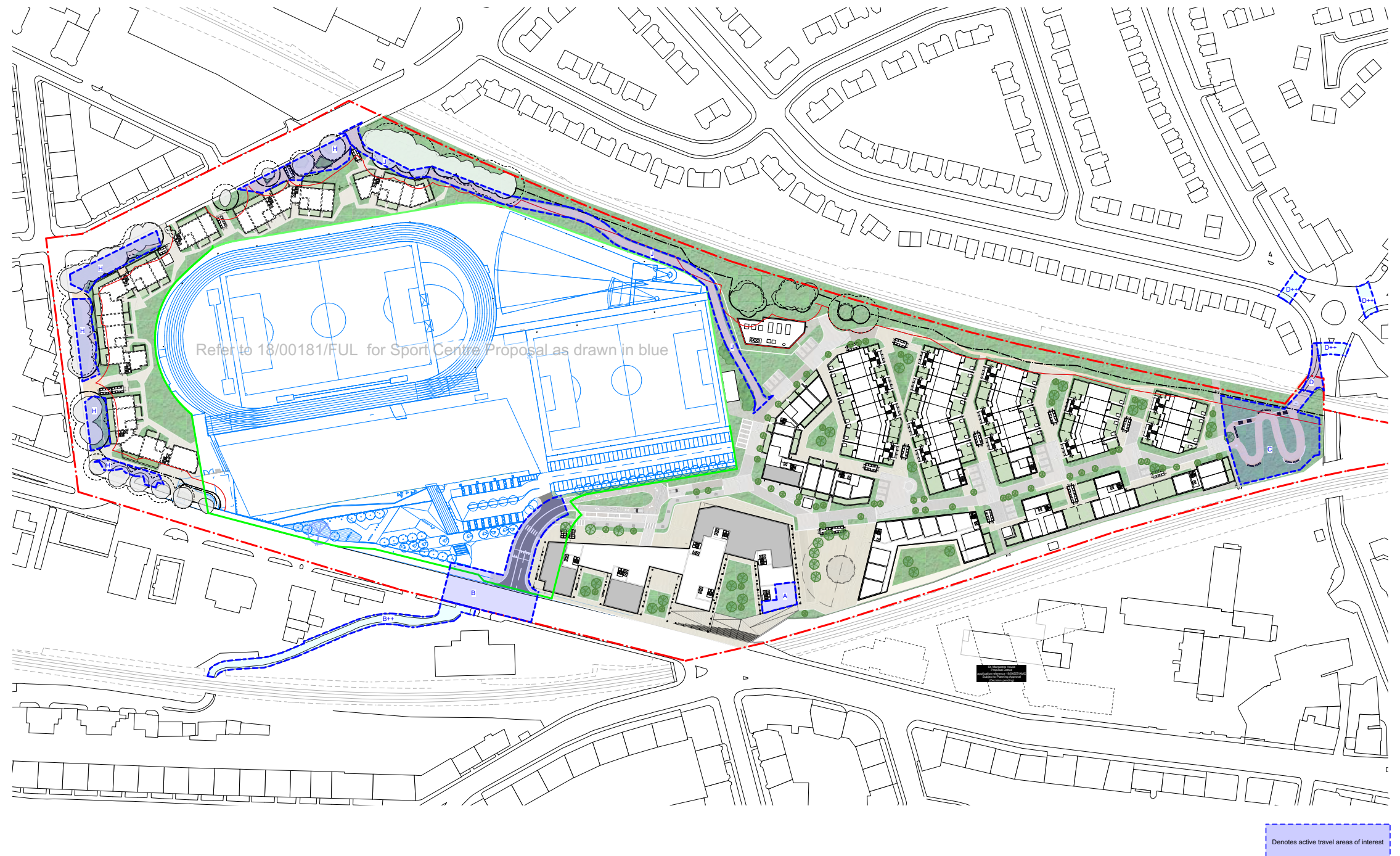
3. THE PROJECTS



ACTIVE TRAVEL PROJECTS

There are a number of projects that are being developed with Edinburgh City Council's Active Travel Department and organisations such as Sustrans:

- A- Active Travel Hub
- B- Reconfiguration of the London Road junction for cyclist priority
- C- Clockmill Road / Restalrig rain gardens
- D-Reconfiguration Restalrig Roundabout Junction
- E- Bike stations/ expansion of Just Eat bikes to Meadowbank
- F- Improved cycle parking for residents and visitors
- G- Play features
- H- Pocket Parks
- J- Lochend Links path
- K - Gateway feature
- L- Street enhancements to support "People First"
- M- Enhancements within the home to support active travel choices



ACTIVE TRAVEL HUB

The new development seeks to embed cycling and pedestrians at the heart of it's culture, making it as easy as possible to own and use a bike. All generations and abilities would be considered by providing access for a range of bikes including cargo bikes, electric bikes, assisted bikes, bike share schemes and other types. Journeys would be carefully analysed: from the daily commute, traveling to school, the trip to the shops or cycling for health and leisure.

Within the development, the ambition is to provide bike service stations: communal bike pumps and repair stations. The aim is to make cycling as attractive as possible and a viable alternative to other methods of transport.

Proposal:

To provide a purpose built Active Travel Hub, promoting active travel and providing services to the local communities. The hub would include bike hire options, library initiatives, safe and secure facilities for personal bikes and bike repair/ maintenance facilities. The hub would aim to improve links to public transport, local path networks, provide travel information and associated outreach activities.

- Fit out of one of the units in site C to accommodate the Active Travel Hub and provide an adjacent storage area to accommodate 242 bikes
- Overall area between 71- 155m2 (TBC)
- Provision for bike repair workshop: capacity for bikes to be serviced; including worktops, stands and lockable shelving. Storage within hub for circa 20 bikes on tilted cycle stands.
- Provision of steel lockers for storage of cycle helmets and other items.
- Provision for a Manager's office, Training space and a seating area for visitor
- Provision of charging points for E bikes.



TO RE-CONFIGURE LONDON ROAD JUNCTION

The access road from London Road is the main entrance into the development and its design and functionality is key to the success of the scheme. The London Road junction will provide the continuation of Clockmill Road into the new residential development.

This junction is the main vehicular access into the Sports Centre Development and is being designed and constructed as part of the sports centre project, intended to open in 2020.

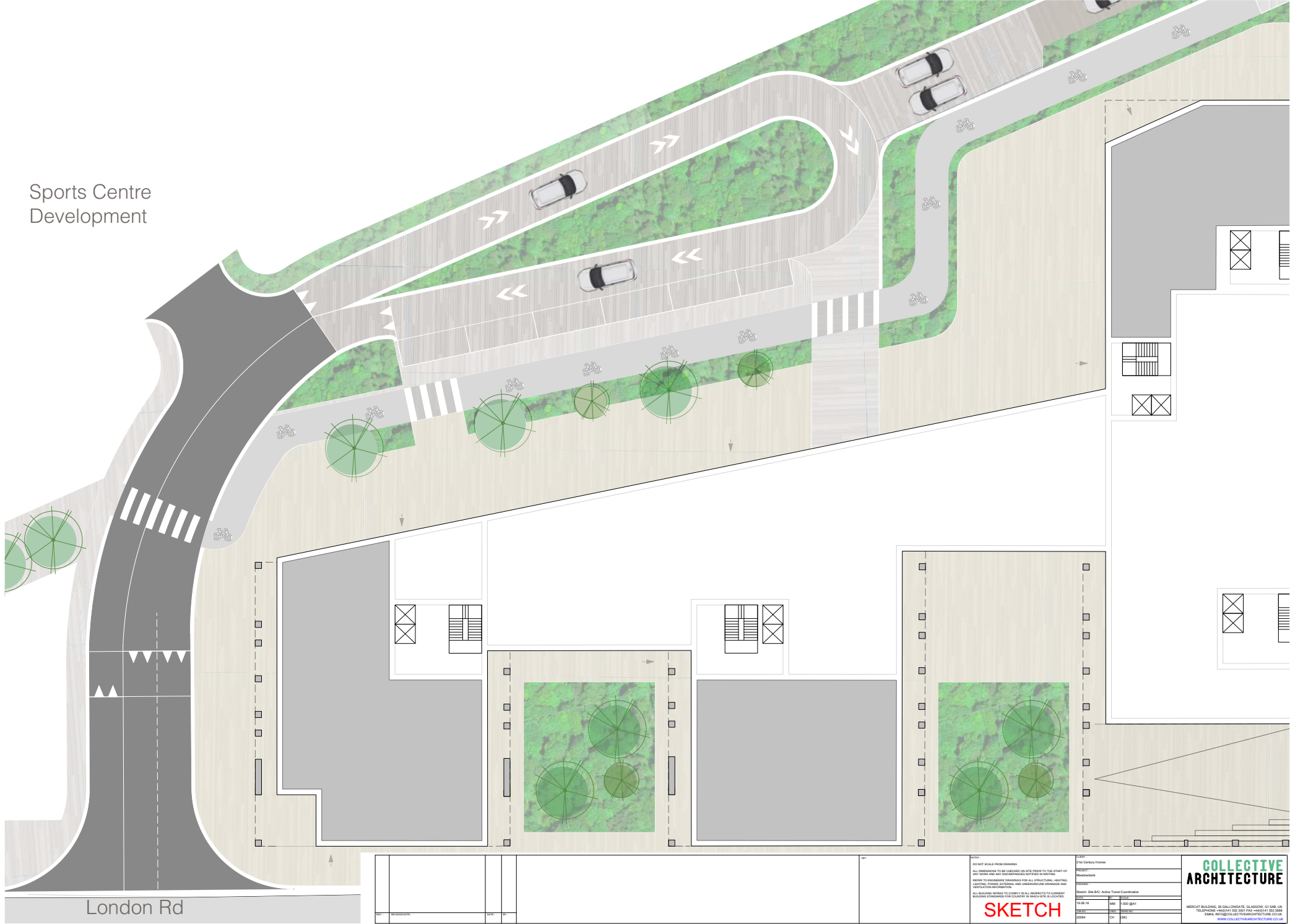
Following the opening of the Sports Centre development the aim is that the junction will be modified to function from an active travel perspective and the ambition is that this will be designed to the highest standard in line with relevant cycle and active travel guidance.

Proposal:

To reconfigure the junction for the masterplan development to provide cyclist priority when moving between Clockmill Lane and new development; addressing significant safety concerns with cycling on London Road.

To reconfigure the 3 lane asphalt junction to London Road as follows:

- to form a two lane junction with dedicated cycle way.
- Allow for kerbed delineation between vehicle and cycle areas.
- Resurfacing of cycle way and adjustments to drainage.
- Road marking and signage.
- Allow for dropped kerbs, tactile surfaces and raised tables in block pavior.
- New 4 way traffic light system to be installed with a push button for cyclists. Interfaced with the nearby existing traffic lights.
- Line marking, signage and dropped kerbs required at all 4 approaches to this junction.
- Delineated cycle route surface treatment.



CLOCK MILL LANE IMPROVEMENTS

Clockmill Lane at present is a rather dark and congested road with insufficient lighting, signage and delineation. The junction to London Rd, presents some challenges to vehicles, cyclists and pedestrians alike.

Proposal:

Following Project B improvements, there is an opportunity to re-develop the Clockmill Lane path on the other side of London Road from the main development, improving links to the city centre for residents and the wider communities.

Additional works to Clockmill Lane, between London Road and the railway bridge, would include:

- New lamp posts to adoptable standards
- signage and road markings
- delineated cycle route surface treatment.

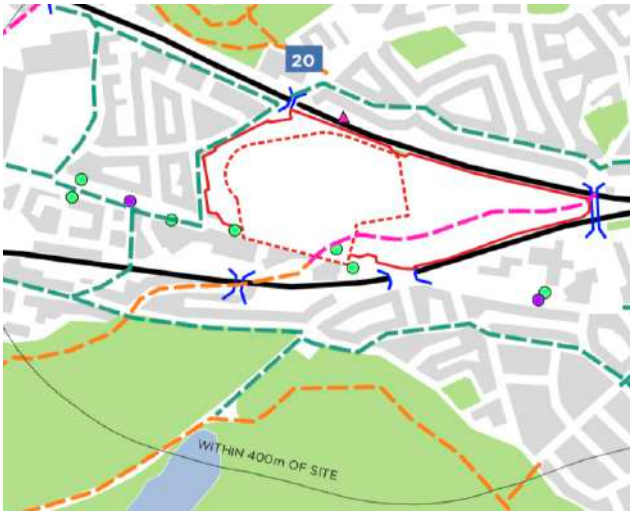


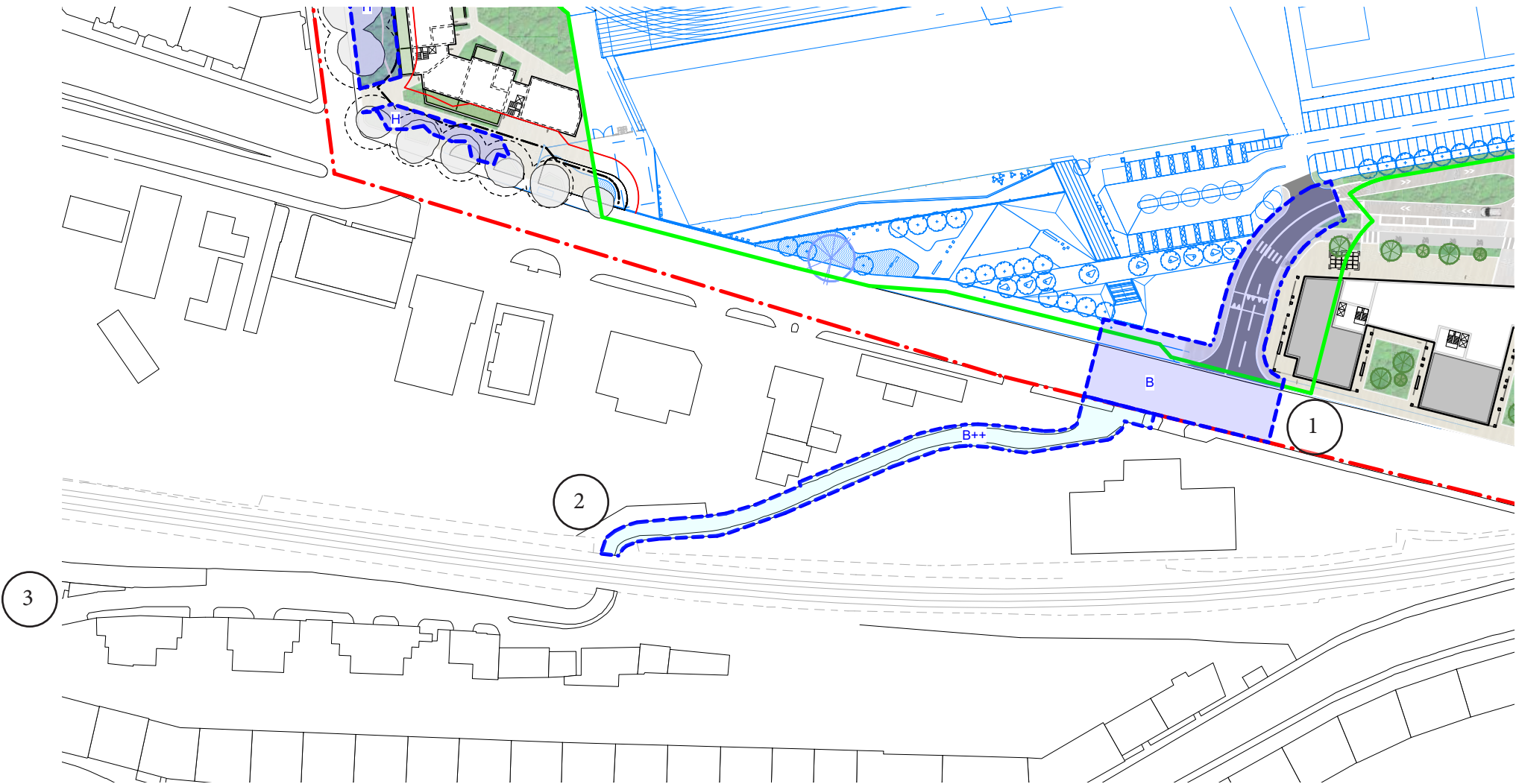
Photo location 1



Photo location 2



Photo location 3



CLOCKMILL RD/ RESTALRIG RAIN GARDENS

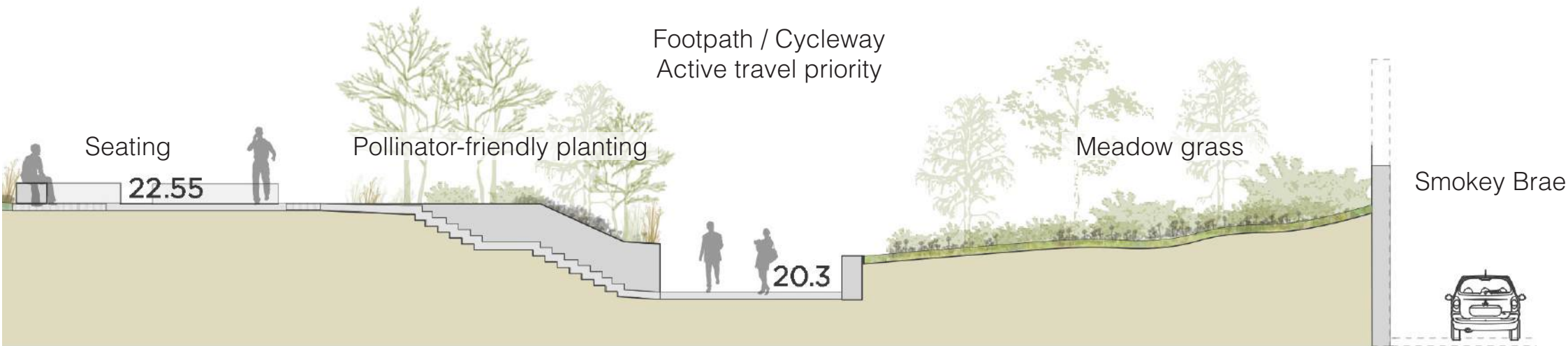
This project is to improve connections to Restalrig along a newly re-instated Clockmill Lane.

To negotiate the topographical level change of +5 metres between the top of Smokey Brae and the end of Clockmill Road, the proposal is to create a sloped rain garden, with a ramped footpath providing access for pedestrians and cyclists. Stepped access will be provided as an alternative approach for pedestrian access. This ramped access will help connect wider cycle routes, promoting active travel. The landscaping proposal has been carefully considered to provide a variety of trees and planting. The trees will be of a deciduous variety to allow good visibility during winter months. The building frontages have been designed to face the rain gardens to ensure overlooking and passive surveillance.

The ramp and stair structures will need significant retention to support the redistributed earth. The proposal is also to bring down the height of the walls to Smokey Brae if possible, to improve the quality of Smokey Brae. This is being reviewed by the projects structural engineers. Relevant survey and investigations are being carried out as well as on-going discussions with Network Rail who own the perimeter walls to the railway.

Proposal:

- To provide a dedicated cycle way. Resin bound gravel surface with kerbed edge and Inset signage.
- Provide cycle way lighting. Including bollards and inset LED/ solar powered lights.
- Provide embankments with excavation to provide gentle gradients and improve visibility. Retaining walls (new and existing) kept to a minimum where possible.
- Provide street signage and bollards.
- Provide street furniture- Including benches and integral play features.
- Provide rain gardens- connected to main surface water drainage. To include a range of shrubs as specified by the landscape architect.
- Provide new trees to landscape architects specification.



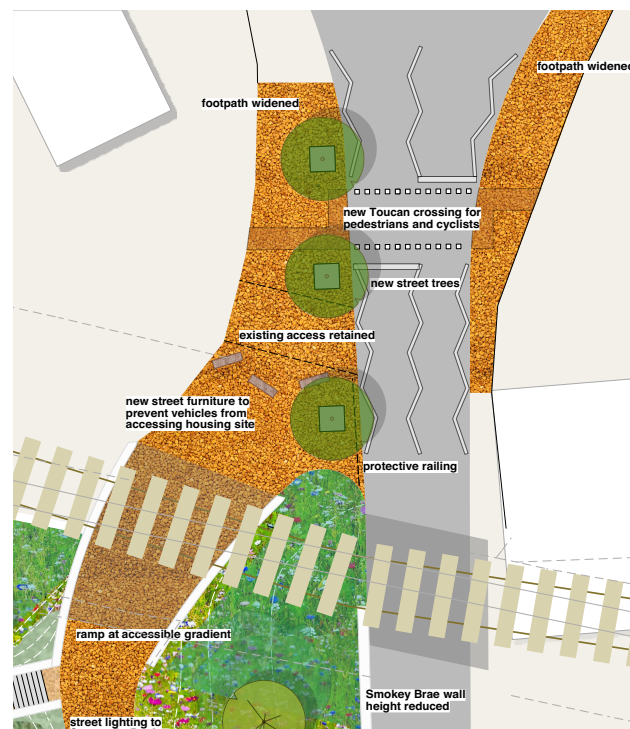
RESTALRIG ROUNDABOUT JUNCTION

A Transport Impact Assessment has been undertaken for the site, which recommended that necessary improvements are made between the Restalrig roundabout junction and the boundary of the Meadowbank site.

Proposal:

To improve cyclist and pedestrian safety, whilst improving connections to the wider area.

- New toucan crossing
- Provide new surfacing.
- Asphalt to be broken out and surfaces continued from the Restalrig rain gardens proposal.
- Provide delineation of cycle way with painted surfacing, dropped kerb and tactile surfacing.
- Provide signage and pedestrian safety barriers at roundabout.
- Provide benches, lighting and further play elements.





Bike stations/ expansion of Just Eat bikes to Meadowbank

Proposal:

To introduce cycle hire schemes to the site, improving transport links for all.

- To have 3nr bike stations within the development. Locations at Wishaw Terrace corner, next to the ATHub and one at Restalrig Junction.
- To consist of bike racks suitably anchored, with signage and information boards.
- Painted/ resin gravel surface around the bike stations with painted white lines to delineate
- Fitted with e-bike charging racks.



Improved cycle parking for residents and visitors

Proposal:

To provide 200% cycle storage or greater to meet and exceed policy where possible and provide a range of different bike stores to accommodate the various vehicle types available.

- To provide free standing store structures with green sedum roofs to the ground floor colony homes. Each accommodating up to 4 bikes with charging points.
- To provide brick shelters fitted with a cycle clamp system, for the upper colony flats; shared between 2 flats.
- To provide Internal bike stores/ dedicated for cycle use with lockable/ fob access, lighting and power for the apartment blocks



Play features

Proposal:

To provide high quality streetscapes and public realm that accommodate all ages.

- To provide children friendly street furniture along the active travel route,
- Active place-making for all ages.
- Widened areas to contain additional trees and bollards to prevent fly parking.



Pocket Parks

Proposal:

To provide high quality landscaping to the 'urban park-lets' in Site A, along Wishaw Terrace.

- To provide resin bound gravel surfaces, varying colours with kerbed edges and low walls in facing brick to match facades.
- To provide drainage and additional low level wall mounted lighting.
- To provide street furniture and cycle stands
- To provide enhancement to tree areas including protective guards around each tree.
- To provide bollards to prevent fly parking.



Lochend Links path

Proposal:

To provide high quality landscaping to the path to the north of the site, connecting to Loch End Park. To provide a safe, well lit path to encourage use by cyclists and pedestrians at any time of day.

- To provide a resin bound gravel surface treatment with kerbed edge.
- To provide lamp posts and inset surface lighting
- To provide bollards to prevent fly parking



Gateway feature

Proposal:

To mark the entrance to the site when arriving from London Road. The gateway will be designed to clearly mark the entrance to the site as pedestrian prioritised zone by narrowing to a single lane with passing places. A variety of other features will reinforce the people first approach.

- To provide traffic calming measures; road narrowing and change of road surface from asphalt to block paving
- Raised surface table to slow traffic.
- Additional line marking and signage.
- Control gate with digital counters at entrance/exit to the development
- Low perimeter block walls to further define the gateway feature.

PEOPLE PRIORITY DEVELOPMENT

On the back of public consultation feedback and discussions with local stakeholder groups, the masterplan site has been developed as a 'People Priority Development, promoting active travel.

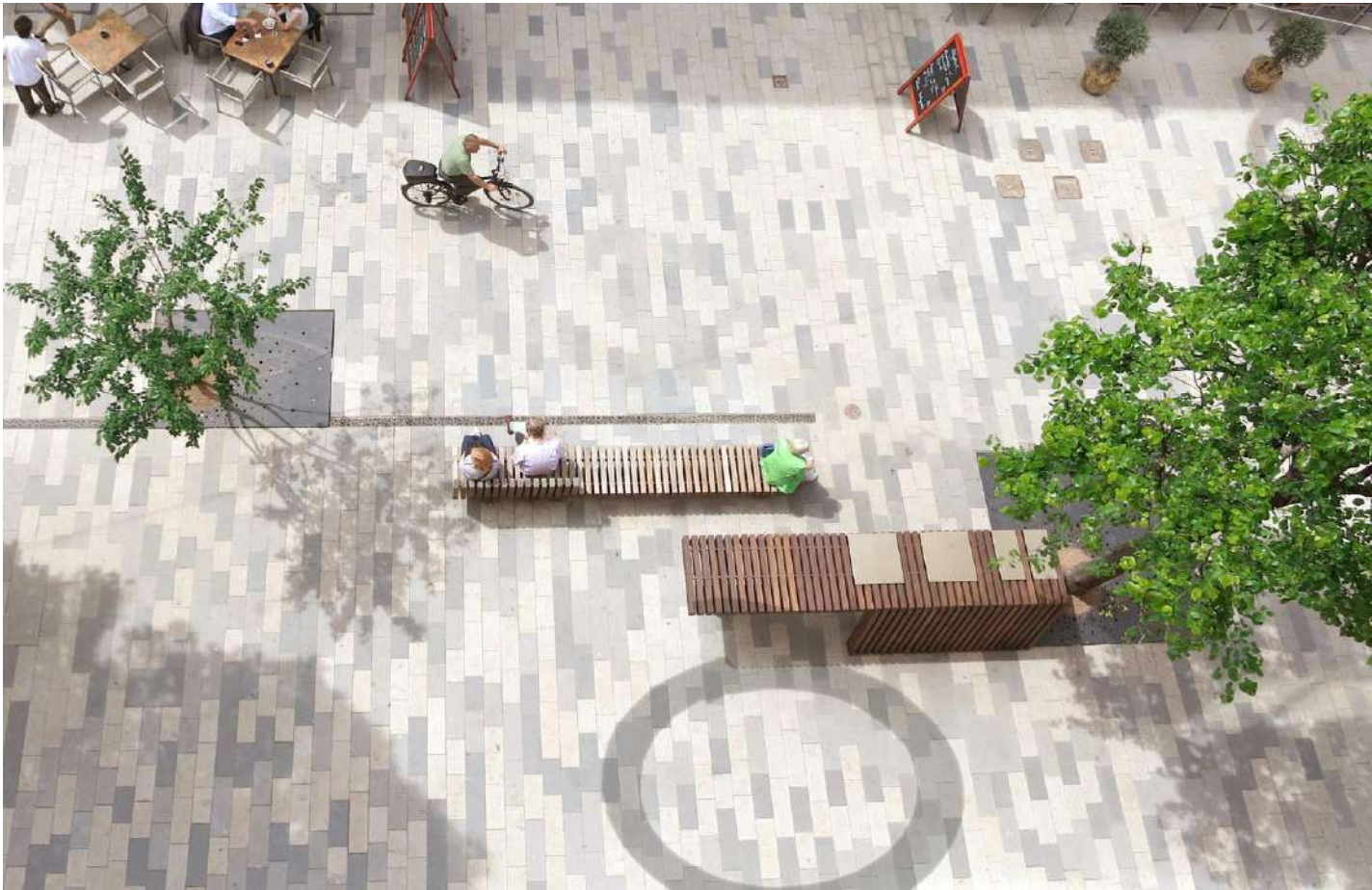
This is a significant move for a city in achieving carbon neutral targets and also a meaningful step forward in promoting the health benefits of active travel, all of which are well documented.

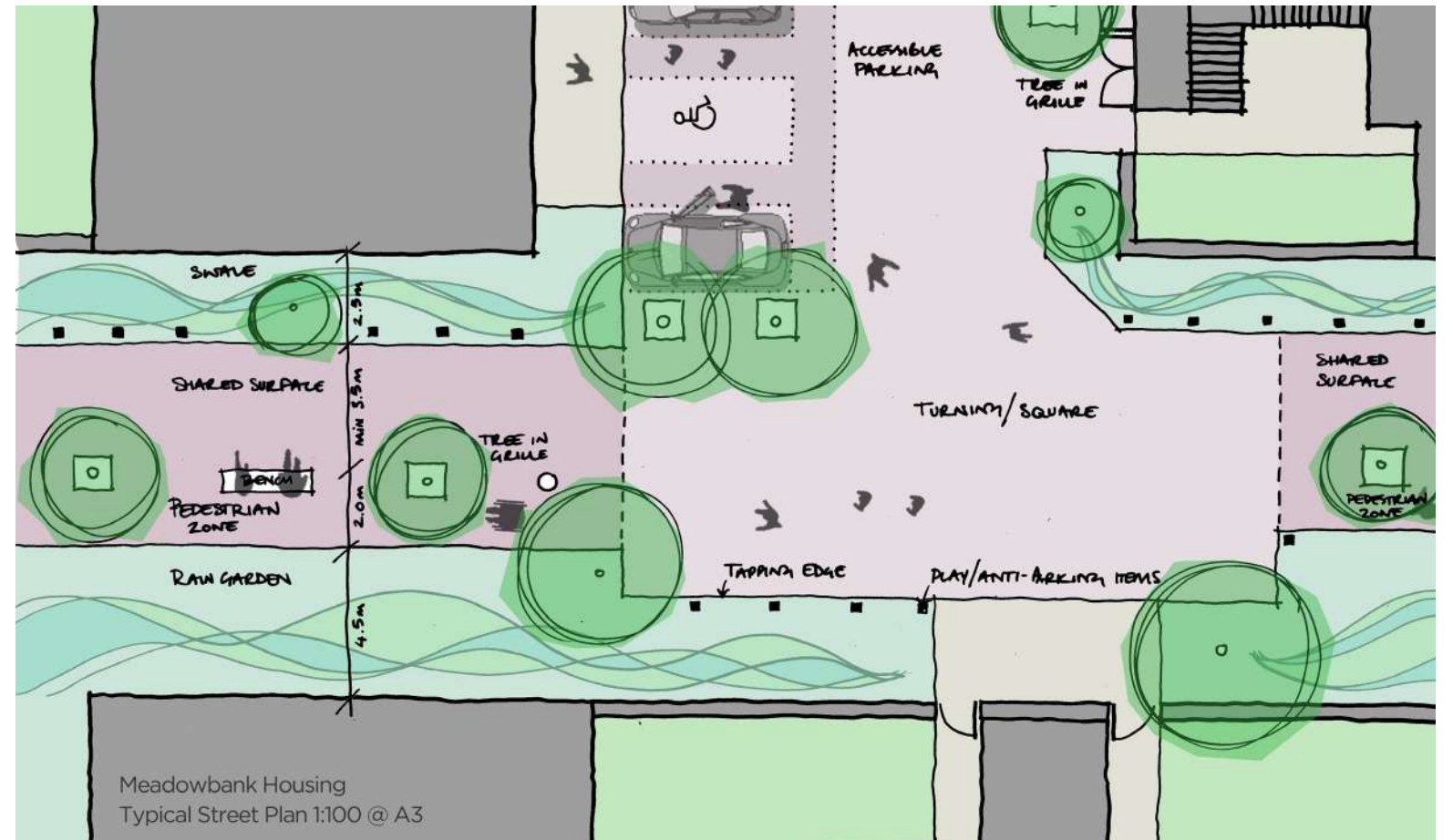
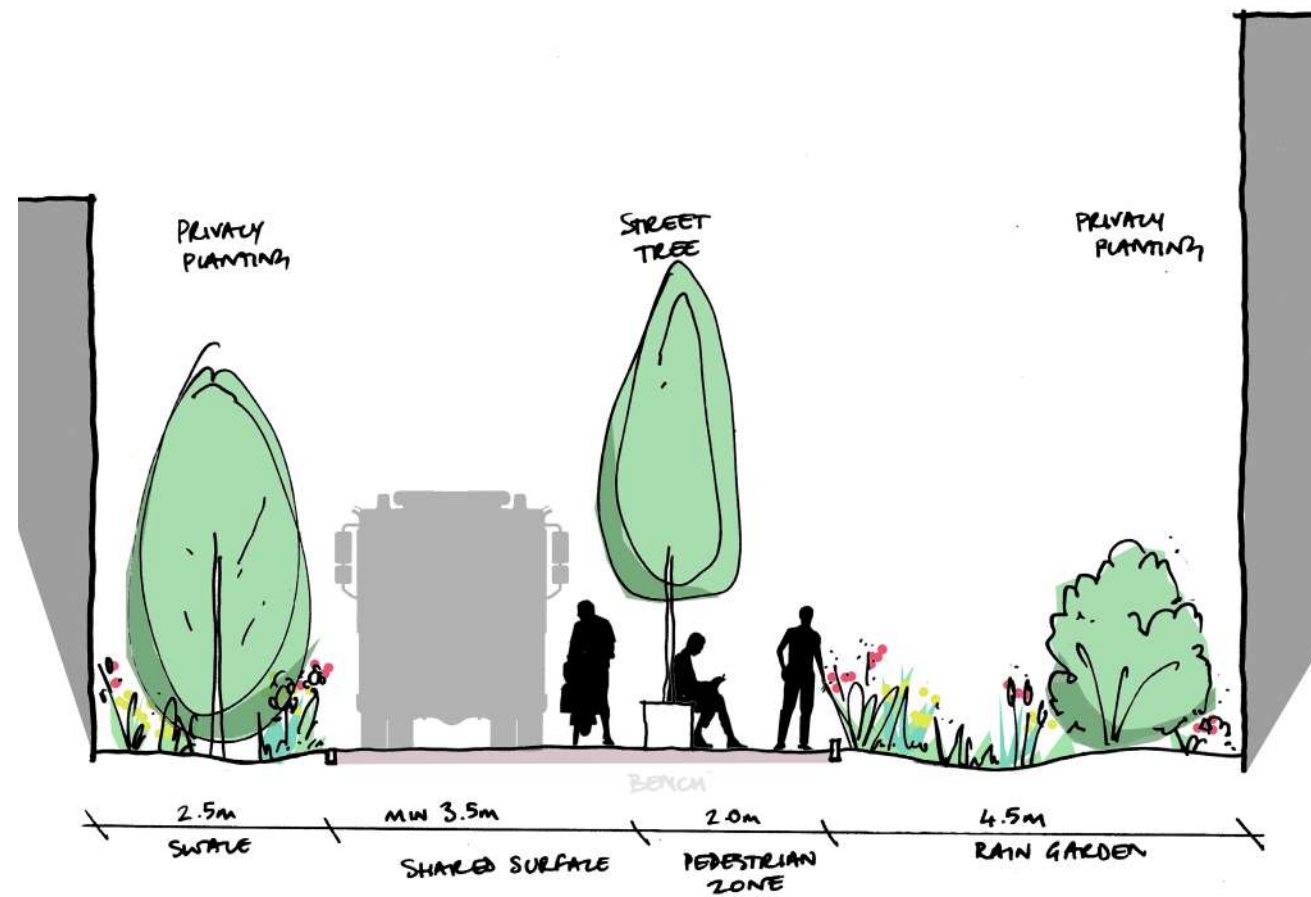
Proposal:

At various locations throughout the development there is an opportunity to provide street enhancements to support 'People First'. These measures will reinforce pedestrian priority and provide the necessary separation to support individuals with visibility impairment and other accessibility needs.

Separation is defined by street furniture, trees and other informal measures. Low bollards also introduced for dual purposes: to prevent fly-parking and also as a play feature. Empathises will be on providing good quality paving and landscaping to provide safe and attractive streetscapes.

- To provide a mix of surfaces (in lieu of asphalt) including block paving and matching kerbed edge.
- To provide a sequence of road narrowing (single lane) and widening (passing places).
- Narrowest sections split in two with trees and street benches for the full length.
- To provide widened areas to contain additional trees and bollards to prevent fly parking.





ENHANCEMENTS WITHIN THE HOME TO SUPPORT ACTIVE TRAVEL CHOICES

There is an opportunity to make sure active travel is embedded in every aspect of the development. The design of individual homes would also consider cycle use: making sure there's ample and convenient storage for all items including cycle helmets and carriers.

Proposal:

- Widened hall ways with space for the storage of a single bike, making it as easy as possible to own and use a bike.
- 600mm x 2000mm deep recess created with sliding door and shelves for the storage of cycle helmets and other items. Bike hooks mounted to the back wall at high level to assist servicing of the bike.
- Widened hallway to have a durable surface (e.g. hard wearing carpet) for an area of 10sqm. Additional hall way lighting and plug points.



BUILDING WITH NATURE ACCREDITATION

Building with Nature is a new benchmark accreditation for the highest quality of design and maintenance of green infrastructure in housing and commercial development. Core standards focus upon Wildlife, Water and Well-being.

There are awards at two stages of accreditation: at design stage and once a scheme is completed. Good or Excellent are the 2 levels of accreditation available.

As part of frontrunner trialling in Scotland, Reaburn Farquhar have already had two projects accredited: New Brunstane, Edinburgh at Design stage - Excellent, and Forth Valley Royal Hospital/Larbert Woods has Excellent accreditation and is in use.

This could be a really positive accreditation for Meadowbank to seek to achieve.



1.



2.

- 1. New Brunstane, Edinburgh
- 2. Forth Valley Royal Hospital/Larbert Woods