



# WESTERN VILLAGES ACTIVE TRAVEL ROUTE



*Sustrans Deliverability Workshop – 29/11/2022*

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# Introduction to Granton Waterfront



- Where?
- What?
- Why?
- When?
- Who?





# Granton Waterfront Development Framework



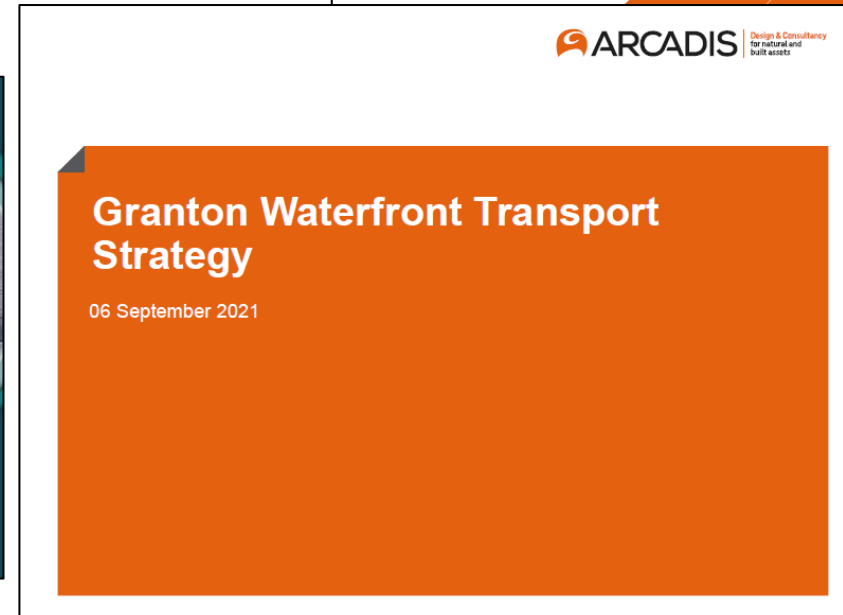
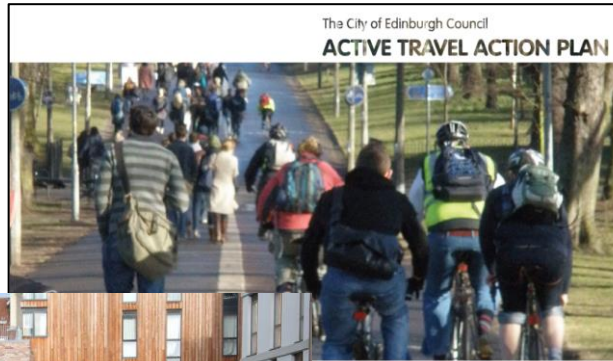
- Approved as non-statutory Planning Guidance in February 2020.
- Outlines the vision, high level strategies and design principles to guide development at Granton Waterfront
- Sets out a climate resilient, place based and inclusive approach for the regeneration of Edinburgh's Waterfront.
- The Framework has been developed through a collaborative, design-led approach involving local communities, stakeholders and public & private sector partners.
- Placemaking and creating an area that reflects the needs of local communities and the wider city are at the heart of the framework.
- Framework seeks a low carbon approach to transport with a well connected and distinctive active travel network that prioritises people over vehicles.
- 20-Minute Neighbourhood approach a key focus for the regeneration of Granton Waterfront.





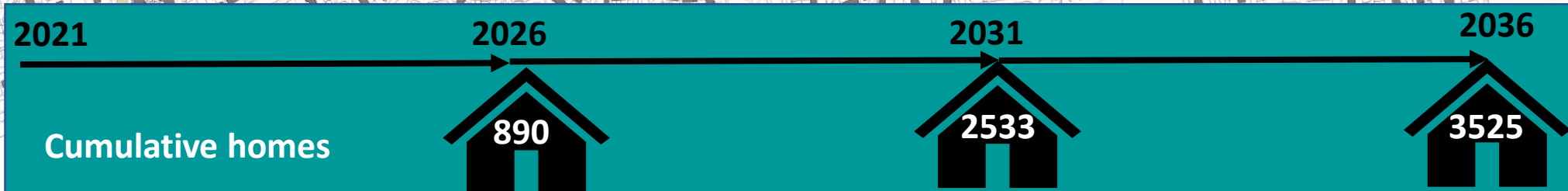
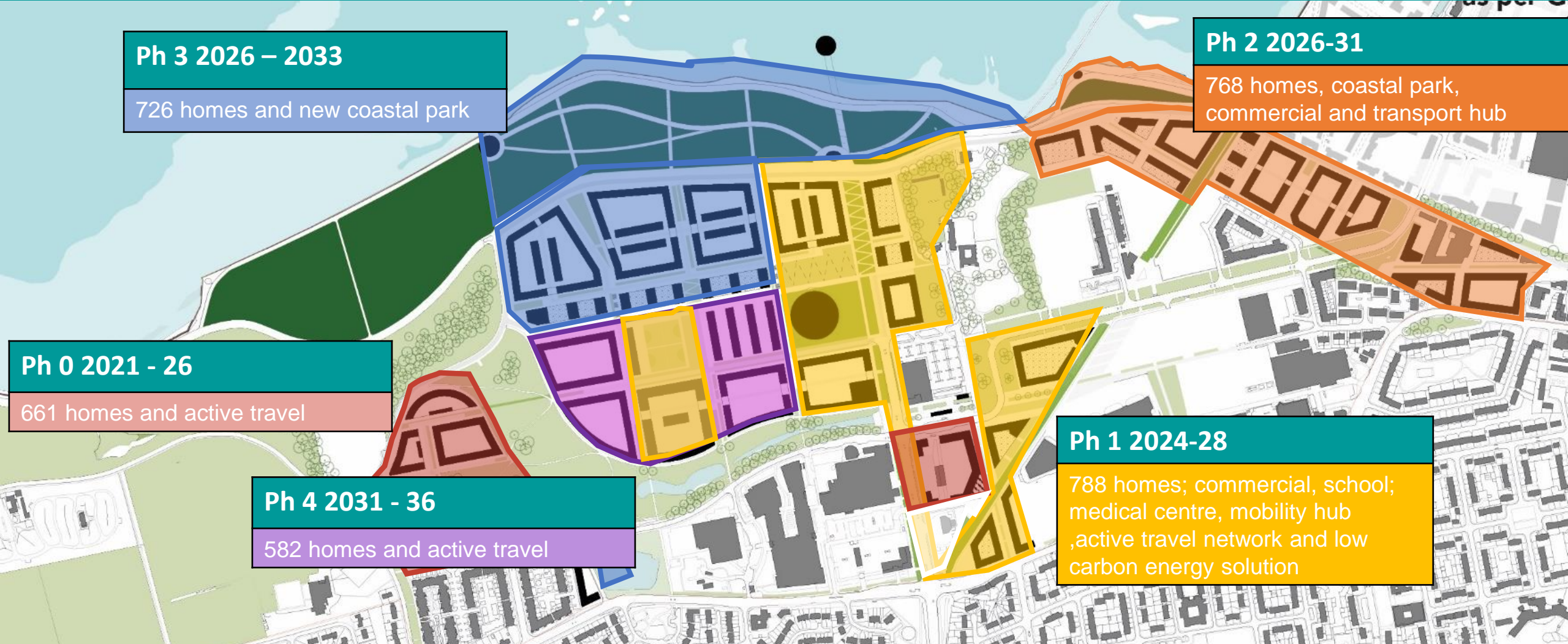
# Policy Alignment

- City Mobility Plan 2020-2030
- City Plan 2030
- Edinburgh Design Guidance
- Active Travel Action Plan
- Granton Waterfront Transport Strategy
- Granton Waterfront Active Travel Strategy
- Cycling By Design





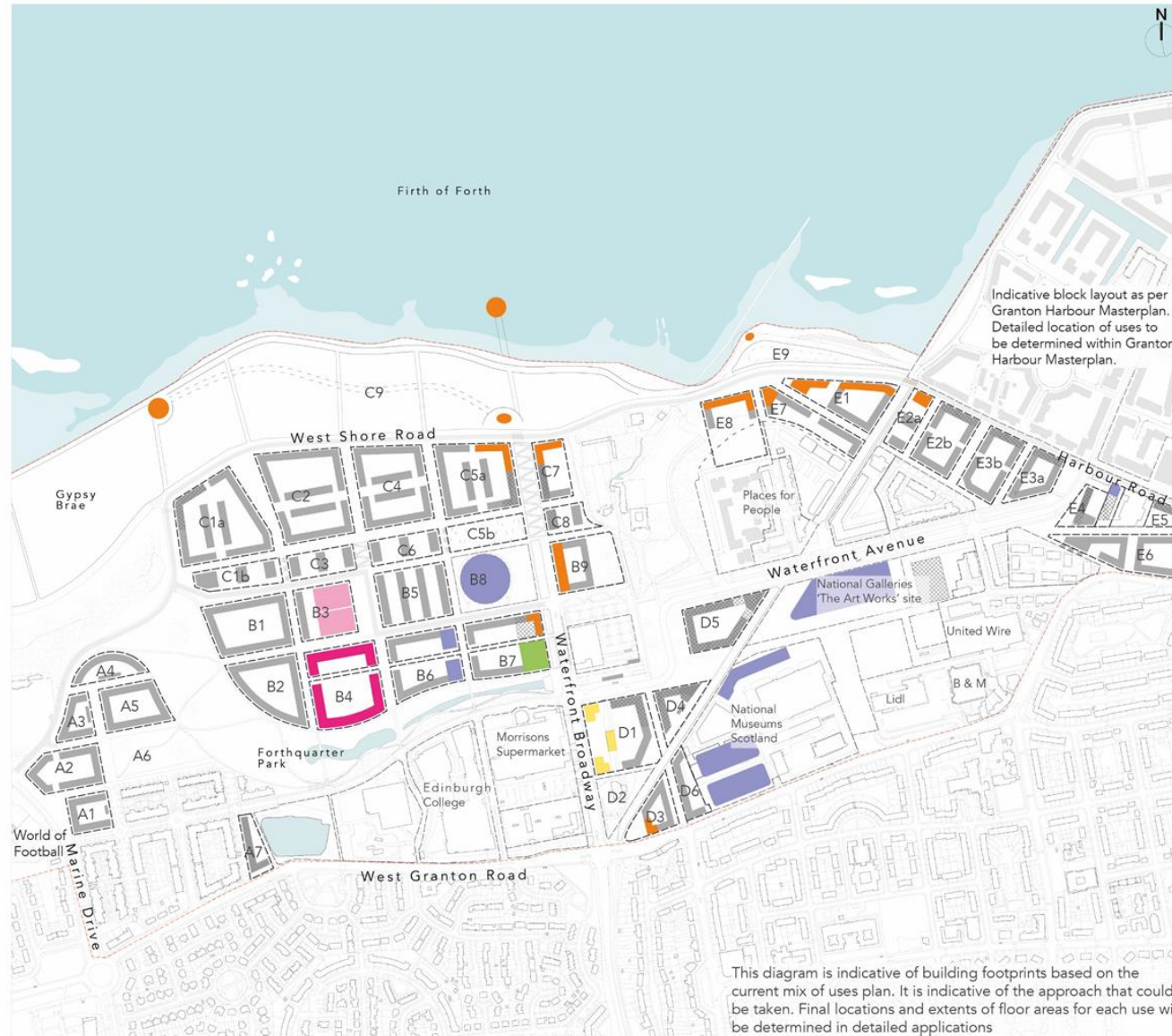
# Granton Waterfront Development Phasing







## Proposed New Uses



- Residential**  
 The Development Framework should consist mainly of perimeter residential blocks with mixed use ground floor spaces at key locations.
- Class 1, 2, 3, 4** (1 = shops, 2 = financial, professional and other service, 3 = food and drink and class 4 = business)  
 Community spaces, shops and cafés should be provided at ground floor throughout the development Framework focused around key public spaces and routes. Housing should be provided to upper floors.
- Additional Class 1, 2, 3, 4**  
 Areas should be designed to allow for potential inclusion of non-residential ground floor uses if demand is there.
- Healthcare**  
 Provision has been made for a potential 1400 sqm health centre subject to NHS Lothian confirming their requirements. It is proposed that this be located to the prominent corner at Waterfront Broadway and Forthquarter Park as part of the key pedestrian link between a new transport hub and the pedestrian link to the Waterfront. There are opportunities to link this with elderly supported housing.
- Education and Learning**  
 Proposals for the integration of a new urban primary school are being developed by CEC. There is an opportunity for complementary facilities, such as a nursery, library and community pitches located overlooking Forthquarter Park (B4). These are to be considered within the context of the urban character of the area. Site for proposed new Edinburgh College Construction Skills Centre to be around Waterfront Broadway and to provide links to other learning and education facilities.
- Arts and Culture (mixed use)**  
 Proposals for a new National Galleries 'The Art Works' building, new use for gas holder, library and extensions/adaptations to the existing National Museums site.
- Enterprise and Innovation**  
 Area to be considered for start-up and new business, learning and community spaces. These should incorporate publicly accessible facilities.

## Current Definition of a 20 Minute Neighbourhood in the City Mobility Plan (CMP)–

*“CEC aim is to create places where people’s daily needs can be met within a 10-minute walk/wheel of their house, equivalent to a 20-minute round trip.”*

- Requirements of 20 min Neighbourhood in CMP:
  - Local Centre
  - Food shop
  - GP’s
  - Primary school
  - Local open space
  - Play area

This diagram is indicative of building footprints based on the current mix of uses plan. It is indicative of the approach that could be taken. Final locations and extents of floor areas for each use will be determined in detailed applications



# Granton Development Proposed AT Network(2022 - 2036)



- **Key Street Interfaces/Cross Sections – Identified in Granton Waterfront Development Framework :**

- (1) West Shore Road
- (2) West Harbour Road
- (3) Waterfront Broadway
- (4) The Diagonal
- (5) Forthquater Park
- (6) Development Street
- (7) Marine Drive / West Shore Road - Western Village AT Route
- (8) West Granton Road
- (9) Residential Streets/Lanes

- **Strategic Routes**

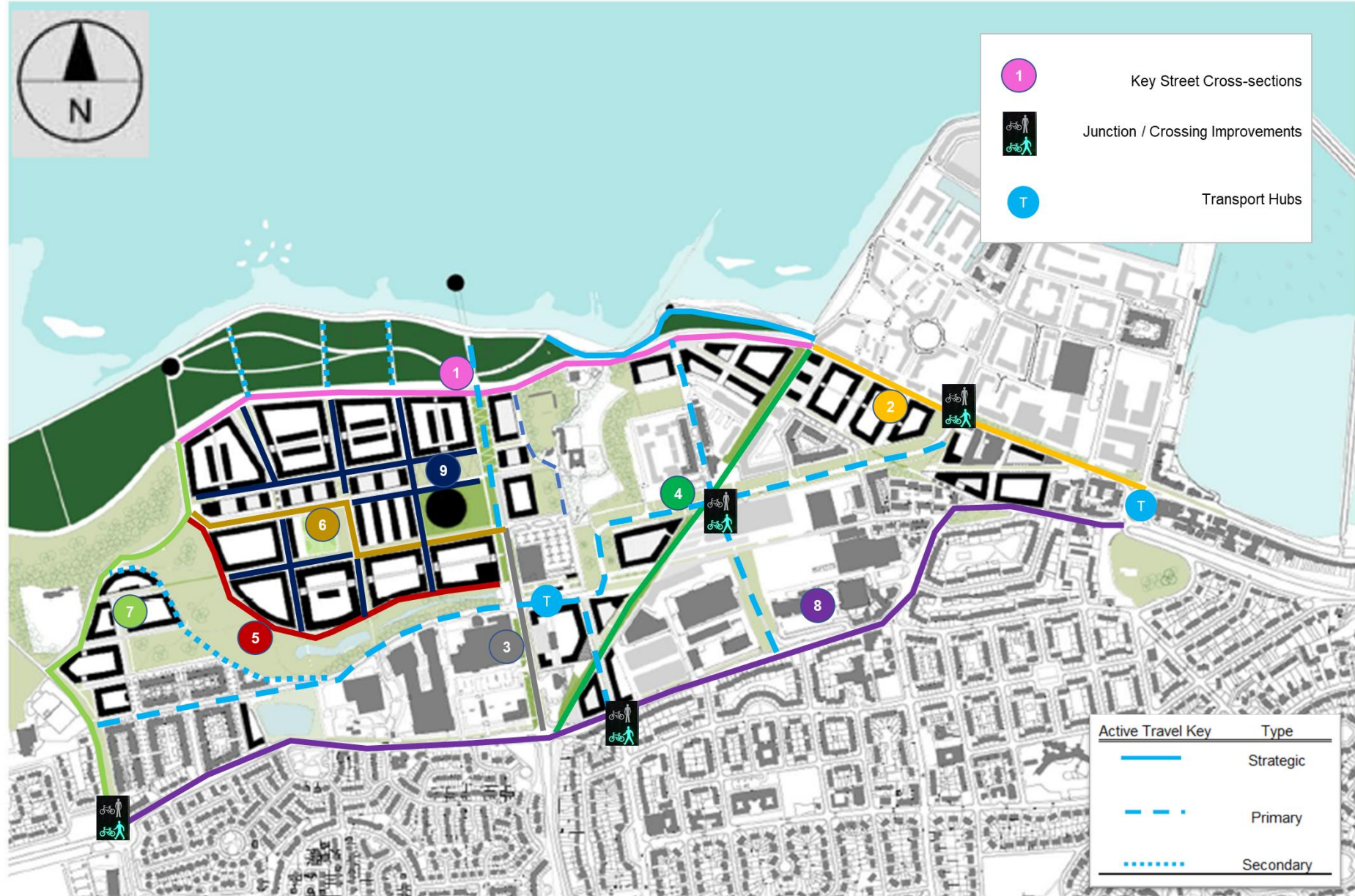
Improvements to the Strategic Network

- **Primary Routes**

Upgrades of localised routes

- **Secondary Route**

Minor upgrades to routes

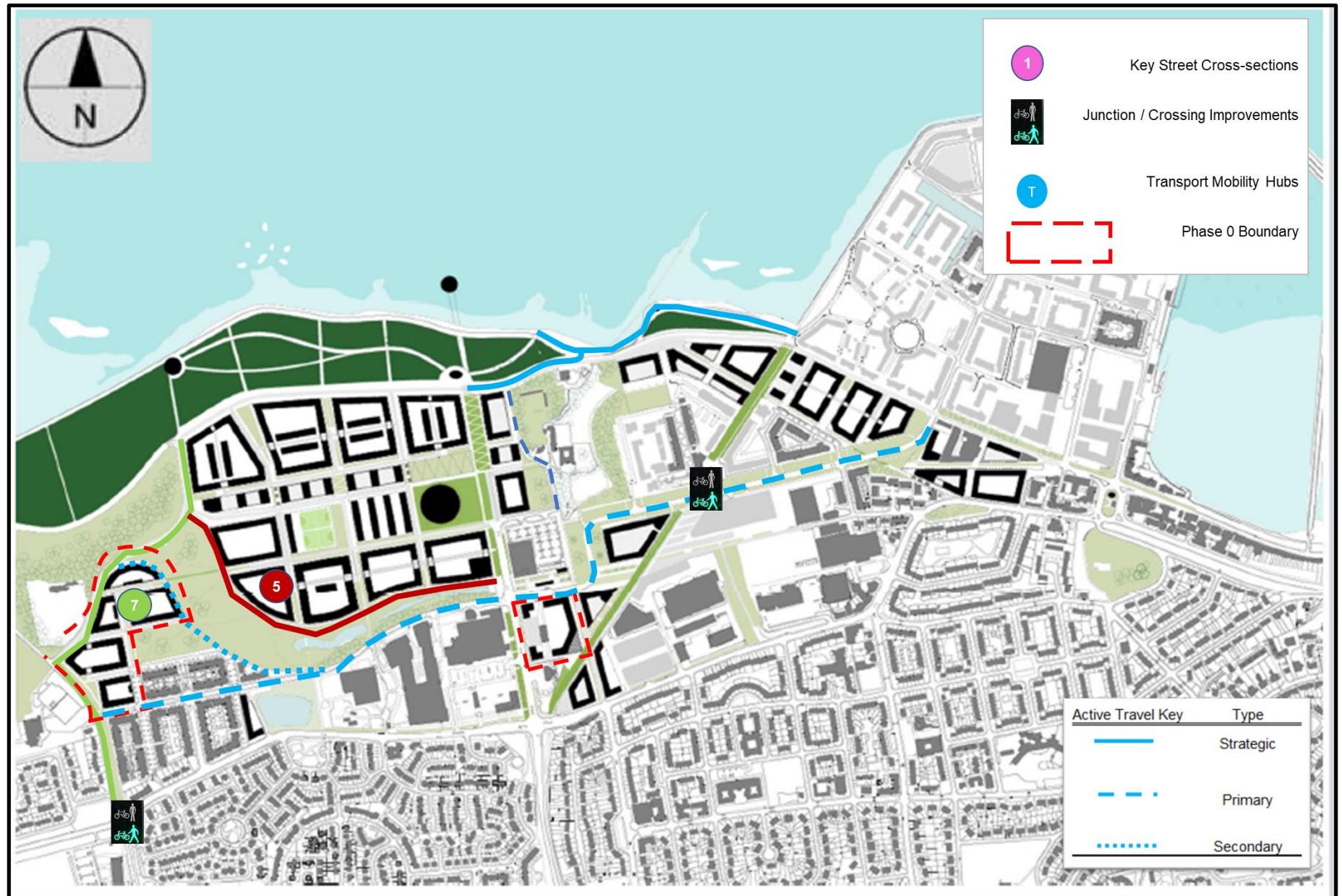




# Early Actions (2022 - 2026)



- Granton Core Path
- (7) Western Villages Active Travel Route
- The Prom &
- (5) Forthquarter Park
- Waterfront Park & Waterfront Avenue



# Key Spaces & Interfaces



- Granton Waterfront Development Framework establishes design principles for key open spaces and key street interfaces.
- 9 Key Streets are identified, some related to new streets and others related to proposed upgrades.
- High level illustrations detailing upgraded street profile with full transport corridor improvements.
- Marine Drive and West Shore Road identified as Key Street Interface 7 with the following key design principles:
  - Cycle route should be provided connecting with existing routes where possible.
  - Corridor should be future proofed as a public transport route.
  - Upgrade to surrounding junctions that prioritise active travel movements.
  - Where possible implement landscaping/SUDs treatments, including street trees.



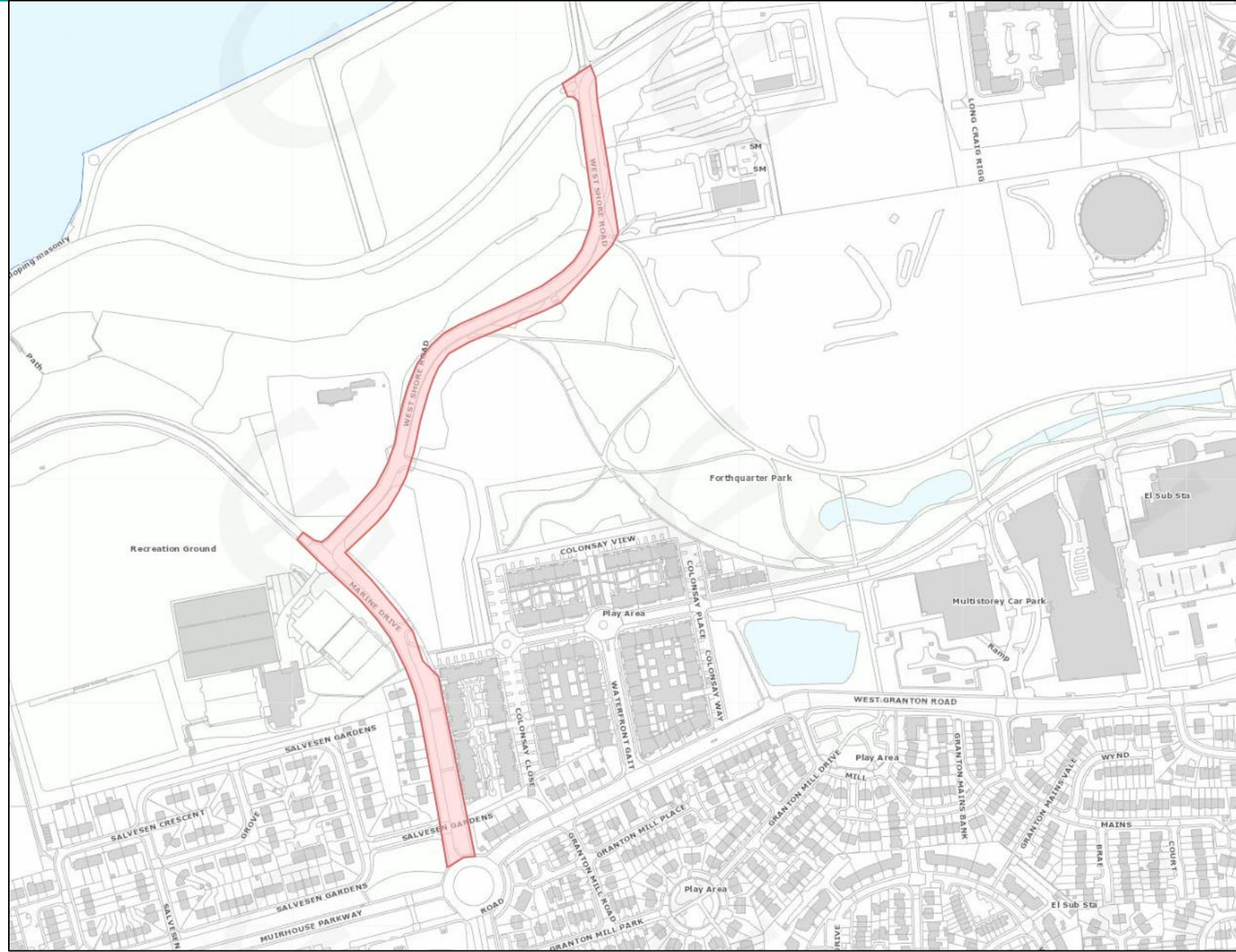
Fig. 5.23: Illustrative section and plan for Marine Drive / West Shore Road



# Marine Drive / West Shore Road



- Links Pennywell Road Roundabout with the coast.
- Links with existing active travel infrastructure at Forthquarter Park and the Edinburgh Waterfront Promenade
- Links in with North Edinburgh Active Travel (NEAT) Connections.
- Direct interface with the Western Villages Development, with transport corridor improvements forming part of planning application.

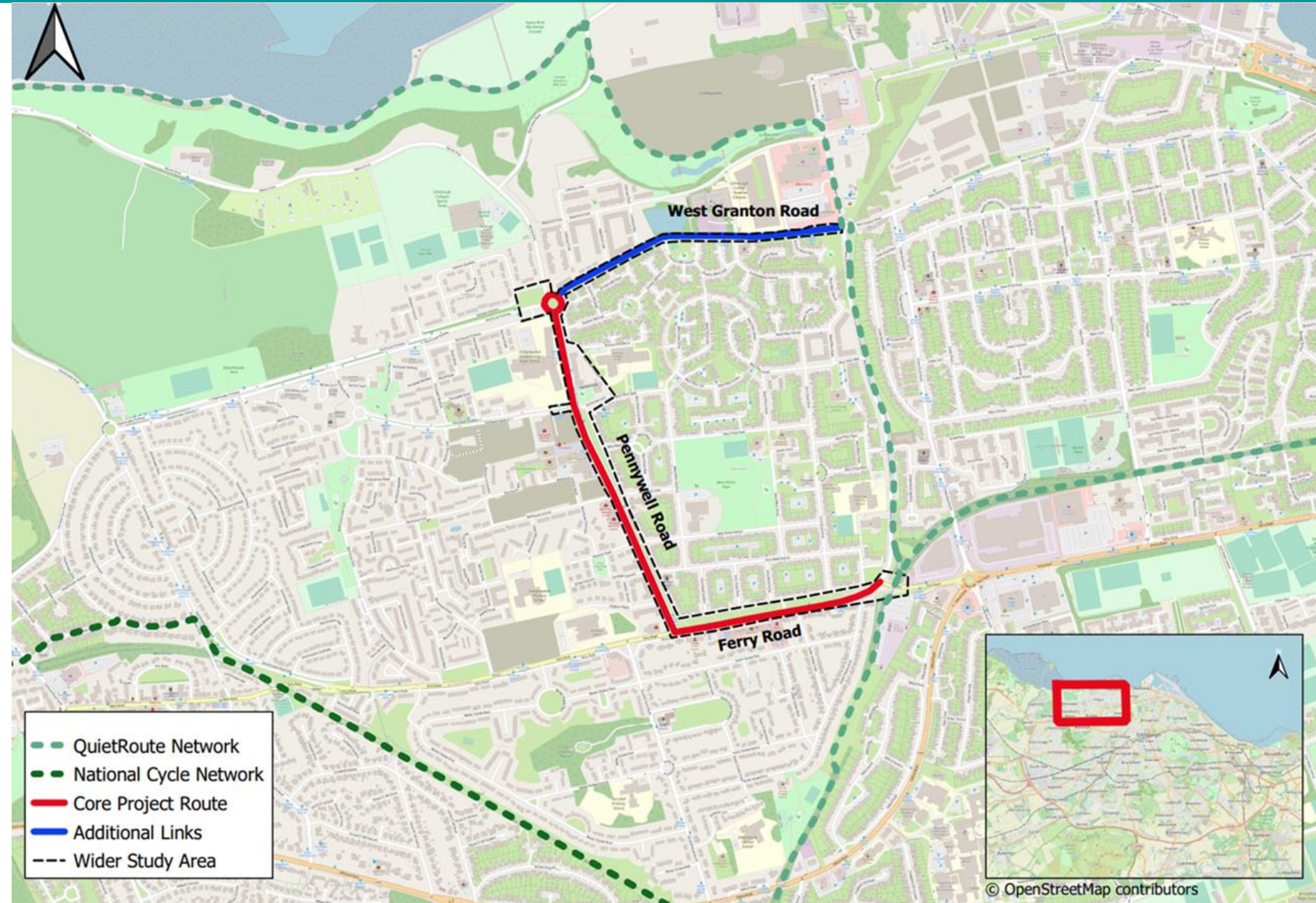




# North Edinburgh Active Travel (NEAT) Connections



- Being Delivered by CEC's Active Travel Team
- Includes active travel infrastructure on Ferry Road, Pennywell Road and West Granton Road.
- Project will include major junction upgrades at Pennywell Road Roundabout and West Granton Access – West Granton Road.
- Links a number of in with strategic network at West Granton Access and the Red Bridge.





## • Project Aims and Objectives:

- Providing a high-quality active travel route that connects the existing communities around the Pennywell Road Roundabout with the Forthquarter Park and the coastal edge.
- Providing an active travel connection between the Western Villages Development and proposed active travel improvements currently being developed as part of NEAT Connections.
- First corridor improvement as part of the Granton Waterfront Development.
- Improving formal and informal crossing points at key locations along the route ensuring that the is accessible by all.
- Improvements to the boundary of Forthquarter Park with West Shore Road.
- Ensuring pedestrian and cyclist priority where physically possible.
- Improved landscaping including street trees and improved biodiversity.
- Innovative SUDs feature to improve above ground water retention.

## • Project Constraints:

- Delivery of project by Development Project Team who do not hold capital budget.
- Council Priorities in terms of Active Travel infrastructure.
- Significant housing development on adjacent site.



- Bi-directional segregated cycle route on eastern/southern side the road to link in well with development and Forthquarter park including Quiet Route 12, to minimise the need for cyclists to cross traffic to access the cycle infrastructure with only one side road junction to navigate where priority measures will be put in place.
- Bi-directional route easier to incorporate within existing corridor and will minimise most of the construction works to one side of the road (including development).
- Planting buffer used to segregate pedestrians and cyclists and were possible SUDs solutions incorporated.
- Significant upgrade to boundary between Forthquarter Park and West Shore Road, including removal of fence and utilisation of planting and landscaping.
- Future proofing for a potential public transport route.



Fig. 5.23: Illustrative section and plan for Marine Drive / West Shore Road



# Design Development and Innovation - Route Design





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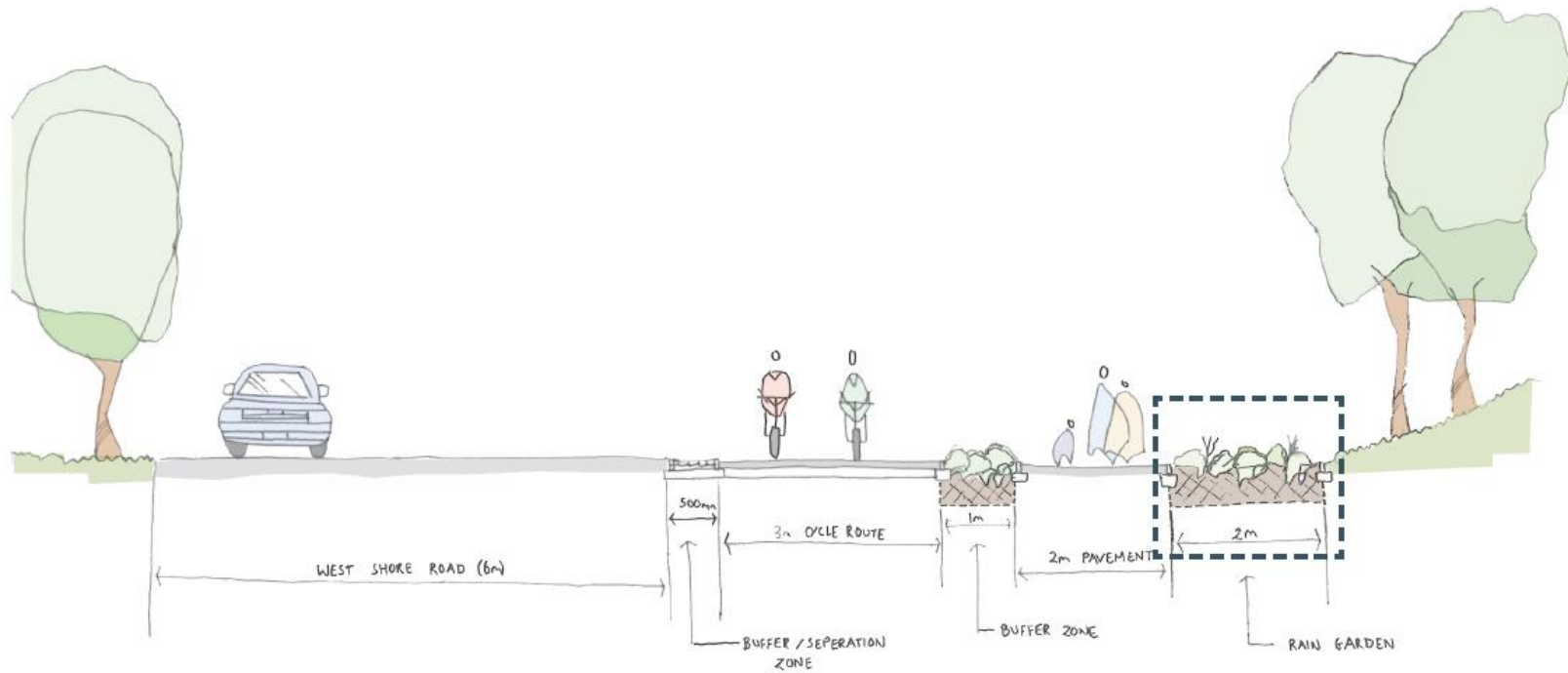


# Design Development and Innovation - SUDs





## ○ RAIN GARDEN





## ○ PROPOSED TREES

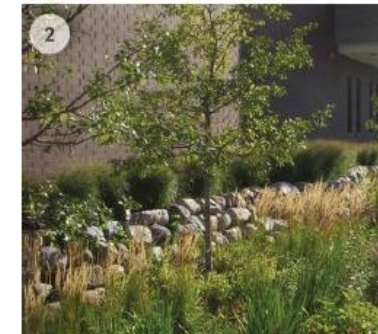


### BACKGROUND

#### Additional trees

The introduction of new mature trees will enhance the existing woodland treescape ensuring that the natural woodland character of the site is retained. The proposed trees will bolster the existing tree groups whilst allowing views towards West Shore Road from within the park.

Additional trees along West Shore Road will enhance the street by adding height.







# Reflection?

## What went well and why?

- Coordinated approach to development and active travel improvements, such as:
  - Materials
  - Accessibility
  - Activation & Passive Surveillance
  - Landscaping and SUDs
- Able to coordinate design work through a larger construction contract.



## What could have gone better and why?

- Direct Consultation.
- Ensuring project is part of wider priorities.
- Questions?

