

George Street New Town

Getting Home Safely Technical Note

City of Edinburgh Council

August 2022



Notice

This document and its contents have been prepared and are intended solely as information for City of Edinburgh Council and use in relation to George Street New Town project

Atkins assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 28 pages including the cover.

Document history

Document title: Getting Home Safely Technical Note

Document reference: GNT-ATK-GHS-ZZZZZ-FN-ZS-000001

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Draft technical note	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	20/05/22
2.0	Revised technical note	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	17/08/22

1. Introduction

1.1. George Street New Town Project

George Street (GS) and the wider First New Town (FNT) area supports a wide range of City functions, serving as a key role for the local economy, residents, events and tourism. It is also a key element in the city centre's travel network for non-motorised users, public transport and vehicle users. The FNT is an important destination in terms of experiencing Edinburgh and it has a critical economic, cultural, and functional role in shaping the City's national and international profile.

The design seeks to deliver a high-quality public realm environment which will enhance the area's identity as a world class destination. The rationale is to provide an adaptable yet robust design which will prioritise the movement of pedestrians walking and wheeling, cyclists and public transport users. The ambition of the design is to generate increased footfall and to create a space which supports increased dwell times.

Core elements of the design include:

- Delivering a design solution which gives priority to pedestrian movement, considering set periods of the day where the streets operate without non-essential vehicle access but permitting bus services and blue badge access where appropriate.
- Incorporation of wider city Active Travel ambitions and form part of the City Centre West-to-East Cycle Link (CCWEL) Route and Meadows to George Street. Use of this facility is to be retained year-round.
- Maintaining the current local bus passenger services within the area; with limited bus stop and route realignments, in-keeping with City of Edinburgh Council's wider Bus Network Review plans.
- Prioritising blue-badge parking within the GSNT area and essential resident parking within the scheme area, to support close access for those who most need it, and reallocating parking bays from GS within the First New Town where this may be possible.
- Reducing vehicle traffic movements at all junctions including George Street, Hanover Street and Frederick Street, to support essential access requirements through the First New Town.

1.2. Getting Home Safely Assessment

Women's safety in public spaces is at the forefront of the political, public and community agendas in Edinburgh. The City of Edinburgh Council (CEC) has taken the opportunity to transform its city centre to ensure these spaces are safe and comfortable for vulnerable users, including women and girls of all ages and abilities, and the Equally Safe strategy for women and girls supports and progresses these aims.

Atkins have been enrolled on the George Street New Town (GSNT) project to support this vision, and use their 'Getting Home Safely – design for women by women' approach to ensure that good design for women's safety is embedded in the project, by taking into account gender nuances which impact the safety of users of public spaces.

The Getting Home Safely (GHS) toolkit has been developed by Atkins, using best practice from other widely available assessments of public space (i.e. Walking Route Audit Tool, Healthy Street etc), and has been adapted and extended to cover gender nuances in public space design. The GHS toolkit assesses public areas and streetscapes against six key themes:

- Landscape
- Infrastructure
- Human Presence
- Digital
- 'Love my Street'
- Community / social

This audit therefore goes above and beyond more conventional streetscape audit tools by DfT, Transport Scotland and others. A full list of the metrics considered within each of the GHS themes is provided in Appendix A.

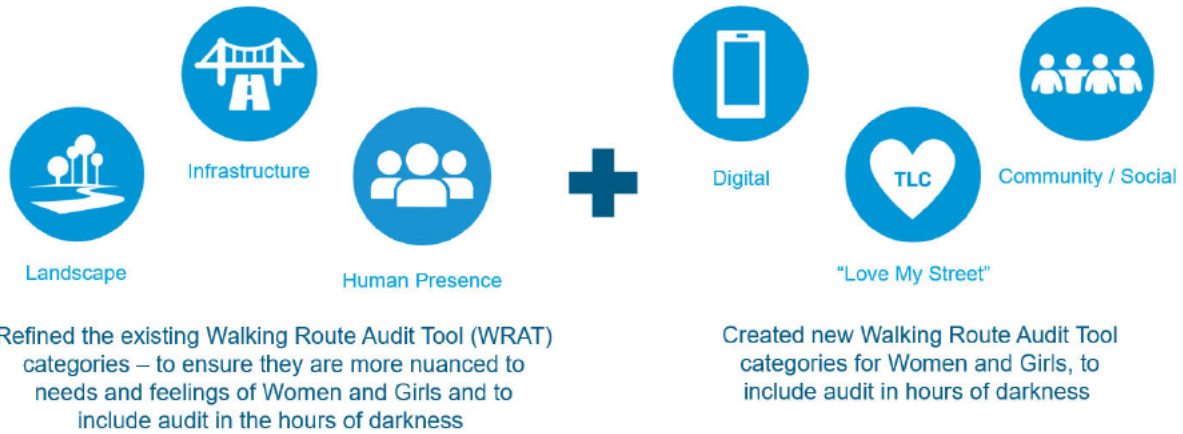
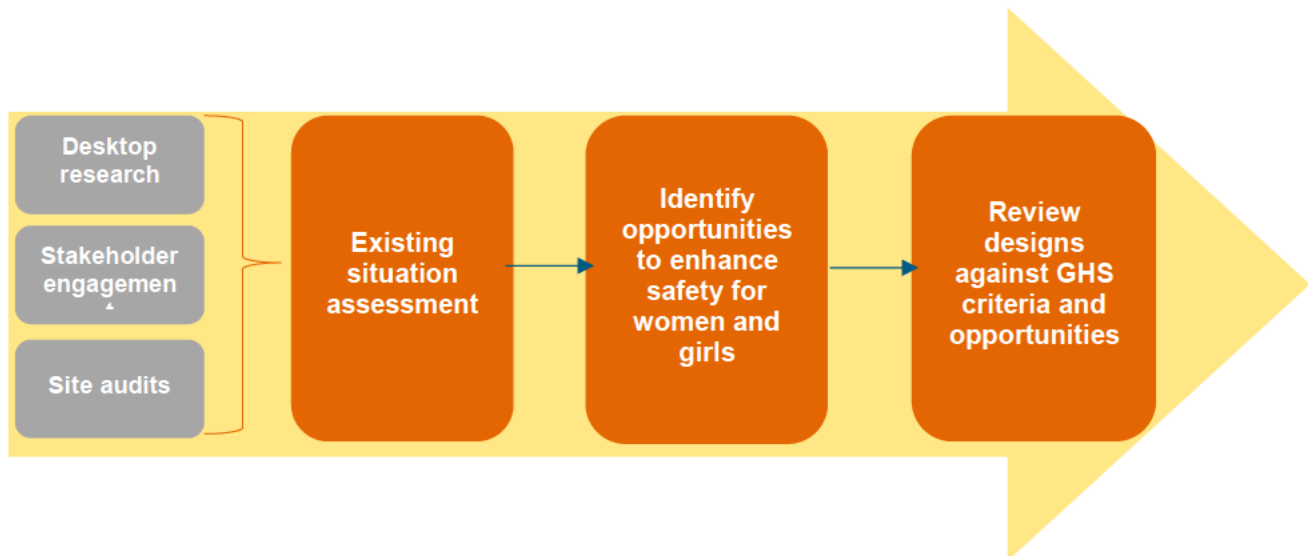


Figure 1 - Getting Home Safely Toolkit criteria goes above and beyond existing audits to consider multiple factors surrounding women's safety.

This document outlines the approach and findings of our 'Getting Home Safely' – women's safety assessment - of GSNT, covering the existing baseline conditions and a review of Stage 2 and Stage 3 proposals for the area.

2. Approach

The GHS approach for GSNT has used the following approach:



The following data sources were used to inform the assessment:

- **Desktop research** – focussing on understanding the socio demographic context, crime levels, area context and supporting evidence for the GHS themes.
- **Stakeholder engagement** – to provide context and local knowledge to inform the baseline review of GS.
- **GHS site audits** – conducted in both daylight (10/03/2022) and hours of darkness (09/03/2022).

Using the insight collected from the above sources, the GHS toolkit has been used to assess the existing situation on GS against the 30 GHS metrics, using a red-amber-green (RAG) approach¹ to assess the public

¹ Where a range of scores are applicable to a public space, the assessment score presents the weakest score within to ensure a fair evaluation and highlight the least optimum areas within a public space.

space against our GHS metric criteria. The RAG approach provides a visual tool to assess and prioritise areas for improvements, supported by qualitative comments / reasoning behind the RAG rating.

The GHS assessment on the existing situation in GS highlights the key issues for women’s safety in the area, and identifies opportunities to improve safety for all in the redevelopment of GSNT.

Following on from this, the Atkins GHS toolkit has been used to review the proposals for GSNT (both Stage 2 and Stage 3 designs), to ensure that opportunities identified to improve safety for women and girls are met in the current stage of design or highlighted for inclusion as the scheme develops.

2.1.1. Stakeholder engagement

Table 1 summarises the engagement with stakeholders that has been used to inform the GHS assessment.

Table 1 - GHS Stakeholder engagement

Date	Format	Attendees	Key themes discussed
07/03/2022	Video call	Daisy Narayanan (CEC Mobility and Placemaking Senior Manager)	GHS methodology and audit process. High level considerations for the GHS audit themes.
09/03/2022	In-person event	<p>██████████ (Police Scotland, Women’s Safety Portfolio)</p> <p>██████████ (Police Scotland, Disability Portfolio Holder)</p> <p>Shona Clelland (CEC Culture, runs Assembly Rooms)</p> <p>██████████ (George Street Assembly, Chair)</p> <p>██████████ (Sustrans)</p> <p>Tony Holsgrove (CEC, GNT Project Manager)</p> <p>██████████ (Spokes, InfraSisters)</p> <p>██████████ (Police Scotland, Race & Religion Portfolio Holder)</p> <p>Angela Voulgari (CEC, Edinburgh Equally Safe)</p>	<p>Wide ranging discussion at stakeholder event, covering issues such as:</p> <ul style="list-style-type: none"> • Importance of operations (including access / servicing) and maintenance to the functioning of GS; • Safety for cyclists, including well-lit cycle parking; • Essential Edinburgh currently fund a rapid response police team, which should be retained. Some concern over safety on Rose Street and The Lanes; • Concern over lack of CCTV, lighting and surveillance on the street, which are considered important to women’s safety; • Police Scotland have a training, “Don’t Be a Bystander”, which they could adapt for local staff; • Construction environments should also be considered for women.
09/03/2022	Site visit	<p>Lesley McInnes (CEC, Transport & Environment Convener)</p> <p>Jo Mowat (Conservative Councillor for Edinburgh City Centre)</p> <p>Claire Miller (Green Councillor for Edinburgh City Centre)</p>	Walk through of George St during hours of dusk / darkness, with councillors highlighting key areas and considerations for women’s safety in the area based on personal experience or reported issues.
10/03/2022	In-person event	██████████ (Essential Edinburgh, Projects Manager)	Key issues from Essential Edinburgh BID (Business Improvement District), including the need for more police coverage outside of events (Edinburgh festival etc), as police presence was indicated to be valued in local surveys. Noted cleaning and maintenance should be part of operation proposals (also

Date	Format	Attendees	Key themes discussed
11/03/2022	Video call	<p>██████████ (Police Scotland)</p> <p>Judith Cowie (CEC Active Travel Lead)</p> <p>Shirley McLaren (CEC Community Safety)</p> <p>Angela Voulgari (CEC, Edinburgh Equally Safe)</p> <p>██████████ (Police Scotland)</p>	<p>noted seating if often frequented by drinkers). Safety and security of the area is a top priority for BID members.</p> <p>Discussions on issues / initiatives including:</p> <ul style="list-style-type: none"> • City-wide CCTV being upgraded to digital; • Working with BT to put in a 5G network which will be present on GS and Princes Street; • City Free Wi-Fi is now available; • Eight wayfinding signs are planned for the city centre; • Considerable change in atmosphere on George St with different activities including the Festival and outdoor dining; • There was a desire to expand the project to review the New Town more broadly and consider impacts of George St proposals on surrounding streets; • It was noted that the WSPP group was already working on mapping crime levels.
05/04/2022	Video call (held as stakeholder was unable to attend in person event on 09/03/2022).	<p>██████████ (Edinburgh Access Panel - EAP)</p>	<p>Discussion on GHS including the need to consider women of all ages and abilities, with specific needs for visibility and good lighting with few shadows, non-slip paving material in a limited colour palette. Emphasised importance of taxis and other vehicles for mobility impaired individuals. EAP supports seating and CCTV.</p>




3. Existing conditions GHS assessment



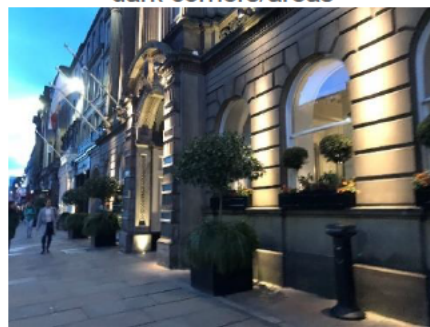



3.1. Existing conditions

Table 2 summarises the findings of the GHS existing conditions assessment. It encompasses insight from desktop research, stakeholder engagement and site audit.









The Red-Amber-Green (RAG) score has been added to each of the metrics within the GHS themes to provide a visual indication of how the area performs against GHS categories. It therefore identifies where there are opportunities for improvement in the area. Areas marked in grey indicate the categories are not applicable in this assessment or are not considered in the GHS toolkit. Opportunities identified through the assessment are indexed within Table 2 and are detailed further in Table 3.



Table 2 - Existing conditions GHS assessment

Theme	Category	Daytime assessment		Night time assessment		Supporting photographs
		GHS score	Comments	GHS score	Comments	
Landscape	Vegetation		N/A. A few planters noted in the middle of GS, placed by the BID. There are however a number of planters, privately owned by venues along the street. These are generally under a metre in height but do include small trees. Whilst these provide an enhanced softer environment along the street, they do provide some hidden areas at points along the route. Opportunity L1.			
	Seating		No public seating along the route. One bus stop with a resting place noted. Hospitality venues place private seating outside premises, solely for use of customers. Opportunity L2.		No real change between daytime and night time conditions. Opportunity L2.	<p>Planters and vegetation along the route</p>
	Walls or barriers		No walls or barriers along the route. With the exception of one set of guard railings (which offer clear visibility through the railing posts) around the junction of GS and Hanover Street.			
	Legibility of routes		Route is legible, with good visibility. No wayfinding signage at present, but street names, known venues and monuments at each junction provide natural wayfinding. Opportunity L3		No real change between daytime and night time conditions noted as the street has a general level of ambient lighting.	<p>Large obstructions along footway</p>
	Large obstructions		Several large obstructions noted on footways, including phone boxes, utility boxes, and large public and commercial bins. There are a number of unsightly utility boxes / cabinets which, if their use is redundant, could be removed. Opportunity L4. Servicing vehicles / loading often presents large obstructions to footway and highway. Opportunity L5.		No real change between daytime and night time conditions. Opportunity L4.	 <p>Servicing vehicles present obstructions to footway (periodically)</p>

Theme	Category	Daytime assessment		Nighttime assessment		Supporting photographs
		GHS score	Comments	GHS score	Comments	
Human Presence	Positive On street activity	Green	Good pedestrian flow along the majority of sections of the street, particularly heavy at the points of intersection with side roads. The lowest pedestrian flow was at the Charlotte Square end of the street. Broad range of uses - people accessing work, hospitality venues and facilities along the route. Opportunity HP1	Yellow	Some pedestrian flow related early evening uses of the street such as outdoor drinking and dining, with more pedestrian traffic at intersections. Level of activity dependent on peak time (i.e., higher at weekends). Opportunity HP1	 
	Negative On street activity	Green	No negative on street activity observed during daytime hours.	Red	Negative on-street activity observed, in particular from male customers leaving hospitality venues. Noted by stakeholders that this is a common occurrence and there is a change in use / activity from 9pm onwards. Observations of vomit on street in pre-dawn hours prior to street cleaning activities. Opportunity HP2	
	Active building frontages	Yellow	Active frontages are mixed. Architecture of some buildings means window height is very high at ground level in many buildings and reduces the eyes on the street. There is also a higher intensity of office and residential use on the upper floors of buildings. The Charlotte Square end of George St has hospitality venues, although it was very quiet and isolated during the night-time audit. The mixture of retail, hotels, restaurants etc along George St means that there are likely to be pedestrians at all times of the day. Opportunity HP3	Yellow	Natural surveillance is likely to be higher at all times of the day in the summer when there is seating outside hospitality venues. The mixture of retail, hotels, restaurants etc along GS means that there are likely to be pedestrians at all times of the day. Opportunity HP3	 <p>Architecture along George St presents multiple hidden and dark corners/areas</p> <p>Example active building frontages (including high level windows that reduce eyes on street)</p>
	Glass frontages	Red	Few buildings have full glass frontages in the ground and first storey levels. Windows in other buildings are often at high levels that prohibit viewing activity on street. Opportunity HP3	Red	No real change between daytime and night-time conditions.	
	Overlooking by residential properties	Yellow	Residential properties along the route are not at ground level which reduces potential for natural surveillance. Noted that many are rented as office space or short term let (i.e., Airbnb) and do not provide consistent surveillance. Opportunity HP4	Grey		
	Presence of hidden corners / areas	Red	The nature of the buildings with large entrances, staired entrances, columns and staggered frontages results in multiple areas where people could lurk / hide. There is little CCTV along GS to alleviate concerns around hidden / dark areas. Opportunity HP5 A passageway adjacent to the Assembly Rooms which links to Rose Street was identified as a particular hazard by stakeholders - although this does not have public access rights and is generally locked during the hours of darkness. Opportunity HP6	Red	Multiple building frontages presented opportunities for hidden corners. Opportunity HP6	  <p>Some glass frontages providing eyes on the street</p>  <p>Passageway between GS and Rose Street</p>
	Presence of staff / support	Yellow	Traffic warden observed in the daytime audit. Reported that the BID fund a police officer to patrol the area in periods of peak activity, and that other staff are in place at certain time periods including taxi marshals and voluntary groups such as Street Assist. These were not evident at time of audit but may be focussed on weekend peak periods. Opportunity HP7	Yellow	Some private members of security staff noted at establishments along the route. Reported that the BID fund a police officer to patrol the area in periods of peak activity, and that other staff are in place at certain time periods including taxi marshals and voluntary groups such as Street Assist. These were not evident at time of audit but may be focussed on weekend peak periods. Opportunity HP7	

Theme	Category	Daytime assessment		Nighttime assessment		Supporting photographs
		GHS score	Comments	GHS score	Comments	
Digital	Mobile voice coverage	Green	Good mobile voice coverage at present, and city-wide free Wi-Fi is also available now. Opportunity D1	Grey		
	Mobile data coverage	Green	Good mobile data coverage at present. Opportunity D1	Grey		
	Local use of safety reporting apps	Green	Whilst there is local use of several different safety reporting apps (Hollie Guard, Follow It, Bright Sky, Circle of 6, Kitestring), none are promoted by the Local Authority. However, Hollie Guard is promoted by the Edinburgh division of Police Scotland.	Grey		
	Promotion of tracking / emergency contact apps or programmes	Red	No evidence of promotion of tracking apps or services in site audit. Several apps are noted in the area (both national and local apps), but usage levels are unknown. Noted in the desktop review that Edinburgh residents have been encouraged to download the Hollie Guard app by Edinburgh Police, however no evidence of this in site audit. Opportunity D2	Red	No evidence of promotion of tracking or safety apps noted in night-time audit. Opportunity D2	
	Accurate digital wayfinding / mapping of local area	Green	George St and surrounding areas are well-mapped and accurate on all major platforms including Google Maps, City Mapper, Transport for Edinburgh. TfE have also developed pdf maps available online. Opportunity D3	Grey		

Theme	Category	Daytime assessment		Night time assessment		Supporting photographs
		GHS score	Comments	GHS score	Comments	
Infra-structure	Network connectivity and permeability		George St is well-connected to surrounding areas, with intersecting streets approximately every 200m. However, the central car parking areas create a barrier to pedestrian crossings away from these formal crossing areas. Opportunity I1			 
	Width of footways		Wide footways throughout route extent. Footway use by hospitality venues for outside drinking and dining and for queuing for entrance to night time entertainment establishments is well controlled and does not unacceptably narrow footway width.			Lighting on building facades
	Street lighting		Lighting is consistent along the route from wall mounted lights, however, is not at a great intensity along the centre of the route. Opportunity I2		No complete dark spots observed during night time audit	 
	Footway condition		Evidence of uneven surfaces in paving along the route and crossing points which could present mobility challenges to any users on wheels (e.g., wheelchair, buggy, child's scooter). Some significant defects noted through cracked paving and uneven tactile paving. Opportunity I3			Wide footways along the length of GS, with some clutter and uneven surfaces
	Pedestrian-friendly crossings at street-level that meet desire lines		Formal crossing points at all intersecting roads, and along the street in line with current car parking provision in street. Parking in central area on GS allows more informal crossing points but can present a safety hazard. Area is not heavily trafficked.		Informal crossing more challenging in hours of darkness due to parking in central area.	 
	Cycle / scooter parking		Cycle / scooter parking is located at the ends of the central parking zone, which require crossing two lanes of traffic to access. Non-standard cycle parking is not available. Evidence of informal "fly parking" suggests demand higher than existing provision. Opportunity I4		Parking benefitted from ambient lighting but not particularly well-lit during hours of darkness.	 

Theme	Category	Daytime assessment		Night time assessment		Supporting photographs
		GHS score	Comments	GHS score	Comments	
Community / Social	Presence of community groups		Evidence of presence of BID through planters located at crossing points, but no other evidence of active community groups observed. Opportunity CS1			
	Positive behaviour campaigns		Several campaigns within Edinburgh to encourage positive behaviour, however no evidence of promotion or use of these noted on site. Opportunity CS2		Again, no evidence of promotion of positive behaviour campaigns to target reported problematic evening behaviours.	
	Presence of Safe Havens		No evidence of safe havens or other similar schemes. Opportunity CS3		No evidence of safe havens or other similar schemes.	
Love My Street	Artwork / public space design		No evidence of local artwork or public involvement. Opportunity LMS1			 <p>Artwork on passageway between GS and Rose Street; approach could be used to create community involvement in GS</p>  <p>Graffiti on doorways, litter boxes and other furniture along GS</p>
	Maintenance reporting		No evidence of maintenance reporting, although desktop research identified options through Council website or "Fix My Street" app. Opportunity LMS2			
	Area maintenance		Litter noted along extent of GS. Vomit along street in early hours of morning. Graffiti noted on bins and other signage / property along extent of route. Opportunity LMS3		As per daytime audit.	
	Community involvement		BID provides some community involvement but minimal. Opportunity LMS1			

4. Existing situation - Opportunities

Through the GHS assessment of the existing situation, a number of opportunities have been identified to improve safety for women and girls in the development of GSNT. These have been developed through consideration of the RAG status of the assessment of the existing situation, as well as recognised measures to enhance safety for women and girls (and all). These are shown below, ordered by theme:

Table 3 – Opportunities / recommendations identified to enhance women’s safety from baseline situation

Landscape	L1	Provision of vegetation <1m in height, if well-maintained, will provide a softer and more ambient environment along the street. Engagement with businesses to ensure any vegetation is well-maintained and does not present any opportunity for hiding places or infringe on street space.
	L2	Seating along the route in well lit, open, and high footfall areas will provide resting points and enhanced pedestrian environments. Use of natural materials should be considered to provide more ambient environments and a variety of arrangements to suit different needs.
	L3	Wayfinding signage would assist in directing pedestrian flow along the route, identifying onward transport including buses and taxi ranks, and maximising footfall to local venues. George Street should be included in the roll out of wayfinding signage in the area.
	L4	No real evidence of use of phone boxes, so consider removing, or re-siting / redesigning. Commercial litter bins are large and present obstructions. Lower-level bins with recycling facilities would provide less obstruction along the route. There are a number of unsightly utility boxes / cabinets which, if their use is redundant, could be removed.
	L5	Consider operations of the street – including disabled parking, loading, and servicing requirements along the street in an operations plan to ensure these activities do not present obstructions to footfall or impact on environment along GS and promote accessibility.
Human Presence	HP1	Opportunities to increase the level of footfall at the Charlotte Square end of the street, including potentially discussions with the private owner to see if public access rights for the Square can be secured.
	HP2	Behaviour campaigns and staff presence along the route, particularly during periods of peak activity from hospitality venues, may assist in reducing negative behaviour on the street.
	HP3	Any new buildings introduced to the street should consider the need for eyes on the street (facilitated by planning policy).
	HP4	Planning policies should encourage street level development uses which support greater surveillance, as well as greater residential density on upper floors.
	HP5	Provision of CCTV would support surveillance and feelings of safety along the route, specifically where there are hidden / dark corners due to building architecture and high-level windows which do not allow for natural surveillance.
	HP6	Ongoing engagement with building owners / venue operators should be undertaken to ensure that passageways with no public access rights continue to be locked during the hours of darkness.
	HP7	Opportunity to increase staff / support presence (i.e., help points) to enhance safety, particularly during night time hours and hours where there is negative on street behaviour.
Digital	D1	CEC is working with communications providers to identify priority areas for 5G roll out. GS should be considered as a priority candidate.

	D2	Promotion of safety apps along the route, in establishments and on public transport / cycle parking to widen awareness and use of these apps.
	D3	Ensure wayfinding maps are continually updated to reflect changes to the streetscape, land uses and venues.
Infrastructure	I1	Removal of central car parking to improve legibility for pedestrians crossing the street.
	I2	Overall improvement to paving condition on footways required, along with regular maintenance to fix cracked and loose paving.
	I3	There is an opportunity to introduce additional street lighting, which could be focussed in certain areas or activities, such as at cycle parking.
	I4	Provision of enhanced and additional cycle parking to match requirements, and place appropriately to provide easy access along GS and to remove safety hazards of crossing highway. Cycle usage surveys could be undertaken to understand current usage levels.
Community / Social	CS1	Engage with community groups to provide sense of ownership and involvement along the route. Community artwork and small 'parklets' provided and maintained by community groups would provide a positive community-owned feature.
	CS2	Further promotion of positive behaviour campaigns to assist in reducing negative behaviour on street particularly during night time hours.
	CS3	Engage with BID to develop safe havens along the extent of GS covering daytime and night time hours.
Love My Street	LMS1	Engage with local community groups and artists to provide on street art works and features like small parklets to create a more welcoming environment.
	LMS2	Appropriate information displayed at key points along the route to enable efficient maintenance reporting.
	LMS3	Improve maintenance approach along the street extent. Requirements for continuing a high level of street cleaning (particularly around dawn) to ensure a clean and ambient environment, encouraging positive on street activity.

5. Stage 2 and 3 design GHS assessment

Stage 2 and 3 design proposals for GS were reviewed by the GHS team in March 2022. The following documentation was used to inform the assessment:

- Stage 2:
 - 2021-05-10_GNTST2 WYG Draft Concept GA including Junction Layouts
 - 7035_GNTST2_Rendered Plan-A0 L
 - GNTST2 Operational Plan FINAL
- Stage 3:
 - GNT-ATK-HGN-ZZZZZ-DT-CH-000001 through GNT-ATK-HGN-ZZ-DR-CH-000104 (dated 18/03/2022)
 - 2022.03.21_George Street Fly Through - Hi-res

It should be noted that night time assessments of Stage 2 and 3 designs are indicative, as a complete set of design drawings had not been created to show hours of darkness. This is a further **recommendation for design teams and CEC to ensure that all future design drawings created for the scheme** (and indeed on all projects) **are prepared to show both daylight and darkness** to enable a clear understanding of the streetscape in both conditions.

Table 4 provides a RAG summary of the Stage 2 and 3 design proposals, in comparison to the existing baseline conditions. A full breakdown of the GHS design assessment for the Stage 2 and 3 designs is presented in Appendix B and C.

Table 4 – GHS assessment summary, Stage 2 and 3 designs compared to existing situation.

Theme	Category	Daytime			Night time			Comments
		Existing	Stage 2	Stage 3	Existing	Stage 2	Stage 3	
Landscape	Vegetation	Grey	Green	Green	Grey	Green	Green	Stage 2 and 3 design proposals include vegetation planters, to provide zones in GS. Exact height specifications are not included in the designs, but currently considered to be under 1m in height.
	Seating	Red	Green	Green	Red	Green	Green	Stage 2 and 3 design proposals include landscaped seating areas along both sides of the street. Increasing footfall and eyes on the street and providing a more welcoming environment for social interaction.
	Walls or barriers	Green	Green	Green	Grey	Grey	Grey	No walls or barriers over 1m in height included in the design proposals.
	Legibility of routes	Green	Green	Green	Green	Green	Green	Landscaped seating areas with a different character for each block in GS will assist in making the environment more legible for all. Increase in pedestrian space and removal of vehicular space along GS will assist in improving the environment and legibility for pedestrians.
	Large obstructions	Yellow	Green	Green	Yellow	Green	Green	Stage 2/3 design proposals remove large obstructions along the length of GS previously identified in existing situation (phone boxes, large litter bins etc). Further items are placed within the design (seating, bollards etc), but these are all under 1m in height.
Human Presence	Positive On street activity	Green	Green	Green	Yellow	Yellow	Yellow	No considerable change from existing conditions. The Stage 2/3 designs provide an enhanced pedestrian environment, with seating and space for social interaction that should assist with increasing pedestrian flow and positive on street activity. However, the movement of vehicles, bus stops and taxi services / cars from GS will however reduce natural surveillance – which may reduce benefits of natural surveillance and positive on street activity, particularly during the hours of darkness. CEC is minded enabling access to licensed taxis aligned to service Windows especially to support night time economy. Buses only service two blocks of the Street currently. Buses will remain on interconnecting streets of Hanover/Frederick and South St Andrews Street. Project team will aim to ensure bus stops on interconnecting streets are as close to George St junctions as possible.
	Negative On street activity	Green	Green	Green	Red	Red	Red	No considerable change from existing conditions. The Stage 2/3 designs provide an enhanced pedestrian environment, with seating and space for social interaction that should assist with increasing pedestrian flow and positive on street activity. The movement of bus stops and taxi services during day time hours will reduce presence of passing vehicles. Taxis access is proposed to remain during the evening/night, and service/loading vehicles will remain present especially during evening and early morning service windows, so there will be some natural surveillance along the street during evening hours. Emergency service vehicles will have improved visibility of George Street with removal of parked cars/vans.
	Active building frontages	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	No change from existing situation as designs do not include any changes to buildings along the length of GS.
	Glass frontages	Red	Red	Red	Red	Red	Red	No change from existing situation as designs do not include any changes to buildings along the length of GS.
	Overlooking by residential properties	Yellow	Yellow	Yellow	Grey	Grey	Grey	No change from existing situation as designs do not include any changes to buildings along the length of GS. Currently, there are private security cameras throughout George Street which do not provide consistent coverage along the route. The stage 3 proposals state these will be replaced without enhancement.

Theme	Category	Daytime			Night time			Comments
		Existing	Stage 2	Stage 3	Existing	Stage 2	Stage 3	
	Presence of hidden corners / areas	Red	Yellow	Yellow	Red	Yellow	Yellow	As per the existing situation, the architecture on GS presents hidden corners and dark areas. However, the designs show there will be a clear line of sight along GS, with large obstacles and parking removed to create clutter free areas with increased visibility and a reduced number of hidden corners.
	Presence of staff / support	Yellow	Red	Yellow	Yellow	Red	Yellow	There will be a reduction in parking attendants along the route due to the removal of parking in the central area. However, there will be increased presence and footfall along the route due to provision of seating and hospitality venues having more space to provide outside seating. (Stage 2 designs did not have any evidence of this, hence Red status). In addition, there may be further staff presence through landscaping / maintenance staff and taxi marshals, but this has not been confirmed at this stage.
Digital	Mobile voice coverage	Green	Green	Green	Grey	Grey	Grey	Stage 2/3 designs do not alter the current provision of mobile voice / data coverage, hence scored as per existing situation.
	Mobile data coverage	Green	Green	Green	Grey	Grey	Grey	Use of local safety reporting apps is scored as per existing situation.
	Local use of safety reporting apps	Green	Green	Green	Grey	Grey	Grey	Promotion of tracking / emergency contact apps would not be included in the Stage 2/3 designs, hence not assessed.
	Promotion of tracking / emergency contact apps or programmes	Red	Grey	Grey	Red	Grey	Grey	No change from existing situation – local digital wayfinding / mapping of local area is accurately mapped for pedestrian accessibility.
	Accurate digital wayfinding / mapping of local area	Green	Green	Green	Grey	Grey	Grey	Both Stage 2 and 3 increase pedestrians' space and make improvements to crossing facilities / opportunities on adjoining streets, improving connections to other routes, and allowing greater route choice. The designs will connect several cycle routes.
Infra-structure	Network connectivity and permeability	Yellow	Green	Green	Grey	Grey	Grey	Stage 2 and 3 designs significantly increase pedestrian footways (to approx. 4.5m on each side of GS), as vehicular space decreases.
	Width of footways	Green	Green	Green	Grey	Grey	Grey	Street lighting is outside of the remit of the current design proposals, hence not assessed for Stage 2 or 3.
	Street lighting	Yellow	Grey	Grey	Yellow	Grey	Grey	Increased size of footway with smooth finishes and clear designation between footway and vehicular / cycle area. Designs create clear pedestrian space with zoning of areas. Granite is proposed at Stage 3 to provide robust and durable material that should stay in good condition for longer than alternatives.
	Footway condition	Red	Green	Green	Grey	Grey	Grey	Designs have considered desire lines and improves freedom of movement through the reduction of vehicular space (including parking) and improves crossings with adjacent streets.
	Pedestrian-friendly crossings at street-level that meet desire lines	Yellow	Green	Green	Yellow	Green	Green	Cycle parking will be adjacent to the cycleway at regular intervals along both sides of George Street. There would be an increased capacity of 150 bicycles, however these are based on standard cycles only.
	Cycle / scooter parking	Red	Yellow	Yellow	Red	Yellow	Yellow	
Community / Social	Presence of community groups	Red	Grey	Grey	Red	Grey	Grey	N/A - These elements would not be included in Stage 3 designs, but should be considered as the GSNT project progresses
	Positive behaviour campaigns	Red	Grey	Grey	Red	Grey	Grey	
	Presence of Safe Havens	Red	Grey	Grey	Red	Grey	Grey	
Love My Street	Artwork / public space design	Red	Grey	Grey	Red	Grey	Grey	
	Maintenance reporting	Red	Grey	Grey	Red	Grey	Grey	
	Area maintenance	Red	Grey	Grey	Red	Grey	Grey	
	Community involvement	Red	Grey	Grey	Red	Grey	Grey	

Table 5 – Opportunities tracker

Theme	Opportunity / Recommendations		Addressed	Outstanding	Action
Landscape	L1	Provision of vegetation <1m in height, if well-maintained, will provide a softer and more ambient environment along the street. Engagement with businesses to ensure any vegetation is well-maintained and does not present any opportunity for hiding places or infringe on street space.	✓		Ensure these design elements are included as the design for GS is further developed to maintain current benefit of Stage 3 design for women's safety.
	L2	Seating along the route, in well lit, open, and high footfall areas will provide resting points and enhanced pedestrian environments. Use of natural materials should be considered to provide more ambient environments, and a variety of arrangements to suit different needs.	✓		
	L3	Wayfinding signage would assist in directing pedestrian flow along the route, identifying onward transport including buses and taxi ranks, and maximising footfall to local venues. George Street should be included in the roll out of wayfinding signage in the area.		✓	CEC to engage with wayfinding teams to ensure George Street is included in wayfinding scheme
	L4	No real evidence of use of phone boxes, so consider removing, or re-siting / redesigning. Commercial litter bins are large and present obstructions. Lower-level bins with recycling facilities would provide less obstruction along the route. There are several unsightly utility boxes / cabinets which, if their use is redundant, could be removed.	✓		Ensure these design elements are included as the design for GS is further developed to maintain current benefit of Stage 3 design for women's safety.
	L5	Consider operations of the street – including disabled parking, loading, and servicing requirements along the street in an operations plan to ensure these activities do not present obstructions to footfall or impact on environment along GS and promote accessibility.		✓	CEC to work with BID and other landowners to consider operations plan for GSNT
Human Presence	HP1	Opportunities to increase the level of footfall at the Charlotte Square end of the street, including potentially pursuing discussions with the private owner to see if public access rights for the Square can be secured.		✓	CEC to engage with landowners.
	HP2	Behaviour campaigns and staff presence along the route, particularly during periods of peak activity from hospitality venues, may assist in reducing negative behaviour on the street.		✓	CEC to engage with Police, BID and premise owners to roll out positive behaviour campaign and on GS (and surrounding areas). This should include a review of existing programmes in which venues/businesses are engaged, Police Scotland programmes, and outside opportunities.
	HP3	Any new buildings introduced to the street should consider the need for eyes on the street (facilitated by planning policy).		✓	CEC to engage with planning teams and as appropriate with landowners.
	HP4	Planning policies should encourage street level development uses which support greater surveillance, as well as greater residential density on upper floors.		✓	CEC to monitor going forwards.
	HP5	Provision of CCTV would support surveillance and feelings of safety along the route, specifically where there are hidden / dark corners due to building architecture and high-level windows which do not allow for natural surveillance.		✓	CEC to consider placement of CCTV along GS (currently outside of scope of Stage 3 designs) Whilst private CCTV does exist on George Street, project team are speaking to CEC CCTV team to discuss improved coverage. CEC currently rolling out upgrade to existing CCTV network and GNT will be highlighted as area for potential enhancement as part of upgrade.
	HP6	Ongoing engagement with building owners / venue operators should be undertaken to ensure that passageways with no public access rights continue to be locked during the hours of darkness.		✓	CEC to engage with landowners.
	HP7	Opportunity to increase staff / support presence (i.e., help points) to enhance safety, particularly during night time hours and hours where there is negative on street behaviour.		✓	CEC to engage with BID, premise / landowners Police and community partners to ensure appropriate support is in place in GSNT, particularly during peak night time hospitality hours.
Digital	D1	CEC is working with communications providers to identify priority areas for 5G roll out. GS should be considered as a priority candidate.		✓	CEC to engage with teams involved in 5G roll out
	D2	Promotion of safety apps along the route, in establishments and on public transport / cycle parking to widen awareness and use of these apps.		✓	CEC to engage with BID, Police, premise owners and local safety app providers to promote apps and trackers and encourage use.
	D3	Ensure wayfinding maps continually updated to reflect changes to the streetscape, land uses and venues.		✓	CEC to monitor going forwards.
Infra-structure	I1	Removal of central car parking to improve legibility for pedestrians crossing the street.	✓		Ensure these design elements are included as the design for GS is further developed to maintain current benefit of Stage 3 design for women's safety.
	I2	Overall improvement to paving condition on footways required, along with regular maintenance to fix cracked and loose paving.	✓		

Theme	Opportunity / Recommendations		Addressed	Outstanding	Action
	I3	There is an opportunity to introduce additional street lighting, which could be focussed in certain areas or activities, such as at cycle parking.		✓	Lighting is currently outside of the scope of the GSNT designs, however additional localised lighting would provide tangible impacts on feelings of safety in the area and should be considered. CEC are currently assessing current lighting levels in street to identify if enhancement required, and this will be included in scope if required at a later stage.
	I4	Provision of enhanced and additional cycle parking to match requirements, and place appropriately to provide easy access along GS and to remove safety hazards of crossing highway. Cycle usage surveys could be undertaken to understand current usage levels.	✓	✓	Ensure this is included as the design for GS is further developed to maintain current benefit of Stage 3 design for women's safety. Further surveys to understand current and estimated future cycle use. Provision for parking of non-standard cycles including trailers and cargo bikes.
Community / Social	CS1	Engage with community groups to provide sense of ownership and involvement along the route. Community artwork and small 'parklets' provided and maintained by community groups would provide a positive community-owned feature.		✓	CEC and BID to engage with community groups to investigate inclusion local artworks and displays to GSNT and approach roads
	CS2	Further promotion of positive behaviour campaigns to assist in reducing negative behaviour on street particularly during night time hours.		✓	CEC to engage with Police, BID, premise owners and organisations such as St Andrews and George Church, New Town, and Broughton Borough Council (NTBCC), and George Street Association to roll out positive behaviour campaign and on GS (and surrounding areas)
	CS3	Engage with BID to develop safe havens along the extent of GS covering daytime and night time hours.		✓	CEC and BID, New Town, and Broughton Borough Council (NTBCC), and George Street Association to work with premise owners to create safe havens along length of GSNT and surrounding roads.
Love My Street	LMS1	Engage with local community groups and artists to provide on street art works and features like small parklets to create a more welcoming environment.		✓	CEC and BID to engage with community groups to investigate inclusion local artworks and displays to GSNT and approach roads
	LMS2	Appropriate information displayed at key points along the route to enable efficient maintenance reporting.		✓	CEC to ensure that mechanisms for maintenance reporting are clear and provided at key points along GSNT and surrounding streets to ensure redevelopment of GS does not negatively impact on surrounding area
	LMS3	Improve maintenance approach along street extent. Requirements for continuing a high level of street cleaning (particularly around dawn) to ensure a clean and ambient environment, encouraging positive on street activity.		✓	CEC and BID to develop appropriate maintenance plan for GS, to include dawn cleaning specifically around periods of peak night time activity on GS.

6. Conclusions and Recommendations

The Getting Home Safely assessment has used background data, stakeholder feedback and GHS public space audits to provide an understanding of the existing situation on GS, which has allowed identification of several opportunities to enhance safety for women and girls in the development of GSNT. The Stage 2 and 3 design proposals for GSNT have been reviewed following the GHS themes and metrics, to understand what opportunities identified to enhance safety have been addressed in design, and where there is the potential to make further improvements.

Overall, the Stage 3 designs to date improve the current situation in terms of safety for women and girls compared to existing conditions through enhancing pedestrian space. These improvements are generally around the landscape and infrastructure themes within the GHS assessment – for example through providing formal and informal crossing opportunities, removing large obstructions in the pedestrian footway and with greater eyes on the street through encouraging positive on street activity. CEC should seek to ensure that the good elements of Stage 3 designs in terms of women’s safety are taken forward into Stage 4 and onwards into construction.

There are several additional opportunities that sit outside of the design remit at this Stage which would enhance safety for women and girls in GSNT. These include:

Design:

- Design drawings should be prepared to consider both daylight and hours of darkness. This helps to illustrate the differences in environment between hours of light and darkness. Illustrating lighting levels along the street would assist in highlighting potential dark spots or spots in need of greater illumination. Localised lighting may be required at cycle parking and wayfinding.
- Consideration of non-standard cycles including for cycle parking and that all hotspots of demand for cycle parking are met through cycle parking provision.
- Wayfinding signage should be placed at key decision points on George St and should support integration with onward transport including buses and taxis. Consideration could also be given to integrated Help Points within the signage.
- Include provision of enhanced digital CCTV, with sufficient lighting to ensure facial recognition on CCTV footage to support eyes on the street.

Operations:

- Ensure GSNT benefits from an upgraded 5G network being rolled out in Edinburgh, to enhance mobile and data access in addition to the city free Wi-Fi available.
- Confirm appropriate operations plans to balance needs of communities and user groups as well as businesses. This includes loading as well as public transport, including taxis and accessibility. This will help pedestrian flow along GSNT and remove large barriers in the footway that present hidden corners.
- Surrounding areas including the Lanes will be impacted by changes on George St and are part of the New Town commercial and hospitality neighbourhood, so should be considered as a wider zone when considering operations, maintenance, and safety / security programmes as well as CCTV and lighting.
- Develop a maintenance plan to ensure a high standard is retained in vegetation, street furniture, and public realm, including day-to-day cleanliness of public spaces as well as regular upkeep and repairs. This will create a more welcoming public space, remove barriers along the street and ensure facilities are fit for purpose. This should be discussed with Essential Edinburgh BID in the first instance, as they provide an existing maintenance service for GS. An easy-to-use maintenance reporting mechanism such as a city-wide mobile phone app would also be useful, ensuring that local people can quickly and easily report issues.

Policy / planning:

- CEC should engage with Planning to improve eyes on the street and provision of glass frontages for intervisibility in any new developments along GSNT (and indeed across the city).
- Consider greater expression of the local culture and community through local artwork and spaces and involve community groups in the design and usage of public spaces - creating a sense of ownership and stewardship.
- CEC to engage with BID, landowners, community groups and Police to consider and develop the following (non design solutions) to ensure a comprehensive support network for women and girls visiting GSNT

(noting that a range of support options would be more inclusive for all, as not everyone feels comfortable with Police presence):

- Additional staff training for prevention of issues such as the *Don't Be a Bystander* training available from Police Scotland.
- Promotion of positive behaviour campaigns and engagement with management and staff of clubs and drinking establishments on GS on behaviour of male customers, through campaigns targeted toward men (e.g., London's *#HaveAWord* campaign), additional support at closing time, staff training on addressing issues
- Promotion of apps and existing services by Police Scotland and community groups (e.g., Street Assist provided by Essential Edinburgh, Strut Safe) to support women and other vulnerable groups finding support when needed and getting home safely. It should be acknowledged that not everyone feels comfortable seeking help or support from Police.
- Provision of safe havens such as Ask Angela and others, along the length of GSNT, to ensure there are facilities along the length of GS (and surrounding roads) and that these are appropriately promoted.
- Support for staff should be considered alongside customers, including for travel during hours of darkness and late at night.

Appendix A – GHS Toolkit elements

Theme	Category	Criteria
Landscape	Vegetation	Vegetation in the area is generally less than 1 metre in height, is not dense and comprises of trees rather than shrubs
	Seating	If present, seating / benches are positioned where there is good lighting, natural surveillance, CCTV surveillance and good visibility
	Walls or barriers	Walls or barriers are kept to a minimum along the perimeters of the route and are generally less than 1 metre in height
	Legibility of routes	Presence of measures to provide route legibility, i.e., natural wayfinding measures, street signs, wayfinding signage, fingerpost signs etc.
	Large obstructions	Presence of large obstructions in or around footways (i.e., footway parking, refuse containers, advertising signs)
Human Presence	Positive On street Activity	Presence of activities on the route which make people feel safer e.g., people waiting at bus stops, other pedestrians (walking), people sitting outside cafes
	Negative On street Activity	Presence of activities on the route which may make people feel unsafe / uncomfortable e.g., antisocial behaviour
	Active building frontages	Presence of a mix of land uses fronting the site and a mix of hours that they are operational
	Glass frontages	Presence of transparent (not privacy) glass frontages at ground level allowing people to see into and out of the building
	Overlooking by residential properties	Presence of residential properties that overlook the site to provide human presence, more natural surveillance, and private security camera systems.
	Presence of hidden corners / areas	Presence of hidden corners / areas where people could hide e.g., alleyways, recesses; hiding places created by poor positioning of large items on street e.g., commercial bins / contractors' containers, parked cars, grit bins
	Presence of staff / support	Presence of transport staff / PCSOs / Police officers / Private security guards / BID on street teams / Car Park staff Staffing likely to vary so suggest this is audited at daytime and night time
Digital	Mobile voice coverage	Presence of good mobile networks to enable phone calls
	Mobile data coverage	Presence of good mobile networks to enable data sharing (i.e., for maps, tracking or safety apps)
	Local use of safety reporting apps	Presence and use of local safety reporting apps in the area. Examples include: SafetiPin, Hollaback, Safe and The City, Shake2Safety, bSafe, Circle of 6, or Kitestring, OneScream, Life360, Red Panic Button, What3Words. Are their active safety reporting apps commercially available or provided by the local authority
	Promotion of tracking / emergency contact apps or programmes	Local promotion of tracking and emergency contact apps, such as on bus stops, at local venues (cafes, shops, restaurants / pubs, supermarkets, doctors' surgeries), presence on local authority website
	Accurate digital wayfinding / mapping of local area	Digital methods provide accurate wayfinding in the site. e.g., Google Maps, iMaps, Bing Maps, Waze, City Mapper.
Infrastructure	Network connectivity and permeability	Presence of routes / connections within site that allow users frequent route choices.
	Width of footways	Physical width of footways for pedestrian movement
	Street lighting	Presence and quality of lighting within the area, is lighting to current design standards and levels for the location?
	Footway condition	Condition and maintenance of footways
	Pedestrian-friendly crossings at street-level that meet desire lines	Frequent highway crossing points that are welcoming, on desire lines, and provide multiple opportunities for crossing a highway route without requiring users to wait excessive lengths to cross highway.
	Cycle / scooter parking	Presence of cycle / scooter parking that is well lit, accessible and encourages use.
Community / Social	Presence of community groups	Presence of community groups (Community Watch etc)
	Positive behaviour campaigns	Presence of positive behaviour campaigns (giving space, being considerate, looking out for people, crime etc) Noted these may be venue specific and therefore review in daytime and night time hours is relevant.
	Presence of Safe Havens	Presence of Safe Havens or schemes such as "Ask Angela" at suitable venues in the site area and evidence of how they are promoted to those who may need them. Noting that Safe Havens may only open during certain times.
Love My Street	Artwork / public space design	Presence of art / murals etc in public spaces, creating more welcoming community spaces
	Maintenance reporting	Presence of reporting mechanisms for when maintenance is required.
	Area maintenance	Consideration of whether public spaces are clean and well maintained.
	Community involvement	Presence of community involvement in planning and / or design or streets or public spaces

Appendix B – Stage 2 GHS assessment

Theme	Category	Daytime assessment			Night time assessment		
		Existing score	Stage 2 score	Comments	Existing score	Stage 2 score	Comments
Landscape	Vegetation			There are vegetation planters in the designs which line the carriageway in the centre of George Street and provide segregation between the road and pedestrian and cycle area. It is unclear how tall these are from the plans, but there are gaps in between planters which ensures they do not become obstructions.			As per daytime assessment. Planters included in design should not provide any dark / hidden areas due to the indicative height.
	Seating	1		There will be landscaped seating areas along both sides of the street.			Seating provides dwell areas around hospitality locations along GSNT. Lighting along the street should cover the seating areas but additional lighting may be needed.
	Walls or barriers			The designs don't feature any walls or barriers >1m in height, assuming planters are small. Thomas Chalmer statue is in the centre of George Street, this may prevent people from being able to see to the other side of the street for a limited area. Vegetation plan along central route to use planters as 'barriers to assist in demarcation of zones' does not support natural surveillance if over 1m in height. Few zones may provide respite and feelings of security if in the direction of open areas that are staffed or covered by natural surveillance.			
	Legibility of routes			Landscaped seating areas with a different character for each block in George Street will help to make the environment more legible for all. No information on wayfinding and street signs is available in the stage 2 designs.			No change from daytime assessment. Lighting and size of street provides open routes to support legibility at night.
	Large obstructions			The designs will widen footways and minimise street clutter on all adjoining streets. Clearly delineated seating areas will reduce the potential for conflicts between commercial seating areas, slow moving pedestrians and faster moving pedestrians travelling elsewhere within the study area. This could potentially give an increased feeling of security by providing a clear line of site without obstructions. Car parking in the centre of George Street is removed in the Stage 2 Designs, this will prevent unwanted natural surveillance of people sitting in cars or standing between cars and facilitate informal road crossings. Loading / service bays could reduce on-street visibility when in use and make crossing more challenging, however there will be an overall decrease in vehicles on George Street.			Removal of large obstructions (as discussed in daytime assessment) will be particularly appreciated during hours of darkness as there will be fewer hidden corners / dark areas.
Human Presence	Positive On street activity			Designs to include dwell space and encourage on street activities should create more welcoming spaces for social interaction and positive on street activity.			Evening activity including outdoor hospitality in summer months should encourage positive on street activity in the expanded pedestrian space in GSNT. No specific campaigns included in design for encouraging positive on street activity. There may be less on street activity in winter months during darkness.
	Negative On street activity			Largely unchanged from review of existing situation. There are two-night clubs along GS which may lead to antisocial behaviour during the night, these close at 3am outside of the festival period. Potential negative interactions and behaviours with staff on construction sites, general visitors (unwanted behaviours). Car parking in the centre of GS is removed in the Stage 2 Designs, this will prevent natural surveillance of people sitting in cars, however, create more space for crossing and social interaction.			No provision for reduction in negative on-street activity during night time in Stage 2 designs. The additional pedestrian space along GSNT should encourage social interaction, and this may continue negative behaviours experienced during hours of darkness along GS in existing situation.
	Active building frontages			No change to active building frontages from existing situation as these is outside of the remit of the designs. However, there may be			No change to active building frontages from existing situation as these is outside of the remit of the designs. However, there may

Theme	Category	Daytime assessment			Night time assessment		
		Existing score	Stage 2 score	Comments	Existing score	Stage 2 score	Comments
				some benefit from more on street activity from the hospitality venues due to the provision of additional seating and dwell space.			be more on street activity from the hospitality venues due to the provision of additional seating and dwell space.
	Glass frontages	1		No change from existing situation as this is outside of the remit of the designs.			No change from existing situation as this is outside of the remit of the designs.
	Overlooking by residential properties			No change from existing situation as this is outside of the remit of the designs.			
	Presence of hidden corners / areas	1		The designs show there will be a clear line of site from one end of GS to the other. Moving large obstacles to create clutter free areas with increased visibility and a reduced number of hidden corners. The designs show that parking throughout the centre of GS has would be removed which will reduce the number of hidden places and stop people being able to sit in cars / create unwanted surveillance. The buildings have a range of projection onto the street which means opportunities to lurk at intervals where shop / building fronts aren't vertically level. Some residential properties / offices have basement level entry from the street.			No considerable change from daytime assessment.
	Presence of staff / support			There are private security cameras dotted throughout GS, however there is no reference to CCTV cameras in the stage 2 designs so it is not understood how this may differ following construction. There are potentially no staff likely to be present on the street, as parking attendants who currently monitor parking on GS will not likely need to be present.			As in daytime assessment, but with potentially less support and staffing.
Digital	Mobile voice coverage			Same as review of existing. There is good mobile voice and data coverage throughout all of GS for all networks, including good voice and data coverage.			
	Mobile data coverage						
	Local use of safety reporting apps			Evidence of local usage of local safety reporting apps.			
	Promotion of tracking / emergency contact apps or programmes	1		N/A - These elements would not be included in Stage 3 designs, but should be considered as the GSNT project progresses			N/a - These elements would not be included in Stage 3 designs, but should be considered as the GSNT project progresses
	Accurate digital wayfinding / mapping of local area			No change from existing situation.			
Infra-structure	Network connectivity and permeability			The designs will connect several local cycling routes including National Cycle Routes 75 and 76, Golden acre Cycle Path and Leith Walk. The designs will provide more opportunities to cross in between junctions on George Street. This will allow pedestrians to travel more directly to their destination. Providing more informal crossing points and removing the vehicles parked in the centre of George Street will contribute to making crossings safer.			
	Width of footways			The stage 2 designs show that the width of footpaths will increase dramatically to 4.5m wide as the amount of space for vehicles decreases.			
	Street lighting			Lighting is outside of the remit of the Stage 2 design, therefore not included in design proposals.			Lighting is outside of the remit of the Stage 2 design, therefore not included in design proposals.
	Footway condition	1		The condition of footways on George Street is assumed to be good following construction, the maintenance of the area has not been outlined at this stage of the project. Kerb provision expected to be 60mm which will provide a distinction between footpaths and cycle lanes / roads.			

Theme	Category	Daytime assessment			Night time assessment		
		Existing score	Stage 2 score	Comments	Existing score	Stage 2 score	Comments
	Pedestrian-friendly crossings at street-level that meet desire lines			Designs have considered desire lines and freedom of movement which are currently restricted due to the number of vehicles and a streetscape which prioritises vehicle parking. The design seeks to provide pedestrian friendly crossings by promoting indirect crossing of the street to follow desire lines and reducing the width of the central carriageway space and maximising footway space, supporting more direct crossing behaviours at the junction, with opportunities for diagonal crossing of able-bodied pedestrians. Restricting and timing vehicles access GS will also make crossing easier and safer. Junction proposals facilitates pedestrian / vehicle interaction at consistent intervals and provides direct opportunities to cross or leave the immediate vicinity via A-roads such as Lothian Road / A700.			As per daytime assessment.
	Cycle/scooter parking			There is increased cycle parking provision, including cycle hire stations and e-bike charging on each of the streets in the Stage 2 designs. Cycle parking will be adjacent to the cycleway at regular intervals along both sides of George Street. There would be an increased capacity for 150 bicycles. The demand for cycle parking now and following the scheme is unknown, so it is unclear whether this would be operating at capacity. The parking would only be able to store standard bicycles.			Lighting at parking locations should be considered, both as a preventative measure and to support levels of comfort in using cycle parking
Community / Social	Presence of community groups			N/A - These elements would not be included in Stage 3 designs, but should be considered as the GSNT project progresses			N/a - These elements would not be included in Stage 3 designs, but should be considered as the GSNT project progresses
	Positive behaviour campaigns						
	Presence of Safe Havens						
Love My Street	Artwork / public space design			N/A - These elements would not be included in Stage 3 designs, but should be considered as the GSNT project progresses			N/a - These elements would not be included in Stage 3 designs, but should be considered as the GSNT project progresses
	Maintenance reporting						
	Area maintenance						
	Community involvement						

7. Appendix C – Stage 3 GHS assessment

Theme	Category	Daytime				Night time			
		Existing score	Stage 2 score	Stage 3 score	Comments	Existing score	Stage 2 score	Stage 3 score	Comments
Landscape	Vegetation				The Stage 3 design (fly-through video) shows that planters included in the design will not be above shoulder height when sitting. The Council will have maintenance responsibilities for the planters to ensure these stays below 1m.				As per daytime assessment. Planters included in design should not provide any dark / hidden areas due to the indicative height.
	Seating	1			There are no significant changes from the stage 2 review – there will be landscaped seating areas along both sides of the street.				Additional seating provides dwell areas around hospitality locations along GSNT. No localised lighting around seating areas included in the design proposals.
	Walls or barriers				There are no significant changes from the stage 2 review.				
	Legibility of routes				Landscaped seating areas with a different character for each block in George Street will help to make the environment more legible for all. No information on wayfinding and street signs is available in the stage 2 or 3 designs.				No change from daytime assessment. Lighting and size of street provides open routes to support legibility at night.
	Large obstructions				There are no large obstructions included in the Stage 3 designs, however there are bollards, which are small obstructions (under 1m) which line the parts of GS which could be used for loading / disabled parking.				Removal of large obstructions (as discussed in daytime assessment) will be particularly appreciated during hours of darkness as there will be fewer hidden corners/dark areas.
Human Presence	Positive on-street activity				As per Stage 2 design review, provision of additional seating and dwell space provides larger areas for social interaction on GS – but these benefits are more likely to be realised in summer and hours of daylight than at night.				As per Stage 2 design review - Evening activity including outdoor hospitality in summer months should encourage positive on street activity in the expanded pedestrian space in GSNT. No specific campaigns included in design for encouraging positive on street activity. There may be less on street activity in winter months during darkness.
	Negative on-street activity				There is no change from the Stage 2 assessment. Additional pedestrian space on GS provides more opportunity for social interaction.				As per Stage 2 assessment. Additional pedestrian space on GS provides more opportunity for social interaction – which may continue negative behaviours experienced during hours of darkness along GS in existing situation.
	Active building frontages				No change to active building frontages from existing situation as these is outside of the remit of the designs. However, there may be some benefit from more on street activity from the hospitality venues due to the provision of additional seating and dwell space.				No change to active building frontages from existing situation as these are outside of the remit of the designs. However, there may be some benefit from more on street activity from the hospitality venues due to the provision of additional seating and dwell space.
	Glass frontages	1			No change from existing situation as this is outside of the remit of the designs.				No change from existing situation as this is outside of the remit of the designs.
	Overlooking by residential properties				Currently, there are private security cameras dotted throughout George Street which provide poor coverage and the stage 3 proposals state these will be replaced without further improvement.				
	Presence of hidden corners / areas	1			Generally, as per Stage 2 design assessment. The stage 3 proposals formalise existing seating areas and remove some of this seating from the main circulation area which widens the street. The				As per daytime assessment –improvements to lines of sight through removal of large obstructions, and and more space on the footway to walk away from building

Theme	Category	Daytime				Night time			
		Existing score	Stage 2 score	Stage 3 score	Comments	Existing score	Stage 2 score	Stage 3 score	Comments
					buildings have a range of projection onto the street which means there are opportunities to lurk at intervals where shop/building fronts aren't vertically level – additional pedestrian space will provide more room between building frontages and walking routes.				architecture will have benefits during hours of darkness.
	Presence of staff / support				As there are seating areas on the side of the footway opposite to the building frontages, restaurant staff will likely be present on the street and frequently crossing the footway. This is likely to be most common during the day and in the evening.				As per daytime assessment – hospitality staff would be more present on footways than current existing situation (or marked in Stage 2 designs) specifically at night when there is a lot of evening activity.
Digital	Mobile voice coverage				Same as review of existing. There is good mobile voice and data coverage throughout all of GS for all networks, including good voice and data coverage.				
	Mobile data coverage								
	Local use of safety reporting apps				Evidence of local usage of local safety reporting apps.				
	Promotion of tracking / emergency contact apps or programmes	1			N/A - These elements would not be included in Stage 3 designs, but should be considered as the GSNT project progresses				N/A - These elements would not be included in Stage 3 designs, but should be considered as the GSNT project progresses
	Accurate digital wayfinding / mapping of local area				No change from existing situation.				
Infra-structure	Network connectivity and permeability				Network connectivity remains good, with connections to cycle routes, improved informal crossing provision through removal of the central car parking, and improved formal crossing provision.				As per daytime assessment
	Width of footways				There are no significant changes from the Stage 2 proposals. The stage 3 proposals show that the width of footway will increase dramatically to 4.5m wide as the amount of space for vehicles decreases. There will still be some seating on the street which restricts the footway width slightly but still provides generous footway space.				
	Street lighting				Lighting is outside of the remit of the Stage 3 design, therefore not included in design proposals.				Lighting is outside of the remit of the Stage 3 design, therefore not included in design proposals.
	Footway condition	1			The condition of footways on George Street is assumed to be good following construction, the maintenance of the area has not been outlined at this stage of the project. Kerb provision expected to be 60mm which will provide a distinction between footpaths and cycle lanes / roads. Portuguese Granite is proposed as one of the footway materials in some sections. This is a dark material which is robust and not susceptible to abrasion which means it will stay in good condition for longer. Lighter material may make the area feel brighter; however, the durability of this material is of primary importance. Slip resistance should be considered.				
	Pedestrian-friendly crossings at street-level that meet desire lines				There are no significant changes from the Stage 2 proposals. At the junction with Castle Street and Frederick, there are Zebra crossings which reduce the time which pedestrians have to wait before crossing. There is a signalised crossing at the junction with Hanover				As per daytime assessment. Crossing points reducing waiting times will be beneficial during hours of darkness to ensure swift movement along GS.

Theme	Category	Daytime				Night time			
		Existing score	Stage 2 score	Stage 3 score	Comments	Existing score	Stage 2 score	Stage 3 score	Comments
					Street and St David Street, which is a busy street and central bus corridor.				
	Cycle / scooter parking	1			The demand for cycle parking now and following the scheme is unknown, so it is unclear whether this would be operating at capacity. The parking included in the designs would only be able to store regular bicycles.				As in daytime assessment. No localised lighting present in Stage 3 designs around cycle parking.
Community / Social	Presence of community groups	1			N/A - These elements would not be included in Stage 3 designs, but should be considered as the GSNT project progresses				N/A - These elements would not be included in Stage 3 designs, but should be considered as the GSNT project progresses
	Positive behaviour campaigns	1							
	Presence of Safe Havens	1							
Love My Street	Artwork / public space design	1			N/A - These elements would not be included in Stage 3 designs, but should be considered as the GSNT project progresses				N/A - These elements would not be included in Stage 3 designs, but should be considered as the GSNT project progresses
	Maintenance reporting	1							
	Area maintenance	1							
	Community involvement	1							