

Edinburgh City Centre Transformation: Creating a more liveable, inclusive and resilient city centre



Our Vision

*Our shared vision is an **exceptional** city centre that is for all, a place for people to live, work, visit and play. A place that is for the future, enriched by the legacy of the past.*

*To achieve this vision, we will work **collaboratively** to create a city centre that is the heart of **Edinburgh's communities**, its cultural and civic life, the focal point for its economy and one of Scotland's most **iconic** and important locations.*

The Case for Change

A growing city and ageing population

Increase of 77,000 by 2041



Edinburgh at a glance

 **513,000**
people live in Edinburgh

 **32,000**
people live in the centre of the city

 **77%**
highest employment rate in Scotland

 **96%** think it is a good place to live
 **64%** have a sense of community belonging

 **2/3** of commuters into Edinburgh travel by car

 **4.9m**
tourism visits in 2017

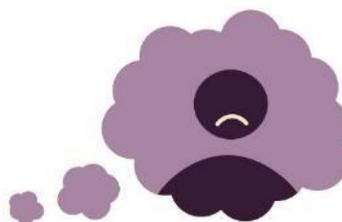
A growing tourism economy



A changing climate



Air pollution problems



Local Challenges

Community inclusion

People who live in the city centre recognise it as a good place to live. However, there is a low sense of community belonging amongst residents when compared to the rest of Edinburgh or other areas of urban Scotland.



A reliance on cars

Almost 70% of commuters from other local authorities travel by car, and of the people living and working in Edinburgh 63,500 (33%) drive to work.



Safety

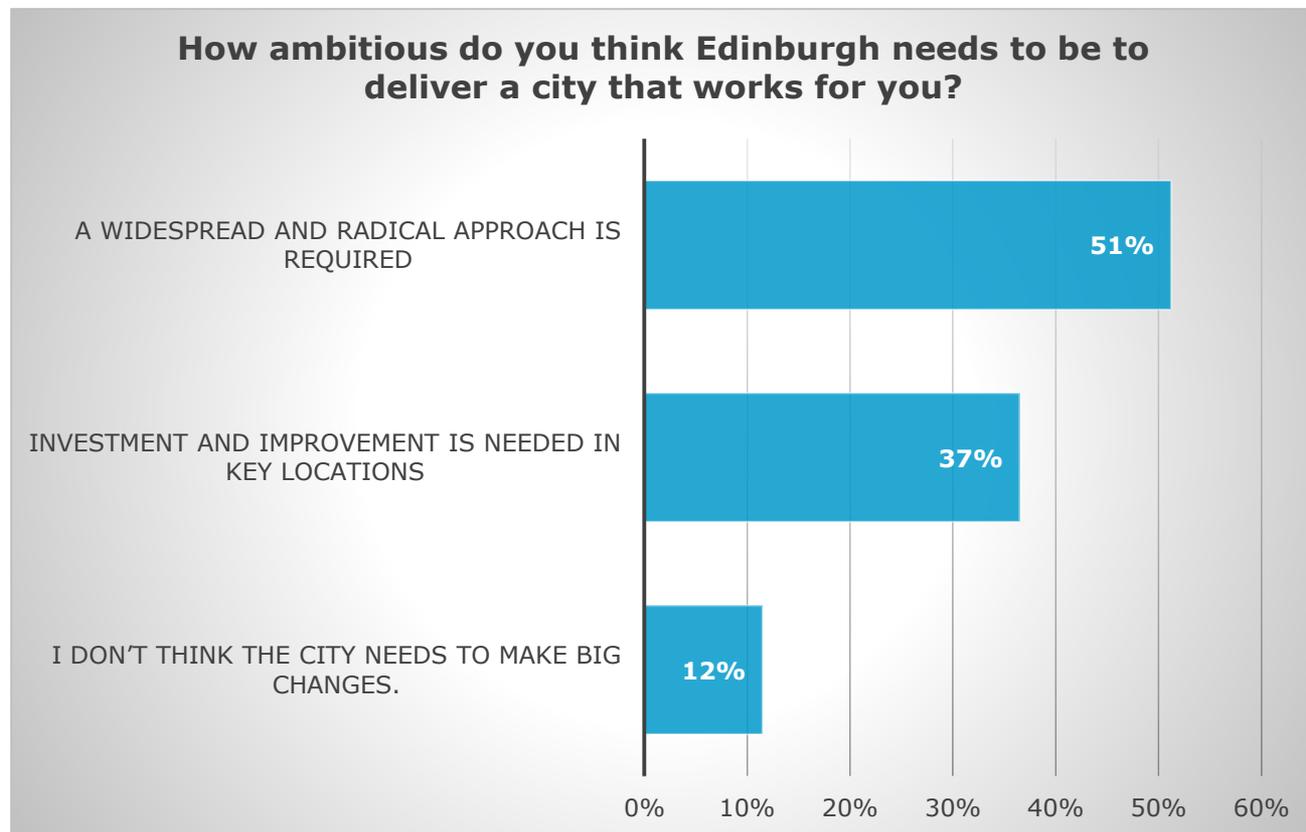
Data shows that the city centre has disproportionately higher accident rates involving pedestrians and cyclists than Edinburgh as a whole.

29% of accidents in the city centre involve cyclists compared to 21% for Edinburgh as a whole.



A Real Appetite for Change

To deliver a city fit for the future, **51% of survey respondents agree that a widespread and radical approach is required**, 37% felt targeted investment and improvement was required and 12% thought the city didn't need to make any big changes.

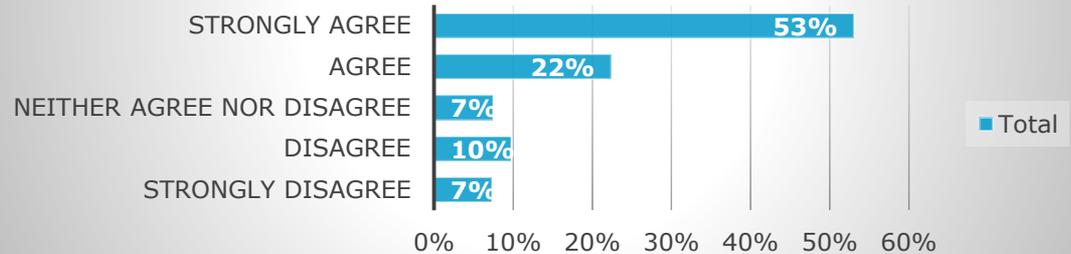


A Real Appetite for Change

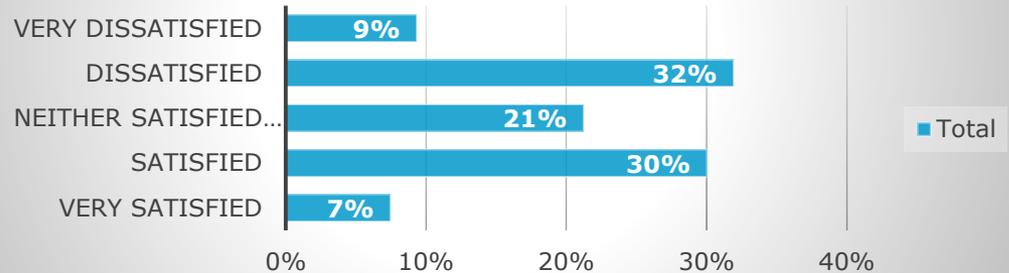
Overall, **75% of survey respondents agree that by creating a safe, attractive, accessible and connected network of walking and cycling routes, more people would choose to walk or cycle for short journeys rather than use a car.**

Only 37% survey respondents are satisfied with the quality of central public spaces.

By creating a safe, attractive, accessible and connected network of walking routes and cycling routes, more people would choose to walk or cycle for short journeys rather than use a car



Thinking about your last visit to the city centre, overall how satisfied were you with your enjoyment of the streets and public spaces?



A data-driven transformation



Integrated city data layers

- ↑ Creating a walkable city centre
- ↑ Improving streets, gardens, spaces and places
- ↑ Supporting businesses (freight/deliveries)
- ↑ Strengthening town centres
- ↑ Creating a more active city
- ↑ Creating better accessibility

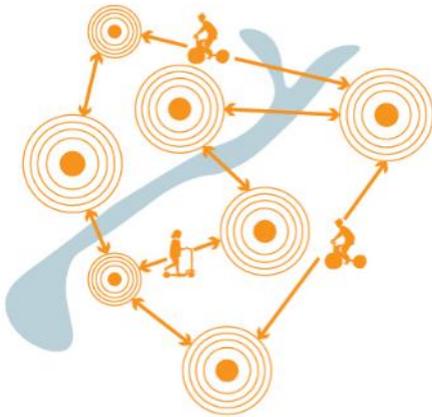
Benchmarking



↓ city → themes	Public Realm Pedestrian First	Residential Communities in City Centre	Sustainable Mobility	Development Investment and Tourism	Heritage and Culture	Topography	Digital Engagement and Participation	Infrastructure and Environment	Freight
Amsterdam	●	●	●	●	●		●		●
Barcelona	●	●	●	●					
Bilbao	●	●				●			
Birmingham	●		●	●				●	
Bordeaux			●	●	●				
Chicago							●		
Copenhagen	●	●					●		
Dublin			●	●	●		●		●
Granada					●				
Leeds									●
Ljubljana	●					●			●
London			●	●		●		●	
Madrid			●					●	
Melbourne					●			●	
Milton Keynes			●					●	●
Oslo	●		●					●	
Seville	●		●		●				
Toledo	●				●	●			
Vienna	●		●	●	●		●	●	
Zurich	●		●	●	●		●	●	

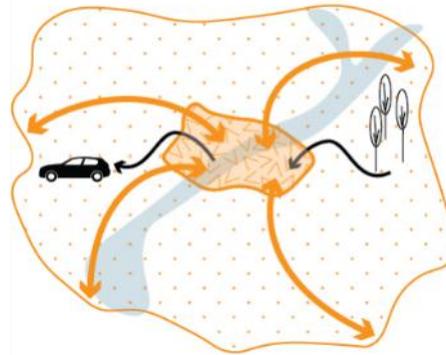
City Centre Principles

People First



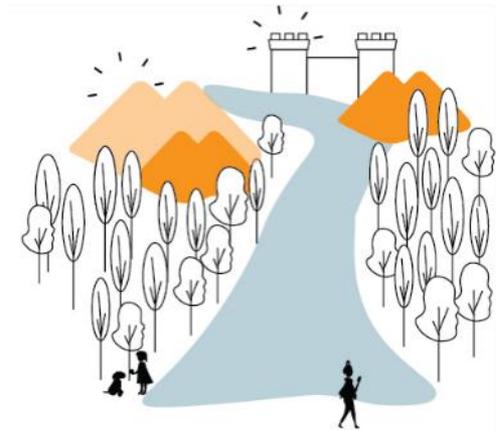
“ Priority will be given to people travelling on foot, by bicycle and by public transport, providing enhanced connectivity and permeability, whilst minimising negative impacts of traffic displacement ”

Liveable



“ Creating a better environment for city centre residents and enhancing local centres through reducing traffic within the city centre, improving air quality ”

Enhanced Open Spaces



“ Green areas, open spaces and street networks will be linked to make the most of these spaces for communities ”

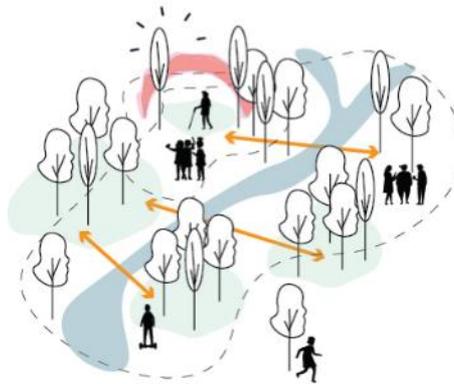
City Centre Principles

Unique Character & Identity



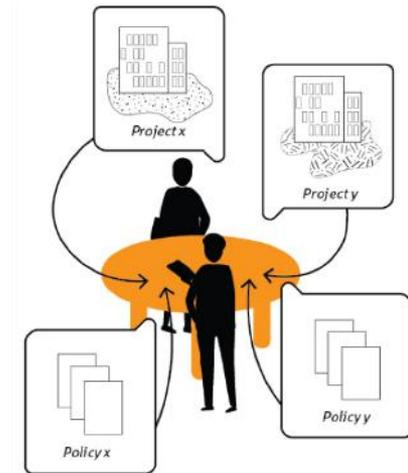
“ The unique character of Edinburgh’s built and natural environment will be celebrated and enhanced ”

Inclusive & Accessible



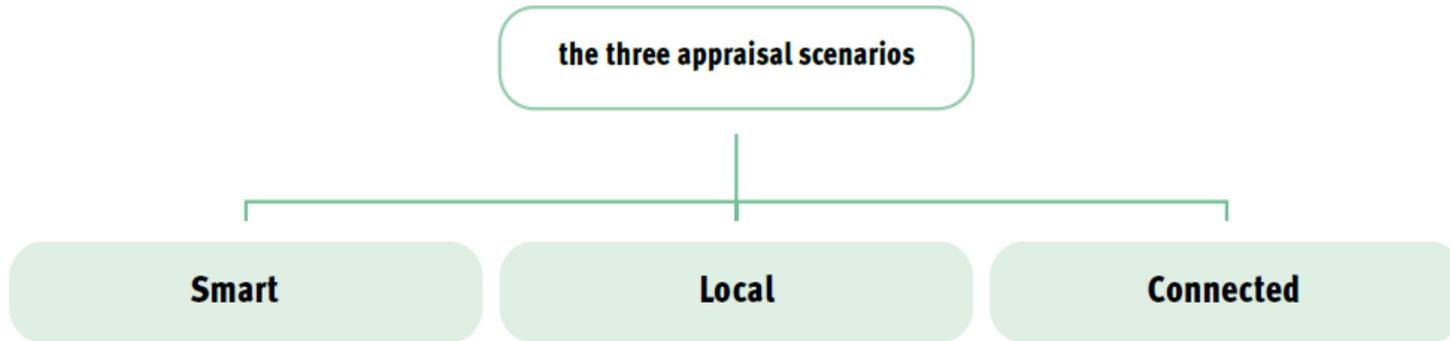
“ Inclusive design and management of our streets and places will be embedded across all actions affecting our city centre ”

Integrated Policies & Projects

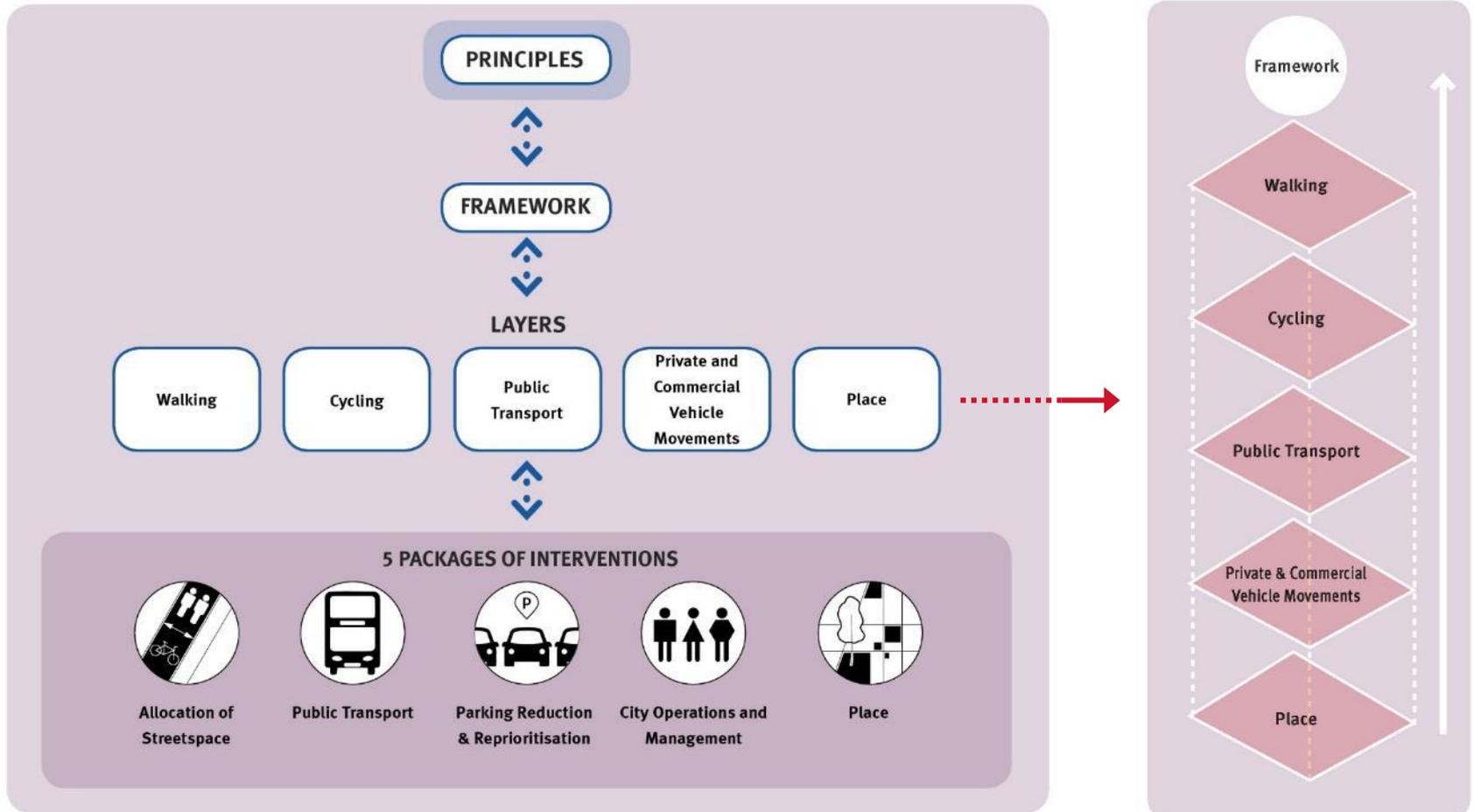


“ Policy objectives and project delivery will be integrated, creating a consistent and coordinated approach to city centre planning and management ”

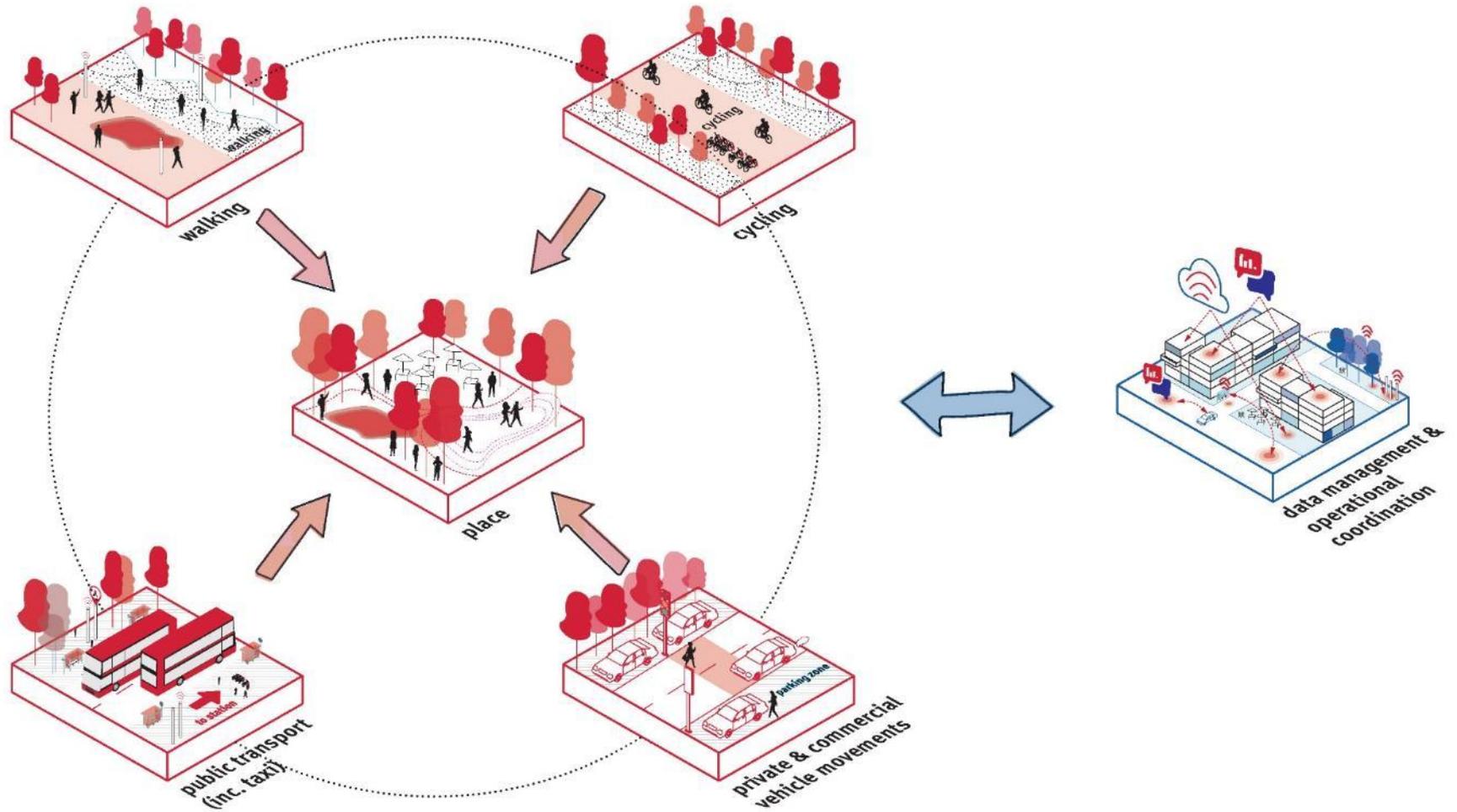
Three Appraisal Scenarios



The Strategy

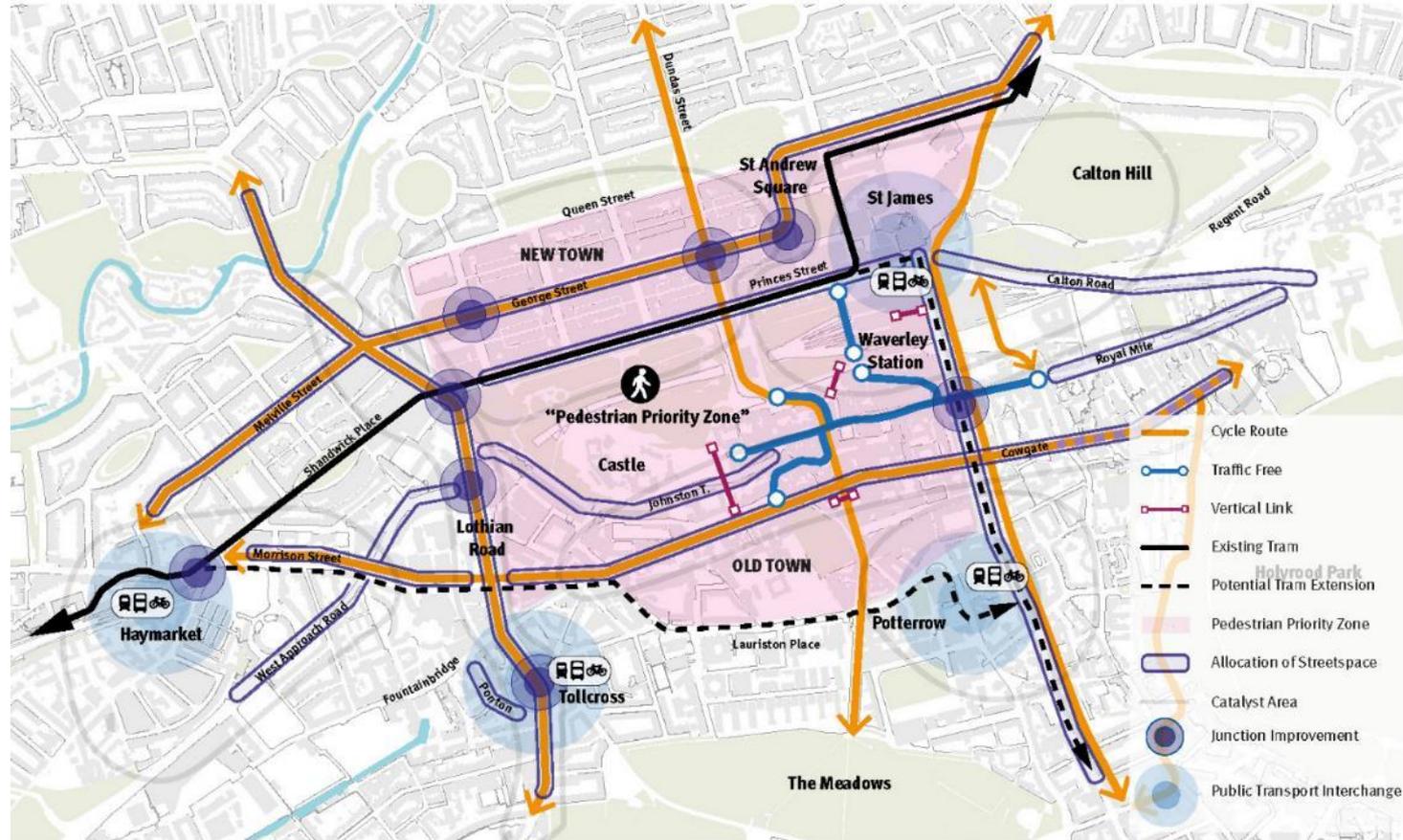
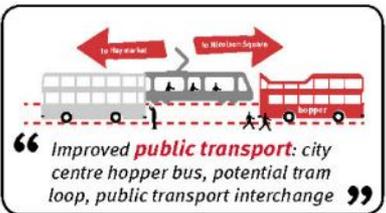


The Strategy



Spatial Framework

Key Principles



Catalyst Areas



Haymarket | Morrison Street



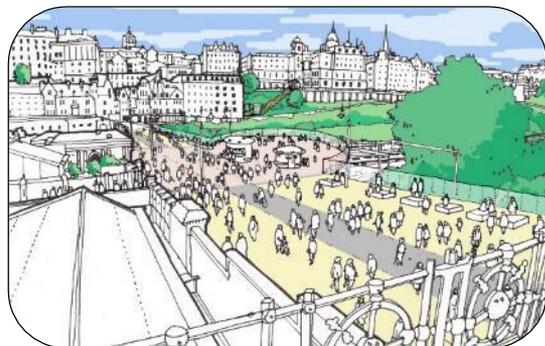
Lathian Road | Tollcross Junction



New Town | Princes Street



Old Town | Victoria Street



**Waverley - Calton Road |
Waverley Bridge**



Innovation Mile | Teviot Place

Morrison Street



Current – Morrison Street

Potential tram connecting Haymarket and Nicolson Square

Road space reallocation – increased pavements and reduced number of traffic lanes

Wayfinding to Haymarket and Old Town

Cycle Hub



Tollcross Junction



Current – Tollcross Street

New green link along Lothian Road that connects the Meadows with Princes Street gardens

Safe cycle routes

Road space reallocation - increased pavements and reduced number of traffic lanes

Community urban gardens in High Riggs Street



Princes Street



Current – Princes Street

Reactivation of public realm along Princes Street and Castle Street

Seating and greening opportunities in Princes Street and the New Town

Rationalisation of bus stops and removal of excessive clutter

Improvement of public realm and connection between Castle Street and Princes Street Gardens



Victoria Street

Street closed to private vehicle movement and removal of on-street car parking

Public realm improvements - continuous surface for accessibility and ease of movement



Current – Victoria Street

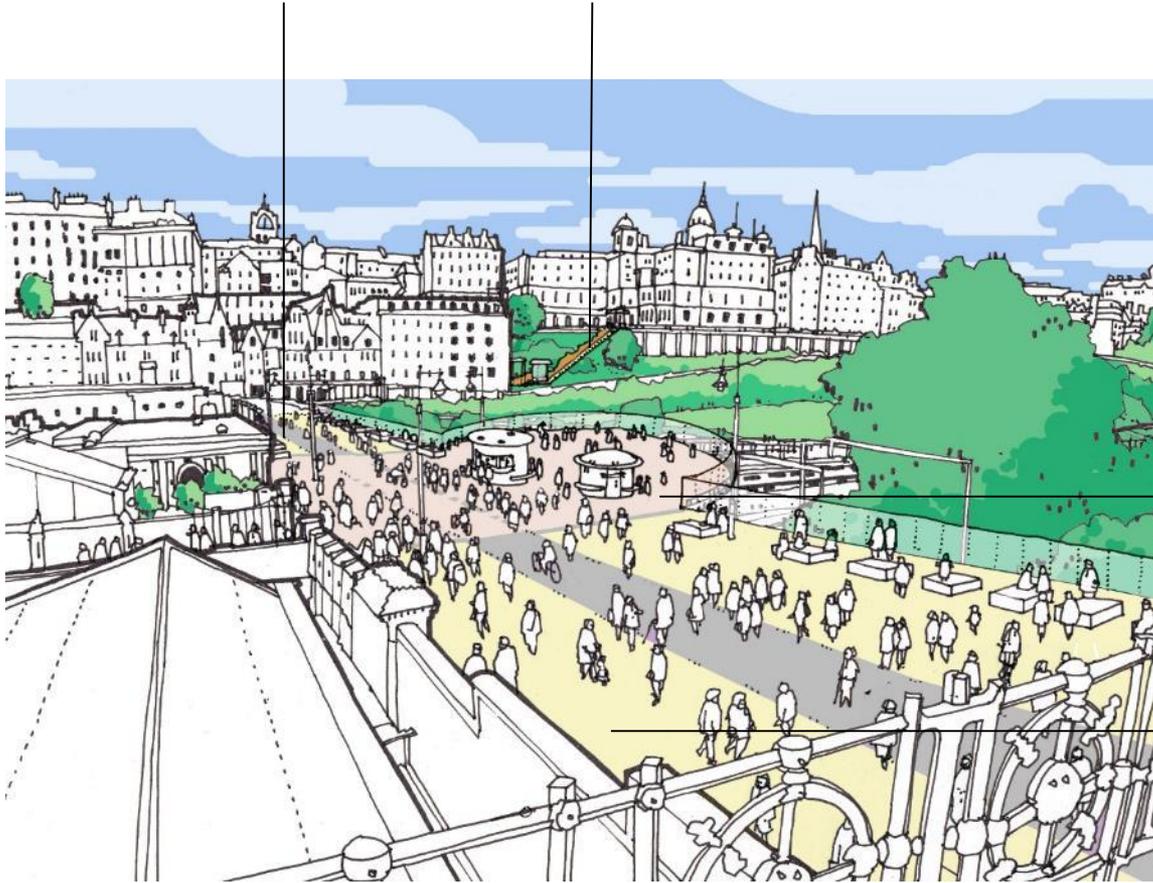
Street pavement pattern preserves a central continuous space which can be used for servicing of ground floor activities

New activities using the open space, e.g. community markets and uses from ground floor spilling out.

Waverley Bridge

Street closed to private vehicle movement and removal of on-street car parking

New vertical link from Market Street to St Giles' Street next to The New Steps



Current – Waverley Bridge

New square and viewpoint highlighting the importance of Waverley Bridge as the gateway to Edinburgh City Centre

Public realm improvements - continuous surface for accessibility and ease of movement

"Innovation Mile"



Current – Teviot Place

Ground floor activities benefit from widened pavements

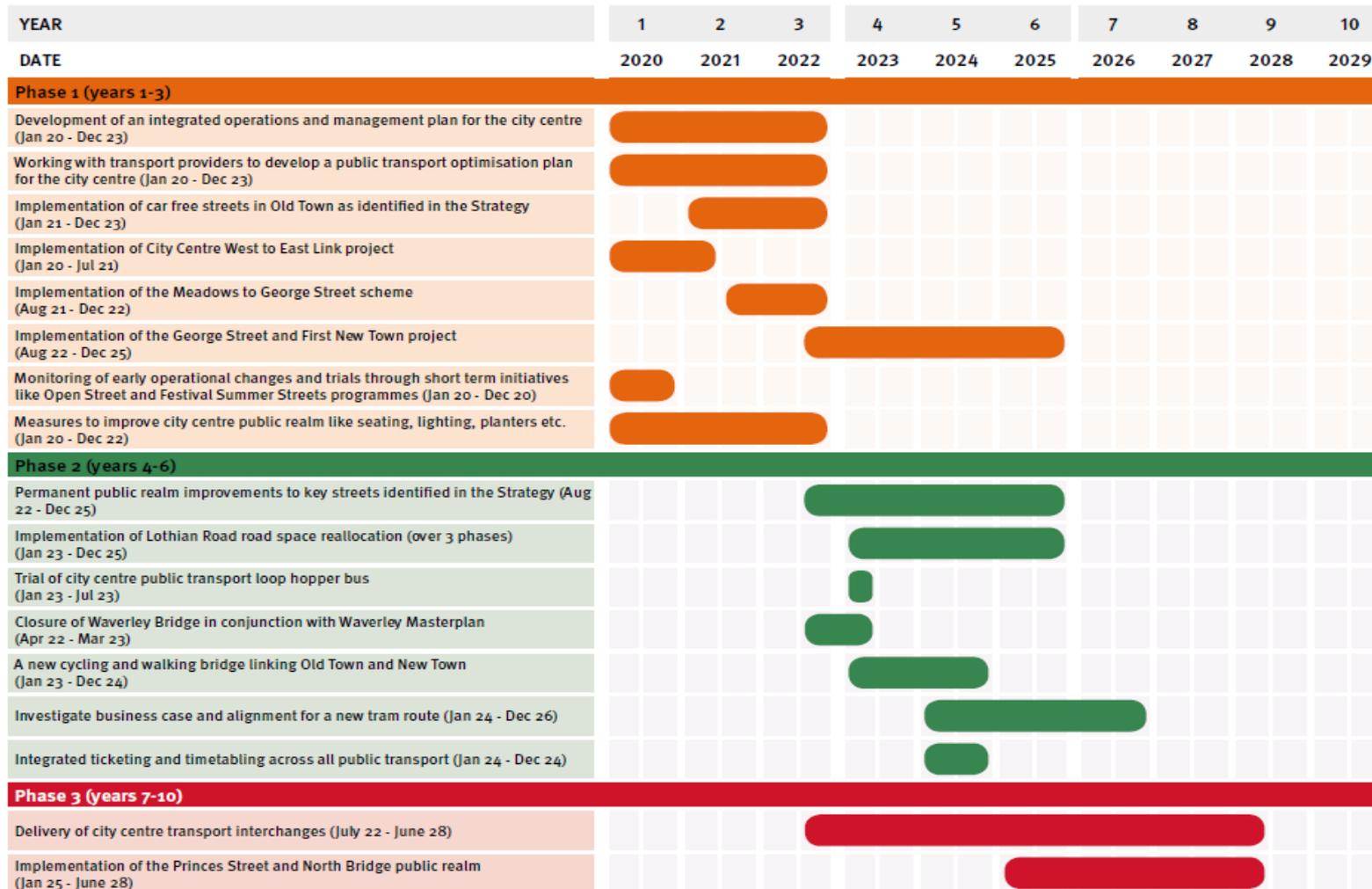
New trees and improved public realm in Forrest Road

Potential new tram connecting Nicolson Square and Haymarket

Improvement of public realm and connection with Middle Meadow Walk across Lauriston Place



Timeline





Questions

• EDINBURGH •
THE CITY OF EDINBURGH COUNCIL