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.**
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.

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?

Only 37% survey respondents are satisfied with the quality of central public spaces.
A data-driven transformation

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

Integrated city data layers
## Benchmarking

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<th>City</th>
<th>Public Realm</th>
<th>Residential Communities</th>
<th>Sustainable Mobility</th>
<th>Development Investment and Tourism</th>
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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

- Smart
- Local
- Connected
The Strategy

- PRINCIPLES
  - FRAMEWORK
  - LAYERS
    - Walking
    - Cycling
    - Public Transport
    - Private and Commercial Vehicle Movements
    - Place

5 PACKAGES OF INTERVENTIONS
- Allocation of Streetspace
- Public Transport
- Parking Reduction & Reprioritisation
- City Operations and Management
- Place
The Strategy
Spatial Framework

Key Principles

“People first: pedestrian & cycling movement”

“Places for People: play, visit, live & work”

“Improved public transport: city centre hopper bus, potential tram loop, public transport interchange”

Cycle Route
Traffic Free
Vertical Link
Existing Tram
Potential Tram Extension
Pedestrian Priority Zone
Allocation of Streetspace
Catalyst Area
Junction Improvement
Public Transport Interchange

EDINBURGH
THE CITY OF EDINBURGH COUNCIL
Layers

Spatial Framework

Walking

Cycling

Public Transport

Private and Commercial Vehicle Movements

Place
Catalyst Areas

Haymarket I Morrison Street
Lothian Road I Tollcross Junction
New Town I Princes Street

Old Town I Victoria Street
Waverley - Calton Road I Waverley Bridge
Innovation Mile I Teviot Place
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

Current – Morrison Street
Tollcross Junction

- 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

Current – Tollcross Street
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

Current – Princes Street
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

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

Current – Victoria Street

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

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

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<td><strong>Phase 1 (years 1-3)</strong></td>
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<td>Development of an integrated operations and management plan for the city centre (Jan 20 - Dec 21)</td>
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<td>Working with transport providers to develop a public transport optimisation plan for the city centre (Jan 20 - Dec 23)</td>
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<td>Implementation of car free streets in Old Town as identified in the Strategy (Jan 21 - Dec 23)</td>
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<td>Implementation of City Centre West to East Link project (Jan 20 - Jul 21)</td>
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<td>Implementation of the Meadows to George Street scheme (Aug 21 - Dec 22)</td>
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<td>Implementation of the George Street and First New Town project (Aug 22 - Dec 25)</td>
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<td>Monitoring of early operational changes and trials through short term initiatives like Open Street and Festival Summer Streets programmes (Jan 20 - Dec 20)</td>
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<td>Measures to improve city centre public realm like seating, lighting, planters etc. (Jan 20 - Dec 22)</td>
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<td>Permanent public realm improvements to key streets identified in the Strategy (Aug 22 - Dec 25)</td>
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<td>Implementation of Lothian Road road space reallocation (over 3 phases) (Jan 23 - Dec 25)</td>
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<td>Trial of city centre public transport loop hopper bus (Jan 23 - Jul 23)</td>
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<td>Closure of Waverley Bridge in conjunction with Waverley Masterplan (Apr 22 - Mar 23)</td>
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<td>Investigate business case and alignment for a new tram route (Jan 24 - Dec 26)</td>
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<td>Integrated ticketing and timetabling across all public transport (Jan 24 - Dec 24)</td>
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