

Sir Terry Farrell

Edinburgh's first city design champion

February 2004 to September 2009.

Report to full council 17 September 2009

My Five Years:

During the summer of 2003, I was very flattered to be asked to become Edinburgh's first City Design Champion; I took up the role in February 2004. I had no preconceptions about the role, just a love for Edinburgh and a passion for cities.

I believe that the setting up of what has become Edinburgh's Design Initiative was a well intentioned endeavour on the behalf of the then Labour administration.

Unfortunately it became apparent very quickly that there was no clear understanding of what and how I was to be the City Design Champion.

What evolved has been eloquently described by Jenny Dawe as the role of 'critical friend'.

I have no doubts that the political class in the city is very supportive of all that

I have endeavoured to engage in and deliver and some are as much urbanist as I or Riccardo Marini, the city design leader.

Trevor Davies the then convenor of Planning understood the little known term which Riccardo and I used to describe the mater at hand; 'PLACE MAKING' Jenny Dawe and her senior colleagues also are tuned in to the notion of Urbanism and Place Making.

I have been the cities design champion for nearly six years, to day is my last day in this role, I want to report to you my experiences and recommend that you adopt a specific course of action to ensure that your legacy to this wonderful city will be a positive one.

A Cities health check:

Edinburgh is an obviously beautiful place, unlike most other UK cities it has not suffered from the haemorrhaging of people to the suburbs as most other major UK cities, it has always had a lived in city centre, this is partly why it has this unique European feel.

Its obvious beauty and singularity recognised in the UNESCO World Heritage designation is key to Edinburgh's future success and an also an immense problem, what I have defined the 'Albatross of excellence'. It is too easy to just do nothing because in the first instance it looks like nothing is wrong and secondly you might actually get it wrong.

Sadly when you leave the fabulous historic core you quickly enter areas which are of little quality, they are not really part of Edinburgh's DNA, what I would

define as 'everywhere nowhere places', they perform on a rather low level and add little to the cities identity or future health and wealth.

Edinburgh is a small capital city and it has been afflicted by the same tendency as many other cities, in the mistaken belief that to ensure its economic viability, traffic management which is easily quantifiable, has been allowed to erode the cities high quality physical realm.

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Movement issues are critical to place making but to focus on one mode is a dangerous endeavour. Traffic is like water flowing in a river, if it is left to its own devices it will erode its banks, increasing its overall capacity and consequently slowing down. This erosion can be seen in real terms with the appearance of the plethora of superfluous traffic paraphernalia, excessive hectoring signage, nonsensical railings and critically the erosion of the space allocated to people.

You may come to Edinburgh by any means of transport that you chose, airplane, boat, train, bus, taxi, car, cycle in the near future, I hope, by tram but when you get here we all revert to being 'pedestrians'. So why is it that on the whole it is a struggle to make the public realm a real priority?

I mentioned Edinburgh's DNA this to me is a way of capturing the essence of the place, it is not only about the materials which historically were used to make the city, but critically how and why it was made. This has produced a fine urban grain, it has a specific language which is articulated elegantly by its architectural grammar.

In the pursuit of 'efficiencies' we seem to ignore this and ram inappropriate movement solutions through the delicate fabric of this city.

In the context of a city of this quality there should never be a transport project all major projects have to be city projects; they need to focus on the notion of Place Making.

Place Making is based on an understanding and contemporary approach to the place's DNA. It is essential that a proactive spatial planning approach which is intrinsically linked to a socio-economic understanding leads the way.

What I have witnessed, is common to almost all UK cities, there is little evidence of change, what prevails is still the development control approach. I have characterised Planning in Edinburgh as close to a 'blood sport'. It always seems to descend into a farcical bun fight over minutiae.

Where is the core Place Making city visioning going on? The 'Capital Gains Capital Punishment' document which was followed by the '20 40 vision' document where the only glimpses of a strategic approach to the future of the city I have seen. What has happened? Just listing areas of development priority does not constitute a strategic approach.

Our City tile approach was an attempt to kick start a proactive planning approach designed to go from the strategic to project delivery. We commissioned many talented young local urbanists to produce some visioning tiles, the only one which received some serious consideration was the Lothian Road Tile which after a few productive meetings was stalled because of fears it would compromise the tram project!

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I seem to be painting a rather bleak picture, the reality is that Edinburgh is trying to change the way it deals with its future, I can say with the confidence of having been asked to extend my tenure and that Riccardo Marini is still an employee of the city. This has happened because the two administrations that have defined the period from February 2003 until today, I believe that they intrinsically know that 'place making' is critical and they want to ensure that the bureaucracy they preside over changes.

This is an enormous task; Jenny Dawe has shown an appetite and a grasp about 'Place Making' and 'Design Thinking'. I am still dumbfounded by the apparent disconnect between the political will and the bureaucracy which is charged with running this most wonderful city. I have to be honest and say that the impact I hoped for in terms of 'governance' issues and the expected

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change to the way the council runs its affairs as been negligible, it is like making a planet change its course. I use this metaphor as opposed to the usual oil tanker because there seem to be a lack of sentient direction that you would expect in a vessel. It is as there is preordained celestial path which cannot be deviated from. This path is leading to the erosion of the wonderful assets this city has been endowed with by its past assured and proud city fathers.

I have often said that the role of a City Design Champion is to champion the endeavours of his city. I have spent a lot of my time trying to point out that there are issues that need resolved some rather basic.

These harsh economic times are the best opportunity the council will have to ensure that they start to dream the best future for the city and start to put in place the appropriate delivery mechanisms. We tried with our 'City tiles' to show how you could deliver true 'design thinking' and in so doing raise the debate about the future of Edinburgh. It seems there are always difficulties or issues which mean that the all pervading inertia remains the status quo. I know that Jenny and the administration want to ensure that if there is a legacy of my five years it is one which will ensure that there is positive change in the way the future of the city is imagined and delivered a proper 'engine for change'

I am aware that politicians from all the differing parties have shown a good understanding of the challenges and have been very supportive, the issue is that they have to realise that they control the bureaucracy which runs the city for them, they need to become more assertive and demanding of their senior officers or things will not change.

The Design Initiative legacy:

I have been trying to ensure that proper place making is given its right position, unfortunately it is always an afterthought and we have the evidence of this disastrous way of thinking all around us. We are faced far too often with the retort 'It's about the economy stupid!' well it is but it is really about place and the qualities of it. The biggest asset Edinburgh has is itself and its people. If the city continues to peruse the simple route that many other cities have without recognising the inextricable links between economy regeneration health wealth and wellbeing i.e. PLACE MAKING, then what will keep

□ happening is a theoretical success. On paper it may look all right but when you walk the streets you will know that real value was not delivered, intact the original asset the city had will be eroded by inappropriate and sub standard developments.

I am trying to find mechanisms and ordering systems that will make sure that the resources and the attitudes are there so that instead of merely reacting to developer's proposals Edinburgh is ahead of the situation. It has been a very painful and difficult task as Edinburgh in many ways just isn't ready for this kind of creative thinking.

In a very reactionary environment I have been trying to get these structures for true urban planning so that development control isn't the only method of planning. Reactivity is not the right way of dealing with city making issues, for example it is at the waterfront and on the tram system that I have been focusing my attention because these are big concerns and ones that I have never thought, and still don't think, that Edinburgh has taken the big picture view.

The tram in particular, with the skeleton crew, we have really attempted to

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transform the way the tram integrates with the city. There have been some successes; St Andrew square was one of the early wins with the rationalisation of the stops down to one, there is still more work which could be done, but the attitude of letting traffic management issues erode place quality still is prevalent. Picardy Place I believe has been a tortuous struggle

but at Last I think that there is a proper place making solution which will return

this bewildering car dominated space back to people and offer an invaluable development opportunity, this only hapend because elected members insisted that my work be taken into account. The Haymarket a lot of work has been done and I feel that there are still opportunities for improvement. All of this work has been done by relaying on the good will of a group of young local designers and the meagre resources which the Design Initiative had at its disposal.

However this is still far from perfect, it seems to me that heritage lobby has been oblivious to this kind of pro-active thinking they are so busy navel gazing

in a reactive way at the planning applications that are put before them rather than thinking ahead. I want to get the future systems right so that Edinburgh can raise itself to the standard that many other UK cities already have and almost all capital cities in the European Union have already. Edinburgh seems to be intent on its tribal warfare at a local level, taking pot-shots at each other, as Design Champion I have decided to stand well back from this and concentrate on the bigger picture.

Do the heritage bodies, do the Edinburgh people at large, know that in spite of the huge investment of three quarters of a billion pounds that there is only going to be one stop in Princes Street near the mound, while the west end languishes, if it was about the economy why is there not a stop to facilitate regeneration of this important part of the city centre?

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Where are all the heritage bodies, where are all those that profess to be the protectors of Edinburgh when a much more critical piece of the new town domain is immediately threatened by the tram at Coates Crescent. Since my early work on the tram in 2005 I have highlighted the critical issues related to

the nonsense of placing a tram stop in one of the most wonderful urban room that Edinburgh possesses. The only justification being that in engineering and traffic management terms it is the easy place to put It., I have shown that it is

technically feasible to put it the stop in the right Location at Rutland Place but

the inertia of the system and the apparent lack of leadership seems to acquiesce to the unjustifiable status quo.

Do they know that at Coates Crescent what is proposed is the impoverishment of place by unnecessary cutting down of the trees the expansion of the carriageways and distortion of the open space, and whilst they are arguing about particular individual planning applications why doesn't Edinburgh join in really proactive city-making and invest in this? I believe that

up to six years as the Design Champion s been in reality a mere bit of sticking plaster whilst the banks, the civic societies, indeed the national government has stood back from the cause of the capital city and its future and its standing.

There is an impoverished urban city-making culture in Edinburgh. I don't actually feel my five years as Design Champion have been totally in vain, but it has failed to rise to most standards over the last ten years of urban renaissance. If you look at Leeds, Manchester, Liverpool, Birmingham, and even minnows like the Medway towns and internationally Auckland, Seattle, Copenhagen, Malmo, wherever you look, they all make Edinburgh look totally behind at the starting line. There has been neglect and incompetence of earlier administrations, although Trevor Davies brought me in, and I value that, there have been previous senior officers, now retired, who have done so

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little and been negative, there is now a new leader, the administration have much better officers in place, but it all needs a step change, it needs a citywide and a nationwide effort to get Edinburgh up to speed, to be forward looking and creative.

With the current economic situation we have a fantastic opportunity to take stock and seriously make place making a core concern to expunge the introverted negativity and the concentration on the small-scale and the short-term.

I was pleased with the energy and good will which I perceived on the 21 May at the Festival of Place Making. What I wanted to deliver was a day for learning and sample public opinion about Place Making and its role in the city.

Overall the results reinforce my concerns about the future of Edinburgh.

The make up of the audience was intentionally varied, with the sad reflection that only 22% of the audience were female. There was an even split between private and public sector.

I was heartened by the fact that 93% of the audience thought that the council was right to invest in the Design Initiative

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87% were not satisfied or unsure with the quality of the built environment we have been creating. With a staggering 91% with the opinion that Design should have an input into city governance.

66% of the delegates considered the city to be dominated by cars and busses. City should become more pedestrian friendly.

84% thought that that the city should endeavour to be more pedestrian friendly

90% thought that Edinburgh's identity was its biggest asset.

I was pleased to see that there was an understanding about the intrinsic link between Place and economy.

During the day we polled the audience to prioritise which were the top of my 12 challenges, when we asked them to tell us which was the most important there was a clear message that governance was critical.

93% expressed the view that they thought that a city making forum was of interest.

All this reinforces what I have outlined many times before during my near 6 years.

I believe that you cannot afford to ignore what was being spelled out clearly on the 21 May 2009; I am most concerned, that even with a change of guard 79% of the delegates still did not understand the strategic direction the city was perusing!

In my five years as your city design champion I have endeavoured to make place making relevant to you and your city.

I believe that our lecture series was well received and it is something that the Urban Room would require as part of its menu of events and projects.

The many charrettes which we undertook always seem to generate a great deal of interest and goodwill not always followed by action but that is part of the challenge.

There is a palpable change in attitude, where place making matters are becoming currency, I count amongst my successes the fact that St Andrew

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Square will have only one side with a tram stop, more work needs done to ensure that the tram infrastructure is commensurate with the 'Capital Streets' regeneration of the gardens. Picardy Place is an area where I deployed a lot of energy and it looks like there will be a proper 'place making' solution, this

only happened because you the elected members demanded that my voice be listened to. The 'skyline study', the 'Standards for streets' and the many skilling up exercises which the Design Initiative has developed and delivered have been effective in generating this appetite for change, this work need to continue.

I know we have had an impact on how people now can think about place and hopefully challenge the way things have been done, the fact that people can actually think of Princes Street with a 'pedestrian priority' approach is the beginning of a better future. This future has to be shaped, I first discussed ways of bringing about change to Princes Street in 2005, advocating that in

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conjunction with tram works a world class public realm be delivered, this as been reiterated and Jenny Dawe took the platform in June 2008 at the Public Space Public Life event stating clearly an agenda for change. Tram works are coming along but I see no real evidence of the brighter future that could be.

You must do this: You must demand this:

Being realistic about the ability to enable change, I have focused down to three things that I believe you need to demand your officers to deliver:

Tram: stop at Rutland place and relocation of the Mound stop to the East Gardens

Princes Street Public Realm:

Governance: - future of design initiative

I leave you with a concrete proposal, one which Peter Murray of the New London Architecture Centre has helped put together, for one element which will hopefully act as a catalyst for change - The Urban Room

Edinburgh's Urban Room - a centre for Urbanism

I welcome the City Council's firm commitment to creating and sustaining an Urban Room, and provide my own blueprint, an embryonic business plan, for its objectives, its ambitions and its business foundations.

Objectives

Throughout the world, Communities are demanding greater involvement in the process of planning, our places and spaces - it is essential that the widest

Edinburgh community, has the opportunity of a forum to debate and interpret its future in the light of its past.

In an Edinburgh context this type of facility will perform the dual role of interpretation centre for visitors and citizens alike, it will have to be a welcoming dynamic hub that people want to be see and be seen in.

The Urban Room will provide such a forum to continue the process of awareness raising and informing all about the qualities that are essential for good place making to occur.

In Scotland with the new Planning legislation now in place there is a more onerous duty to consult and engage, the urban room can be used to facilitate this process.

The newly set up Urban Design Panel can find a neutral home for its business.

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With the sad turn of events related to the Lighthouse, in Glasgow the Urban room should offer to fulfil some of its national objectives.

It is clear that to ensure it becomes relevant to as many as possible it cannot be perceived as a 'council mouth piece', it will have to occupy that space created by the notion of 'critical friend'.

Ambitions

□ Simply for it to be a cherished part of the evolving debate of the future of your wonderful city and metropolitan area.

For it to be as self sufficient as possible.

To be the appropriate forum for 'city visioning'.

The Practical Aspects

Premises

It is essential that you do not have to look for the Urban Room.

It should be located somewhere in the City Centre where it will evolve to be a natural meeting place ease of accessibility is one the critical issue related to its location.

There are many locations that have been tentatively discussed it will be critical to the success of the urban room for the Council to provide the best location possible for this essential facility.

Later in this paper I discuss and benchmark other Urban Rooms throughout the world, but the brief for the facility is that it should be centrally and accessibly located, with a generous amount of space to accommodate an all encompassing model of Edinburgh (in itself a major tourist draw), all the other permanent exhibition elements - a place where anyone visiting or living in Edinburgh can go and see what the city looks like, in model and analysed form.

The Urban Room should be able to exhibit the history of this place - it is astonishing how compelling old maps and a model of the existing city can be

- to stimulate debate among both locals and advisors about what the City is today, and what it could be in the future. This part of the Urban Room would also fulfil the role of reinforcing the necessary contextual nature of future development.

Temporary Exhibition space is essential, for public consultation exercises, education and celebration. In turn, spaces that it is useable for enclosed seminars are potential income generators as well as places of dissemination.

Partner Organisations & Governance

Over the past nearly six years, we have had engaged and enthusiastic conversations with, amongst others, the Scottish Executive and Government, the Academy of Urbanism, and Scottish Enterprise. With a firm commitment from the City Council, inevitably the Urban Room's lead partner, we will be able in turn to seek firm commitments (perhaps of time, perhaps of people, perhaps of funding) from these partners, and to define the full list of partners.

I am prepared to keep helping the Urban Room for the next year, and part of this may be to help crystallise the interest developing- from developers, from architects, from the education and financial sectors, and in particular the cultural sector, including the Festival.

A natural fit here would be for the City Design Leaders post, 'post-design

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champion' to become the Director of such a facility. This with possible premises will be the extent of the Council funding.

Staffing

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I have based this on the sound and proven experience of the New London Architecture (NLA), who's Director, Peter Murray, has provided much support and guidance to this proposal. Initial staff could comprise one full time professional acting as Director, with a full time assistant, and one part time member of staff, though heavy tourist footfall might necessitate (and support) additional staff.

Finance

I have put some provisional figures to construct a broad business case for a stand alone centre, the best home being in a building that could provide rentable space for allied organisations

As the experience at the NLA, a centre that can obtain funding from rents, seminars, tours and sponsorship has the potential to cover its costs if it is run with tight management control. (This is in contrast to the Lighthouse, which employed 60 people full time and was very substantially public sector funded).

The costs given are specimen and approximate, I have assumed that the City Council will effectively fund the post of Director and the rental or equivalent of the premises:-

Income

Support from partner organisations £50,000
Charitable Donations £55,000
Rental space £30,000
Seminar bookings £32,000
Architectural Tours £7,500
Sundry sales £7,500

Total income £182,000

Costs

Premises

Rates & Services £25,000

General Running Costs £60,000

Sub total £85,000

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Personnel Excl Director £70,000
General Expenses £ 30,000

Total Costs £185,000

Benchmarking

UK Examples

In Britain there are around 22 architecture centres which take very different forms ranging from the New London Architecture centre with extensive exhibition space, physical model of the capital and seminar and lecture

programme, to local centres that have no physical presence, but coordinate a range of strategies to improve neighbourhoods, buildings and public spaces.

The majority of the centres are members of the Architecture Centre Network which describes their roles as: "enabling real public engagement in architecture, the built environment and the public realm; promoting the case for architecture and design of the highest quality and developing a greater public understanding of architecture, design and the public space."

To a greater or lesser degree all the architecture centres described below deal specifically with their local area; some concentrate on educational aspects to inform school children and grownups about the built environment; some provide a broad introduction to architecture in general; others are closely involved with displaying current planning and development in their cities and involving citizens in the process.

London

The New London Architecture (NLA) centre was set up in 2005, its opening timed to coincide with the announcement that London had won the bid to host the Olympic games in 2012. The programme of exhibitions, events and publications brings together leading professionals in the public and private sector, politicians and the general public, to share knowledge and identify the challenges and opportunities of the capital's built environment.

The NLA galleries feature a model of Central London and host a programme of temporary exhibitions about London as well as permanent displays on planning in the boroughs, major issues facing the capital and designs for the Olympics. The NLA is visited by some 2500 people a week and has a programme of seminars, free talks and discussions on planning and development in the capital.

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□ closely involved with displaying current planning and development in their cities and involving citizens in the process.

Southampton

City Vision Southampton, located in the City Art Gallery, illustrates with a physical model and 3D computer visualizations how the City is likely to change over the next two decades. It is also a place where architects and developers can showcase major projects or propose new ideas for the way the city might develop. It allows the planners to study the impact of major developments and the public to engage in debate. The Centre hopes that it "will prevent the misinformation and misunderstanding that leads too easily to NIMBYism".

Hackney

One of the liveliest centres is the Hackney Exploratory in London's east end, a hands-on centre which works with heritage organisations, housing providers, schools, construction organisations, planners and architects to carry out educational projects with local schools and with older citizens. It develops studies particular local issues and areas.

The Exploratron's concerns are less with physical development and architecture and oriented to tackling problems of social exclusion, developing technical and creative skills and creating local jobs.

Kent

The Kent Architecture Centre, which was set up in 1995, works with the community and decision makers to support the delivery of a better quality built

environment. "The Centre helps its clients to take a wide-ranging, proactive approach, to ensure that buildings and the spaces around them are well-designed, functional, attractive and positive contributions to our towns and villages". The Centre also organises design review panels for the South East region.

Worldwide

Paris

The concept of an information centre where people are able to find out what is happening to their city, where they can learn something of the context of decision-making, first emerged in Paris with the opening in 1988 of the Pavillon de l'Arsenal. This has been followed by a series of centres around the world that address issues of public information and the planning process - some, like Paris, focusing specifically on the local environment, others looking at wider educational programmes or empowering local communities.

The Pavillon de l'Arsenal was created in order to tell Parisians and visitors to Paris about the French capital's grands projets which transformed the city in the 70s and 80s. It has since developed into a venue which places the citizen right at the heart of the architectural and urban decision-making process.

The Pavillon houses a permanent exhibition of Parisian architecture and urban planning, provides a forum for the individuals and the authorities involved in shaping the city and aims to assist a wider public to understand the evolution of Paris and its projects.

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A temporary exhibition space displays shows on subjects like housing in Paris, the Paris of Haussmann, Parisian private homes and '454 projects for Paris 2012'. There are also exhibitions dedicated to French and international architecture, a library, a bookshop, a bar and a video library. The Pavillon is funded by the City of Paris.

Conclusion

I believe that with the right political leadership you can deliver an Urban Room for the city. As I have indicated I am willing to assist in this process.

I hope that you will demand this of your senior officers.

Sir Terry Farrell CBE

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EDINBURGH CITY DESIGN CHAMPION INITIATIVE TIMELINE

February 2004
March 2004
March 2004
March 2004
April 2004
June 2004
October 2004
November 2004
November 2004
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22 September 2005
6-7 October 2005
13 October 2005
14 October 2005
14-15 October 2005
December 2005
1 December 2005
8 December 2005
9 December 2005
15 December 2005
16 January 2006
17 January 2006

Appointment of Sir Terry Farrell.
City Design Champion Launch and Lecture
EDC Group Meeting
"Place" Conference
Appointment of City Design Leader.
Waterfront City Workshop
Plan of Plans: waterfront City City Tile (pilot)
City Design Champion Contract Signed
"Tramspotting" Conference
Waverly Station Closed door round table
EDC Group Meeting
City Tile: Haymarket Challenge
Making Places work - Housing Density Study launch
City Design Champion Lecture 1: Terry Farrell (Scottish Parliament)
EDC Group Meetings
EDC Group Meetings
Presentation to Full Council
City Design Champion Lecture 2: Benedetta Tagliabue
Scottish Design Awards - Place Making Award
Meetings with Trevor Davies/Design Leader (and presentation to staff)
City Tile: waverley Study
Malmo and Copenhagen Study Trip
EDC Group Meetings
CABE Streets for people workshops
Design is Value skilling up workshop for social housing providers.
City Design Champion Lecture 3: Wayne Hemingway
Scottish Design Show - design is value
EDC Group Meetings
European Forum for Architectural Policies Sir Terry presenting
RIBA Stirling prize
Design Forum review
Meetings with Trevor Davies/Design Leader
Meetings with Trevor Davies/Design Leader
Tram workshop briefing Trevor Davies (initial meeting)
Advisory group protocol agreed.
Tram Workshop briefing Trevor Davies
Terry Farrell Lecture: "The Fair City"

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18 January 2006
20 January 2006
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May 2006

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11 May 2006
June 2006
10 August 2006
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8 February 2007
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25 April 2007
22 June 2007
22 August 2007
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August 2008
25 August 2008
February 2008

City Tile: Festival Theatre Workshop
City tile Lothian Road Workshop
Waterfront City Symposium
Density Study Launch
Waterfront City Arts Strategy Awarded funding by CABA (PROJECT)
High Buildings Policy Review first Draft
Tram Design Charrette
Academy of Urbanism Nominations Dinner and Visit
Study visit to Oslo
Small business premises design study
Street Scape Board set up
Tram Structures Charrette
Edinburgh awarded title of great European city 2007 by the Academy of Urbanism.
City Design Champion tenure extended to ensure smooth transition after elections.
City Design leader made permanent member of CEC staff.
Launch of Skyline study Exhibition
John Dales appointed as independent design advisor to the Street Scape Board
City Growth funding terminates
Design Initiative funding mainstreamed into CEC budgets and enhanced.
Design Defining a Destination: Edinburgh waterfront Public Art Charrette
Launch of the Edinburgh Standards for streets.
Beginning of skilling up workshops for standards for streets
West Edinburgh Charrette
Edinburgh waterfront Charrette
City Centre Regeneration Seminar
Waterfront Symposium
Urban Room Digital Model presentation
01-Public Space Public Life
Peter Wilson Timber use seminar
02 Public Space Public Life
03 Public Space Public Life
Presentation to full Council 'the 12 challenges'
Publication of Prospect the 12 Challenges
12 Challenges exhibition - Urban Room
Academy of Urbanism Assessment Visit Stockbridge great neighbourhood award
Sir Terry Farrell's Birthday lecture

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Public Life Public Space - workshop

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27 February 2009 Princes Street Design Charrette
1 May 2009 City Design Champion Steering group
1 May 2009 After dark debate 01
19 May 2009 Picardy Place – Place Making Presentation, public meeting
20 May 2009 After Dark Debate 02
21 May 2009 Festival of place making ‘the value of place’
3 July 2009 Learning Environments wave three schools Charrette.
30 July 2009 Academy of Urbanism assessment visit for Grassmarket great place
award
31 July 2009 Urban Room visit to New London Architecture Centre.
17September 2009 Final Presentation to Full Council.

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