

Transport and Environment Committee

10.00am, Thursday, 28 February 2019

‘Edinburgh: Connecting our city, Transforming our places’ Findings of Public Engagement and Next Steps

Item number	7.2
Report number	
Executive/routine	Executive
Wards	All
Council Commitments	16 , 17 , 18 , 19 , 20 , 21 , 22 , 26 , 27 , 48

Executive Summary

In autumn 2018, the Council undertook wide-ranging engagement to understand the views of people from across the city and region about the ideas for change set out in ‘Connecting our City, Transforming our Places’. This [prospectus](#) was focussed around 15 ideas to create a more active and connected city, a healthier environment, a transformed city centre and improved neighbourhood streets.

‘Connecting our City, Transforming our Places’ became Edinburgh’s largest public engagement of 2018 with more than 5,000 people contributed their views (either through the Council’s online survey (4,192 returns), through participation in workshops, drop-in events or by groups and organisations submitting written responses).

Around three quarters of respondents supported traffic reduction in the city centre and town centres, access restrictions for the most polluting vehicles and the creation of more vehicle-free streets. Overall 88% of respondents felt that Edinburgh needed to make changes to deliver a city fit for the future, of which 51% considered that an ambitious and widespread approach was required.

This report summarises the findings of the public engagement and how these will shape the next stages of delivering three inter-related strategic plans: The City Mobility Plan, Low Emission Zones(s) and Edinburgh City Centre Transformation.

‘Edinburgh: Connecting our city, Transforming our places’ Findings of Public Engagement and Next Steps

1. Recommendations

- 1.1 This report recommends the Transport and Environment Committee:
 - 1.1.1 notes the findings of the Autumn 2018 public engagement;
 - 1.1.2 notes the next steps of strategy development and project delivery;
 - 1.1.3 notes the revised governance arrangements;
 - 1.1.4 agrees the revised City Centre Transformation aims and objectives; and
 - 1.1.5 agrees the scale and process for delivery of the ‘Open Streets’ programme.

2. Background

Connecting our City, Transforming our Places

- 2.1 In autumn 2018, the Council undertook wide-ranging public engagement to understand the views of people from across the city and region around the 15 ideas set out in the prospectus ‘Connecting our City, Transforming our Places’.
- 2.2 Edinburgh is one of the fastest growing cities in the UK and by 2040 will have a population of almost 600,000. The way we travel, shop, socialise, work and play is also changing, reflecting global trends and new technologies.
- 2.3 The growth of the city will provide new jobs, homes and amenities but must be carefully balanced to provide a high quality of life, access to services and opportunities for all residents, particularly communities that experience inequality.
- 2.4 Reducing air pollution and creating places that promote social interaction, and walking and cycling are critical to improving health and wellbeing. The city must also continue to reduce its carbon emissions, including those from transport and prepare for the demands of a changing climate.
- 2.5 ‘Connecting our City, Transforming our Places’ reflected a set of shared issues and ambitions for the city developed through stakeholder engagement in spring 2018. It was also informed by policy review, benchmarking with international cities and the emerging themes of the Edinburgh 2050 City Vision.
- 2.6 Reducing congestion and vehicle related air pollution, improving journey times and access to public transport, realising the lifelong health benefits of walking and cycling, and creating safe, inclusive streets and public spaces that support city

- living were set out in the prospectus as potential measures to sustain our inspiring city.
- 2.7 Engagement was combined across the needs of three closely-related strategic plans: The City Mobility Plan, Low Emission Zones(s) and Edinburgh City Centre Transformation to maximise public participation and ensure joined-up delivery of citywide and community priorities.
- 2.8 The approach to public engagement included:
- 2.8.1 an eight-week online survey hosted on the Council's Consultation Hub from 17 September to 11 November 2018, accompanied by hard copy surveys available in Edinburgh Libraries;
 - 2.8.2 seven stakeholder workshops, three public drop-in sessions and on-street engagement in town centres across the city at Gorgie, Leith Walk, Leith, Corstorphine, Morningside and Craigmillar; and
 - 2.8.3 focus groups and interviews to explore differences in opinion expressed through the online survey in greater detail with local businesses, car-based commuters from the region, resident motorists and under-represented groups (young and older people, people from ethnic and language minority groups, people with disabilities and mobility impairments and those on low incomes).
- 2.9 Engagement activity was promoted through print media, the Council's Consultation Hub, through social media, paid-for social media, bus shelter advertisements, radio adverts, lamp post wraps, the dedicated [Connecting Places](#) project website, and vox pop videos.
- 2.10 Additionally, engagement about the ideas presented in the prospectus was supported through meetings with representatives from neighbouring local authorities and SEStran to discuss regional transport issues. Briefings and discussions were also held with the Transport Forum, Development Forum, Edinburgh Access Panel and Edinburgh Tourism Action Group.
- 2.11 A related consultation on the proposed Open Streets programme was also undertaken which sought the views of members of the public about how the city should take forward a programme of street closures on the first Sunday of each month. This will enable streets to be opened for people to use the space to meet, walk, cycle and enjoy local attractions that are all recognised as signifiers of a successful public realm.

3. Main report

Headline Findings

- 3.1 More than 5,000 people contributed their views, either through the Council's online survey (4,192 returns), by attending workshops and drop-in events (300 participants) or through groups and organisations submitting written responses (845 Friends of the Earth and 11 other). In terms of the volume of responses, this was

the largest Council engagement of 2018. Social media reach was significant with 269,388 impressions on Twitter and 13,240 on Facebook.

- 3.2 92% of survey respondents gave their postcode details, of which 81% were Edinburgh residents and 11% were from beyond the Council area. Responses were slightly higher from males (51%) than females (42%) and broadly representative of adults of working age. Around 10% of respondents considered themselves to have a disability. Respondents' main mode of travel was mixed: 32% typically take public transport, 24% use a car or van, whilst 21% walk and 19% cycle.
- 3.3 'Connecting our City, Transforming our Places' sought to test 15 ideas for change but also to understand the level of change and innovation the city should embrace to achieve a fairer, thriving, connected and inspired Edinburgh.
- 3.4 Overall 88% of respondents felt that Edinburgh needed to make changes to deliver a city fit for the future, of which 51% considered that an ambitious and widespread approach was needed and 36.5% felt targeted investment and improvement was required. 11.5% thought major change was unnecessary.
- 3.5 Focus group participants were "*...acutely aware that the number of people using the city has been growing: in terms of the numbers of people living in and around the city; people working in the city; and especially the number of visitors to the city centre. There was a clear perception that the city's infrastructure was stretched to breaking point, and a view that visionary solutions were needed if the city were to work properly. They were frustrated with suggestions that appeared to tinker at the edges, or shift the problems elsewhere.*"
- 3.6 Around 73% of survey respondents, including 60% of those identifying as having a disability, supported reductions in the amount of general traffic in the city centre and town centres to benefit both people who live in, work in and visit Edinburgh but also to improve conditions for those walking, cycling or using public transport. Just under 20% of respondents disagreed with traffic reductions. 93% of respondents supported better management of congestion through technology, stricter controls on large goods vehicles in the built-up area and the expansion of park and ride facilities.
- 3.7 75% of survey respondents supported the creation of some permanently vehicle-free streets in the city centre and town centres, with 24% in disagreement. Support was higher than for selected monthly vehicle-free street events, which were supported by 62% of respondents with 38% of those surveyed not in support of this approach. In both instances, support from people identifying as having a disability was around 10% less. Of concern is the view that only 37% of respondents were satisfied with the quality of central streets and public spaces. The main reason to visit the city centre other than for work (32%) was for leisure and dining (19%), slightly ahead of shopping (16%) and arts and culture (9%).
- 3.8 When asked about the principle of a Low Emission Zone in Edinburgh, 75% of survey respondents, including 70% of those identifying as having a disability, supported the introduction of vehicle access restrictions within the city for the most polluting vehicles in order to protect people from vehicle emissions and improve air

quality. 15% of respondents disagreed with such controls. To reduce reliance on fossil fuels and promote use of cleaner vehicles, 90% of respondents supported the Council investing in electric vehicle charging points.

- 3.9 'Connecting our City, Transforming our Places' grouped the 15 ideas for change under three themes: a fair and inspiring capital city, a healthy city and environment and a smart and thriving city. An engagement summary report features in Appendix 1 and is also available on the ['Connecting Places' website](#). The headline findings are presented below by theme, combining key findings from the survey and qualitative feedback from engagement events and focus groups.

A fair and inspiring capital city

- 3.10 This section of the prospectus looked at ideas to improve quality of life and opportunities for all to access work and local services, creating city centre and town centre environments for business, culture and civic life to flourish.
- 3.11 Around three-quarters of survey respondents supported traffic reductions and the creation of some vehicle free streets in town and city centres, evidencing strong support for the creation of a walkable city centre in parallel with town centre improvements. This level of support dropped to 60% for those identifying themselves as having a disability with just under 20% of respondents against traffic reductions.
- 3.12 Traffic reduction in the town and city centres was supported by 50% of those who drive a car or van as their main mode of transport, just over 75% of public transport users, around 85% of those who walk and just under 95% of those who cycle as their main mode of transport. Organisations including Living Streets and Cycling UK emphasised the need to rebalance priorities towards the sustainable transport hierarchy.
- 3.13 The volume of vehicle traffic in the city centre and town centres was viewed as off-putting to city living and a safety concern for those walking and cycling by workshop participants. Footway widening, improved signal priorities for pedestrians and the re-allocation of street space for pedestrians and cyclists were frequently mentioned by workshop participants.
- 3.14 Survey and workshop comments focussed on the need for improved maintenance of streets and public spaces, with only 37% of survey respondents being satisfied with the quality of streets and public spaces. The George Street Association highlighted the concern of central businesses with regard to the deterioration of the city's public realm and infrastructure and the ability to maintain Edinburgh's attraction and reputation. Workshop participants considered that new public spaces needed activities to animate them, more places to sit, a balance of hard paving and planting, and to be kept in public ownership and use.
- 3.15 Whilst the need to enable access to the city centre and town centres for goods and services was recognised, 91% of those surveyed supported controls on large goods vehicles within the built up area. Support for reductions in on-street parking was lower at 57% with 41% of respondents not in support of parking reductions.

However, support for reductions in on-street parking was closer to 80% for those identifying as having a disability.

- 3.16 Focus group participants considered it essential that shoppers, including people with mobility impairments or with small children, were able to park to access local shops and services. However, Corstorphine Community Council and Living Streets stressed the benefits to businesses of increased local spend by those walking and cycling, rather than that derived from through traffic.
- 3.17 Workshop and focus group comments cited the negative impact of the volume of bus traffic on the enjoyment of Princes Street, albeit recognising its importance as a transport corridor. Almost 60% of those surveyed disagreed with reducing services passing through the city centre, as did Edinburgh Bus Users Group, and this increased to more than 70% for those identifying as having a disability. Focus group participants supported further limited stop services at peak times to reduce congestion and suggested re-introducing a city centre sprinter loop.
- 3.18 Contactless payment and integrated ticketing, to make it easier to change between modes of public transport and reduce passenger costs, was universally popular across face-to-face engagement and was supported by 87% of survey respondents with around 4% in disagreement. Current ticketing options were often seen as inflexible, but it was recognised that integrated ticketing requires national co-ordination and that over-reliance on technology can present social barriers.
- 3.19 In face-to-face discussion participants supported quick and easy transfer at public transport interchanges such as Haymarket but felt passengers should not be inconvenienced by being required to change service. The difficulties of access to Waverley Station and ease of transfer to bus, tram and taxi connections were frequently raised. The RNIB emphasised the need for accessible bus stops and service information to support bus travel for blind and partially sighted people.
- 3.20 To improve mobility choice for those without access to a private car or locations that are poorly served by public transport, 55% of survey respondents favoured expanding bike hire, 39% car club hire, 40% car sharing and 20% peer-to-peer car lending. Workshop discussion saw benefits to increased car sharing in its own right but also the packaging of a range of choices through Mobility as a Service platforms, in particular for those in rural and suburban locations.

A healthy city and environment

- 3.21 This section of the prospectus looked at the lifelong health benefits of walking and cycling, reducing harm to citizens from traffic related air pollution and cutting carbon emissions by promoting clean fuels and vehicles.
- 3.22 75% of survey respondents agreed 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, whilst 17% of respondents disagreed. Workshop participants wished to see conflicts between pedestrians and cyclists reduced with focus groups also wishing to see safe cycle routes across the city, preferring safe and direct segregated cycleways as a result and seeking

improved road surface conditions. Corstorphine Community Council considered that alongside measures to promote active travel, filtered permeability needed to be introduced to make it less appealing to use private vehicles for short journeys.

- 3.23 75% of survey respondents supported controlling access within the city for the most polluting vehicles through a Low Emission Zone (LEZ), including 54% of those selecting car or van as their main mode of travel, whilst 15% of respondents disagreed with such controls. Workshop participants recognised in equal measure the health benefits for the public but also the risk of traffic displacement and the financial implications for those unable to afford newer vehicles that would comply with the LEZ. The response from SPOKES highlighted the impacts of vehicle emissions on those who do not drive within the city.
- 3.24 Survey respondents gave mixed feedback on the lead-in period for LEZ delivery in order to allow people to upgrade their vehicles: 19% suggested one year; 19.5% two years; 16.5% three years; 11% four years and 23% considered that a period of more than four years was required. A lead-in of more than four years was also the top preference of those respondents identifying as having a disability, whilst individual responses received through Friends of the Earth's survey link, sought a lead-in period of just six months.
- 3.25 To reduce reliance on fossil fuels and promote use of cleaner vehicles, 90% of respondents supported the Council investing in electric vehicle charging points with 9% in disagreement. Workshop participants stressed that electric vehicle uptake over time would not address congestion and that the costs of replacing a non-compliant vehicle could adversely affect those on low incomes and smaller businesses.
- 3.26 Giving people in new developments healthier transport options was well supported in workshop discussions. It was considered important that modal targets for different areas of the city should be developed and aligned with the preparation of the Council's new local development plan, City Plan 2030.

A smart and thriving city

- 3.27 This section of the prospectus looked at supporting inclusive growth by improving the movement of goods and services, managing traffic volumes, managing freight and creating a fully integrated public transport network.
- 3.28 When asked to consider Edinburgh's growth and the reach of public transport, 86.5% of respondents supported extending the public transport network to better serve new homes and employment areas within the city and wider region with only 5% of survey respondents in disagreement; focus groups and workshop participants agreed with this objective.
- 3.29 Workshop participants and freetext survey responses additionally sought further bus priority and orbital routes and for better use to be made of the urban rail network. The Grassmarket Residents' Association (GRASS) commented on the lack of public transport services within the Old Town, and suggested the need for a

local circular bus service for the Old Town and the City Centre, capable of serving local residents, those from the wider city and visitors alike.

- 3.30 The expansion of park and ride facilities was viewed by 93% of respondents as a good way of reducing traffic in the city centre and town centres with 7% not in support of such measures. Focus groups comprising car commuters wished to see these linked by express bus routes into the city centre but also connected by walking and cycling networks to out-of-centre employment zones. Improved facilities including vehicle charging points, toilets and cafes and click-and-collect lockers were also considered to be good ways of improving the desirability of park and ride.
- 3.31 Workshop participants shared these opinions but also sought parking controls to deter onward journeys into the city by car. The location and capacity of park and ride facilities serving the city was viewed as critical by neighbouring local authorities to ensure their effective use and prevent displacement of traffic and parking.
- 3.32 91% of survey respondents wished to see the impact of larger goods vehicles on the city centre and town centres reduced through the introduction and enforcement of controls by vehicle size, weight and delivery time, with 8% of respondents in disagreement. 93% of respondents supported investment in freight depots in and around the city to enable first and last-mile delivery by smaller, cleaner vehicles with 6% of respondents not in support of such measures. The response from UPS (logistics company) detailed their experience in using cycle logistics but also the potential to invest in technology to co-ordinate loading and reduce driving and idling time.
- 3.33 Workshop participants supported restricting delivery windows and the breaking down of large deliveries, in particular for electric vehicles and cargo bike delivery to handle smaller business and domestic packages. However, concerns were raised that this could increase traffic levels and pose extra costs to businesses. The promotion of local click and collect hubs to reduce congestion from door-to-door delivery was favoured. The need to better manage the volume of trade waste uplifts was frequently raised.
- 3.34 Support for the extension of Controlled Parking Zones (CPZs) was mixed, with 42% in support, 21.5% unsure and 36% against such a move. Workshop participants highlighted the need for CPZs to reduce on-street parking pressures, with Leith cited as a specific example, whilst neighbouring local authorities also considered cross-boundary displacement of parking and traffic to be a risk of this approach.
- 3.35 Focus group participants felt that CPZs play a useful role in stopping commuter parking in residential streets and that parking charge revenue should be clearly assigned or ring-fenced for measures to improve sustainable travel, such as cycle routes. There were, however, perceptions that it was simply the Council generating additional income. There was also a perceived need for increased awareness of the rules and timings of various parking restrictions.
- 3.36 When asked to consider the potential for a levy on businesses providing workplace parking to fund sustainable transport improvements, 71% of survey respondents

were supportive with 28% in disagreement. Despite being made aware of the benefits of Nottingham's Workplace Parking Levy, workshop participants expressed concerns that businesses may be pushed out of the city.

- 3.37 Market research explored this proposal with a small sample population and select businesses with car parking provision for employees. Results from the former identify concerns relating to costs associated with the levy potentially being passed on by the employer. Interviews with business identified mixed feelings, tending more towards opposition than support. Concerns were raised with regards to potential financial impacts, especially on third sector businesses, or those struggling financially. As above, there were also concerns that it may force some businesses out of the city. On the contrary, some businesses viewed the cost of the levy as a small price to pay, and were supportive of the revenue it could create to help improve public transport, and reduce car numbers.
- 3.38 High support was received from survey respondents (93%) with regard to the use of technology to better manage traffic and reduce congestion, with 5% in disagreement. Workshop participants suggested there was a need for more up-to-date data and better use of data to inform decision making. Participants generally found it difficult to engage with technological advances such as autonomous vehicles.
- 3.39 As part of the engagement workshops, stakeholders were asked to select their top priorities from the 15 ideas for change:
- 3.39.1 the top priority was walkable city centre, followed by creating a more active city, then widening the reach of public transport, and making it easier to use public transport (smart payments and integrated ticketing); and
- 3.39.2 the lowest rated priority was making individual journeys easier, followed by encouraging the use of clean vehicles.

Next Steps to develop the City Mobility Plan, Low Emission Zone(s) and City Centre Transformation

- 3.40 The three inter-related strategic plans of the City Mobility Plan, Low Emission Zone(s) and City Centre Transformation will together fundamentally shape decisions about the city's transport network, sustainable travel choices, health and liveability of neighbourhood streets, and the civic, cultural and economic vibrancy of Edinburgh's city centre.
- 3.41 Based upon the common foundation of public attitudes gathered through 'Connecting our City, Transforming our Places' each project will now begin to develop specific deliverables. For the City Mobility Plan, this will include citywide policy and action plans for the movement of people and goods; for LEZ, a proposed boundary and delivery framework and for City Centre Transformation, draft Vision, Delivery Plan and Business Case.
- 3.42 The close working of the project teams and gateway decision points will ensure continued policy alignment, despite each project having a range of short and longer-term milestones for delivery. In line with European best practice in preparing

Sustainable Urban Mobility Plans, a series of appraisal scenarios will be taken forward, recognising the shared geographies, policy objectives and stakeholders between the projects.

- 3.43 Three interrelated appraisal scenarios have been developed to help explore and test different future changes in the city, allowing for the different demands that may be placed upon the city's streets, public spaces and its transport network. Each 'appraisal scenario' sets out different levels and mixes of possible interventions. All reflect themes identified through engagement to date, as well as evidence from by citywide trends and international comparator cities. In particular, this will help to evaluate how different combinations of interventions might affect Edinburgh's citizens, environment and economy, whether positively or negatively.
- 3.44 The baseline for appraisal scenarios includes the following assumptions based on the allocations within the Adopted Edinburgh Local Development Plan (2016) Transport Scotland data:
- 3.44.1 Active travel will continue to increase in line with agreed targets in the Active Travel Action Plan (2016);
 - 3.44.2 Parking constraint will continue to mean that private vehicle trips to the city centre are unlikely to increase significantly;
 - 3.44.3 Public transport growth is likely to be significant across the city and bus demand in the city centre forecast to increase by 10%;
 - 3.44.4 Tram demand is forecast to increase from seven million passengers in (2019) to 15 million passengers (2023) subject to delivery of the Newhaven extension; and
 - 3.44.5 Network rail estimates that Waverley station footfall will double by 2040; this growth will be reflected across the city centre with significant increases in footfall and cycle journeys expected.
- 3.45 Appraisal scenarios will factor-in the city's projected 17% increase in population growth by 2040 and will also need to consider growth in the wider region, as allocated in Strategic Development Plan (2013). The City has some experience in stress testing the transport network through temporary arrangements linked to the delivery of large scale redevelopment and tram infrastructure and during the summer and winter festival periods. Therefore, practical knowledge is also being applied.
- 3.46 Appraisal scenario A (Smart) explores how existing assets could be better utilised to optimise movement, city functions, quality of life and environmental quality, through improved management and maintenance of street space and public realm. It assumes that there will be no net growth in traffic levels in the city centre, despite city growth. Traffic levels will be managed through a continuation and further development of measures to discourage private vehicle use to and through the city centre with priority being given instead to walking, cycling and public transport, supplemented by parking policies that prioritise off street provision for residents and short stay. It adopts the position that air quality has improved through

- implementation of a Low Emission Zone and that strengthening of existing parking and loading restrictions has eased congestion and improved conditions for pedestrians and cyclists.
- 3.47 Appraisal scenario A reflects workshop and survey feedback that called for better maintenance and management of the existing streets, spaces and transport infrastructure ahead of more radical changes.
- 3.48 Appraisal scenario B (Local) explores liveability as a central theme: the potential to transform the city centre, its value to residents and role as place for retail, culture, business, leisure and play through public realm improvements and reduction in private vehicle through-traffic in the city centre by 15%. Roll out of integrated ticketing across public transport services in the city makes journey planning easier and multiple trips more affordable. It is combined with improvements in the citywide walking and cycling network and enhancing town centre streets to enhance conditions for healthy lifestyles and social interaction close to people's homes, supporting the trend towards home-working and flexible office space. The introduction of some form of work place parking levy in the city centre is also considered in this scenario. These measures begin to further tackle air quality exceedances by reducing traffic volumes on main transport corridors and enclosed streets.
- 3.49 Appraisal scenario B relates to workshop and survey responses which seek the renewal of our town centres and city centre around community and civic needs, as part of targeted investment in key locations to improve mobility and quality of life.
- 3.50 Appraisal scenario C (Connected) relies on major investment in public transportation to improve accessibility from areas of the city which are poorly served by public transport and to improve links to the region. It assumes a 30% reduction in traffic through the city centre, and that new approaches to dealing with waste, deliveries, and parking have opened up the historic core to provide an attractive network of cycleways and pedestrian priority streets, with central public spaces regained for use by residents, workers and visitors and overcrowding reduced. Integrated ticketing and public transport hubs allow greater flexibility of public transport uses across modes, with greater potential for orbital routes and a potential second cross-city centre link associated with further expansion of the tram network. Park and Ride opportunities by bus, tram and rail are significantly expanded and a wider work place parking levy considered.
- 3.51 Appraisal scenario C reflects feedback that more widespread and ambitious changes to mobility and placemaking are required, including better public transport connections across the city and region.
- 3.52 Appraisal scenario A relies on City Centre Transformation and delivery of a Low Emission Zone. Appraisal scenarios B and C would rely on wider citywide actions to be delivered via the City Mobility Plan and subsequently by City Plan 2030, alongside regional measures. Measures to promote inclusion and improve accessibility for those with physical or sensory impairments are being applied to all appraisal scenarios.

3.53 Based on the framework of these appraisal scenarios and the findings of the engagement period, paragraphs 3.70-3.77 report the preparatory work already undertaken and the potential improvements that could be brought about through City Centre Transformation.

City Mobility Plan

3.54 The next steps for the City Mobility Plan (CMP) will be to use the findings of the engagement period and citywide trends to develop a suite of targeted policies that not only improve mobility but deliver a range of social, environmental and economic benefits. These will be reported to Transport and Environment Committee as a draft City Mobility Plan for consultation in August 2019.

3.55 The draft CMP will be based on a review of both existing policies and performance indicators and new potential measures against the following objectives to:

3.55.1 protect and enhance our environment, and respond to climate change;

3.55.2 improve health and wellbeing;

3.55.3 improve equality and social inclusion; and

3.55.4 support inclusive and sustainable economic growth.

3.56 The CMP is being developed in close alignment with the early stages of City Plan 2030, in order that new developments improve conditions for people to lead healthier lives through walking and cycling and to provide better access to public transport and other mobility choices.

3.57 Through SEStran and City Region Deal, the Council will be engaged in discussion about the movement of people and goods across the region, given Edinburgh's significant levels of commuting and regional focus for retail and leisure.

3.58 The Council will explore with specialist providers and the academic sector the applicability of new technologies to the city, including Mobility as a Service and how the use of autonomous vehicles could fit with the city's needs. Council Officers were able to visit the University of Salford's autonomous vehicle testing facility in November to gain insight into their phased approach to on-road testing.

3.59 Ongoing involvement with European partner cities through the SUMP-UP programme will guide these stages.

Low Emission Zone(s)

3.60 LEZ specific work to date supports the case that a zone in Edinburgh will deliver reductions in emissions and make significant progress towards achieving compliance with legal air quality standards. However, the necessary emissions reductions to achieve target thresholds cannot be achieved through LEZs alone and wider interventions that reduce traffic volumes in some areas need to be implemented through City Centre Transformation (ECCT) and CMP.

3.61 The types of interventions that could be implemented to improve air quality are:

- 3.61.1 to reduce the emissions from individual vehicles – implemented through introduction of LEZs, and supporting the move to alternative fuels, electric vehicle charging infrastructure, introducing emissions retrofitting technology.
- 3.61.2 to reduce the total number of vehicles travelling through an area – achieved by reducing private car use through parking controls, reprioritising road space, improved provision of services at local town centres and at key park and ride sites, improving public transport accessibility (including service reach, payment systems, incorporation of bike hire and mobility as a service), the development of freight hubs and coordination and implementing timing controls on deliveries.
- 3.61.3 to reduce congestion within an area – by efficiently prioritising vehicles (including bus services) along key corridors and along emissions ‘canyons’ and making junction improvements.
- 3.62 The Scottish Environmental Protection Agency (SEPA) provides the evidence base to support local authorities through the decision-making process for the proposal of LEZs. This is in the form of city-specific air quality models, based on local traffic, geographies and environmental factors.
- 3.63 SEPA’s work to date has involved developing a robust baseline for the model, testing initial LEZ specific scenarios, and identifying the amount of emissions that different types of vehicles contribute across Edinburgh. This has been documented by SEPA in the November 2018 ‘Air Quality Evidence Report - Edinburgh’, available on the [LEZ](#) section of the ‘Connecting Places’ website.
- 3.64 This report supports much of the Council’s findings of ongoing Local Air Quality Management work, where the number of locations with poor air quality are extensive in the city centre. Tackling higher emission vehicle types such as buses, coaches, and commercial fleets is likely to be a priority. However, emissions from cars, particularly diesel fuelled cars, is shown to be a major problem.
- 3.65 Engagement and discussion of the air quality findings with key stakeholder groups is ongoing, including transport operators, businesses, environmental groups, and community councils.
- 3.66 The current stage of LEZ work is to develop and test potential LEZ options, including the impact of different boundaries, vehicle types, and lead-in times. A key area of work is modelling traffic to assess potential displacement from the geographic options and to better understand specific traffic patterns in Edinburgh. An Integrated Impact Assessment is underway to fully identify and manage impacts. Funding from Transport Scotland is supporting specific work to understand commercial traffic and business impacts.
- 3.67 Draft LEZ proposals will be presented to the May 2019 Transport and Environment Committee for agreement to public consultation.
- 3.68 Communications and engagement work is being commissioned to support stakeholder engagement over the coming months and to develop a communications campaign to build up to public consultation on a proposed LEZ in

the summer of 2019. This work will tie in with the campaign led by Transport Scotland to promote national LEZ decisions.

City Centre Transformation

- 3.69 Edinburgh City Centre Transformation (ECCT) responds to the need to take a more strategic and coordinated approach to how the City Centre is managed. A new approach will enable an action plan for a vibrant and people-focussed capital city centre to improve community, economic and cultural life, working to the following vision.
- 3.69.1 '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 at the heart of Edinburgh's communities, its cultural and civic life, and the focal point for its economy.'
- 3.70 The Council has appointed a multi-disciplinary team led by Jacobs UK to take forward the development of a city centre vision, delivery plan and business case, alongside preparation of a Strategic Environmental Assessment (SEA) and Integrated Impact Assessment (IIA). Sub-consultant expertise includes landscape and urban design, built and cultural heritage management, social value delivery, urban behavioural analysis, communications and engagement, and engineering.
- 3.71 Project Management services have been secured through Turner and Townsend and a projects interface register has been developed listing the status of current transport, active travel and public realm projects in order to align these with ECCT and CMP objectives. This includes high profile projects which will have an important bearing on the future of central streets and civic life such as the preliminary design for George Street and the First New Town, City Centre West to East Cycle Link and Meadows to George Street – Places for People. City Centre Transformation and City Plan 2030 have also jointly commissioned a commercial needs study for the whole city, which will provide a baseline for the city centre's future requirements.
- 3.72 Outputs from the initial stages of work include setting up project management systems, establishing a project programme and execution plan, background policy review, preparation of SEA and IIA scoping reports and benchmarking with international cities. Work also includes significant levels of data analysis to support the understanding of local challenges and opportunities and the identification of the draft Strategy. There has been considerable national and international interest in Edinburgh's aspirations which has led to visits at a political and officer level, including to London, Manchester, Oslo and the World Heritage Organisation.
- 3.73 Preparatory work has also included review of the city's traffic model, and development of baseline social, economic and environmental performance indicators linked to the ECCT aims and objectives. A revision to these, following policy review, forms part of Appendix 2 - City Centre Transformation – Interim Report. This includes the identification of a new aim to facilitate the fair distribution of the benefits resulting from ECCT amongst residents of the city centre and wider city, whilst at the same time minimising the impact of traffic displacement.

City Centre Principles and Performance Indicators

- 3.74 To guide scenario development and packaging of measures, a series of City Centre Principles and Performance Indicators are under development, which apply aims and objectives of City Centre Transformation to the findings of the engagement period and analysis of data and trends, as follows:
- 3.74.1 Priority will be given to people travelling on foot, bicycle and public transport, providing enhanced connectivity and permeability, whilst minimising negative impacts of traffic displacement;
 - 3.74.2 Through traffic will be reduced within the city centre, improving air quality, creating a better environment for city centre residents and enhancing town centres;
 - 3.74.3 Policy objectives and project delivery will be integrated, creating a consistent approach to city centre planning and management;
 - 3.74.4 Inclusive design and management of our streets and places will be embedded across all actions impacting on our city centre;
 - 3.74.5 Green areas, open spaces and street networks will be linked to get the best from existing assets for the community; and
 - 3.74.6 The unique character of Edinburgh's built and natural environment will be retained and enhanced.
- 3.75 Potential performance measures and baseline indicators include: traffic levels and modal split, extent of public realm and cycle lanes, footfall, block permeability, air quality and CO₂ emissions from traffic, increase in street trees, monitoring change in land use, accessibility mapping, assets with active community involvement/ownership and use of before and after Place Standard engagement with city centre communities of interest.
- 3.76 ECCT has led the exploration of scenarios compatible with the CMP and LEZ development, supplemented by a series of thematic workshops and structured interviews with key stakeholders. For each of the citywide appraisal scenarios, a series of city centre interventions is being explored. The refinement and evaluation of the appraisal scenarios, including completion of a multi-criteria analysis, will be guided towards a preferred set of draft proposals to be presented to Transport and Environment Committee in May, with a second stage consultation targeting May-July 2019.
- 3.77 For each citywide appraisal scenario, Figure 1 below gives examples of the type of changes that could feature in and enable a transformed city centre. This is complemented by examples of potential catalyst projects in Appendix 2, which feature some the potential interventions that could be achieved within the Old Town and Lothian Road. It should be noted that underpinning any future scenario will be measures to address or support climate change and resilience challenges in the city centre, including delivery of circular economy principles wherever possible.

Appraisal scenario A (Smart)

High quality people-focussed urban environments, including public seating, art, play and planting to enhance existing urban spaces, management of trade waste and street clutter.

Potential pedestrian priority streets include:

- Royal Mile (Canongate)
- George Street
- Rose Street
- George IV Bridge/The Mound
- Tollcross

Enhanced and improved pedestrian facilities, reducing wait times at signals, more pedestrian crossings, junction tightening and footway widening.

In addition to committed cycle projects, improve junctions and safety hotspots to prioritise people on foot and bicycle, increase cycle parking.

Surfacing, junction and urban realm improvements to provide improved conditions and space for those with physical and sensory impairments.

Improve capacity and speed of the bus network. Review central bus-stop locations and footway space, re-locate to balance service efficiency and passenger access. Utilise signal technology to prioritise public transport at junctions e.g.

- The Bridges corridor
- Lothian Road

Improve wayfinding within the city centre for those travelling on foot, bike and public transport. Provide advice on accessible routes for those with physical and sensory impairments. Ensure visitor orientation and exploration beyond the city centre.

Develop a strategy for the provision of off street short-term car parking e.g. car parks provided around the city centre from where people could walk or cycle. Rationalise on-street parking provision in the city centre, taking into account the needs of residents, blue badge parking, and gradually remove from key city centre streets e.g.

- Victoria Street
- George Street
- Cockburn Street

Introduce new restrictions to delivery times for goods vehicles on priority cycling and public transport routes into and out of the city centre.

Create an operations plan for the city, working with industry partners, to manage freight and waste operations, using data-driven innovation. Early delivery of measures to support sustainable last mile delivery within the city centre.

Key supportive measures

- delivery of Low Emission Zone;
- further expansion of Controlled Parking Zones (CPZs) around the city centre; and
- delivery of committed projects including City Centre East-West Cycle Link, Meadows to George Street Places for People and George Street and First New Town.

Appraisal scenario B (Local)

Provide more public space for community use within the city centre in parallel with public realm improvements in town centres across the city, including streetscape works, pocket parks, growing spaces and play areas in urban city centre parks.

Deliver a complete city centre walking and cycling network linking key public spaces and greenspaces, expanding bike and car club locations to reduce the need to own or use a private car.

Develop a citywide accessibility map to improve access across the city centre for those with physical or sensory impairments. Create new vertical links to overcome topographical barriers e.g. lifts between Waverley Station and North Bridge and Cowgate to South Bridge.

Work with partners to develop a plan for a city centre hopper bus serving residents, workers and visitors and expand orbital routes to strengthen public transport links between town centres and employment zones.

Improve connections between with significant city centre greenspaces, in parallel with management plans for West Princes Street Gardens and Ross Pavilion, and Calton Hill, supporting their community value to residents and role in the walking network.

Create a City Centre apprenticeship hub to attract young people and those changing career to the city centre for wider training and employment opportunities. Potential to work with University of Edinburgh.

Reductions in through traffic to be supported by policy measures outwith the city centre: including:

- developing orbital public transport routes;
- improved walking routes, cycleways and cycle hire in town centres;
- supporting links on foot and by bike to public transport stops; and
- facilitating town centre renewal, home working and flexible work spaces.

Develop proposals for sustainable tourism in conjunction with the World Heritage Site Management Plan partners, linked to any legislative or policy changes around short-term lettings and transient visitor levy.

Subject to legislative change, introduce a Work Place parking levy in city centre to provide revenue for increased investment in sustainable and active modes of transport

Key supportive measures

- Additional public transport connections linking local centres and key employment sites;
- City-wide network of segregated cycle routes linking to local centres, employment sites and public transport hubs;
- Further expansion of Park and Ride;
- Expansion of bus corridor optimisation measures across the wider City (eg Greenwaves, bus stop optimisation);
- Expansion of controlled parking (CPZ) in the wider City;
- Improvements to town centres in wider City including streetscape, cycling and walking improvements and public spaces; and
- Delivery of tram extension to Granton.

Appraisal scenario C (Connected)
<p>Create wider zones of connected pedestrian and pedestrian-priority streets focussing on coordinated areas of restricted traffic. This could include:</p> <ul style="list-style-type: none"> • The Royal Mile and Cowgate, alongside key connecting Old Town streets and closes. • The New Town, centred on George Street, Rose Street and Princes St and connecting St Andrew Square and Charlotte Square to the East and West End of the city centre. <p>Provide filtered permeability within these areas to enable residential access and deliveries with reduced through traffic.</p> <p>Create segregated cycling infrastructure on key radial routes serving the city centre.</p> <p>Create new high quality public transport, cycling and walking interchanges within city centre to enable significant reduction of through traffic e.g.</p> <ul style="list-style-type: none"> • Haymarket and review of West End junctions • The Meadows/Lauriston • Picardy Place <p>Optimise bus routes through the city centre by creating and strengthening further orbital public transport services. Environmental improvements to Princes Street to expand provision for those on foot, cycling, space to dwell.</p> <p>Create a second cross-city centre tram link associated with further extensions to the network.</p>
<p>Key supportive measures</p> <ul style="list-style-type: none"> • Further expansion of tram network e.g. to Granton, Bioquarter and interchange with Borders Rail; • Key heavy rail investment in wider City Region; • Further expansion of bus, tram and rail-based park and ride, including multi-storey; • Increased opportunities for bus interchange with tram and rail outside the city centre reducing city centre bus movements; and • Expanded Work Place Parking levy.

Figure 1: Appraisal Scenarios

Open Streets

- 3.78 In [August 2018](#), the Transport and Environment Committee agreed to the development of an Open Streets programme of vehicle-free days on the first Sunday of every month (between 10 am and 5 pm) in key parts of the city centre. If successful, open streets could be extended to include town centres.
- 3.79 Aligned with the 'Connecting our City, Transforming our Places' engagement, a specific online survey sought public feedback to support development of the Open Streets programme. This found two-thirds of respondents were in support of Open Streets and one-third against.

- 3.80 The Open Streets programme is being developed around five objectives as set out below. Based on suggested streets identified through public consultation, the objectives are being used to appraise which streets will be part of the Open Streets programme.
- 3.80.1 to promote a healthy, active and inclusive city;
 - 3.80.2 to celebrate and add to the culture of the city;
 - 3.80.3 to maintain accessibility to services;
 - 3.80.4 to contribute to the city's economy; and
 - 3.80.5 to inform future initiatives for the city.
- 3.81 An initial appraisal of the approach to Open Streets has indicated an Old Town loop (Figure 2) best meets the objectives and is feasible to deliver. The loop includes the Royal Mile, Holyrood, Cowgate, Grassmarket, West Port, Lady Lawson St, Castle Terrace and Johnston Terrace.
- 3.82 The loop is indicative and further detailed design is underway to address access issues, and this may mean a staged progression is taken to a full loop through the course of Open Streets. The Old Town loop builds on the successful operation of existing road closures, including the High Street during events and Queen's Drive on Sundays. The loop aligns well with the historic network of small streets, closes, and public spaces and Open Streets can help to increase public exploration, use, and awareness of these connected areas.
- 3.83 Detailed design will include ensuring suitable physical closures are in place to restrict traffic while retaining appropriate access for emergency services, blue badge holders, and public transport operators. Stakeholder engagement including community groups, local businesses and residents is underway and informing the detailed design Open Streets. Engagement with local communities is underway to raise awareness of Open Streets, encourage events and interaction with the space, and cultural and community uses.

3.84 Consideration is being given to timing for Open Streets including the start times and scheduling. Start times may be varied within the agreed 10am-5pm period. Scheduling will include how Open Streets will align with any street closures during the summer festival period and the scale of the closures over time, to take into account operational requirements.

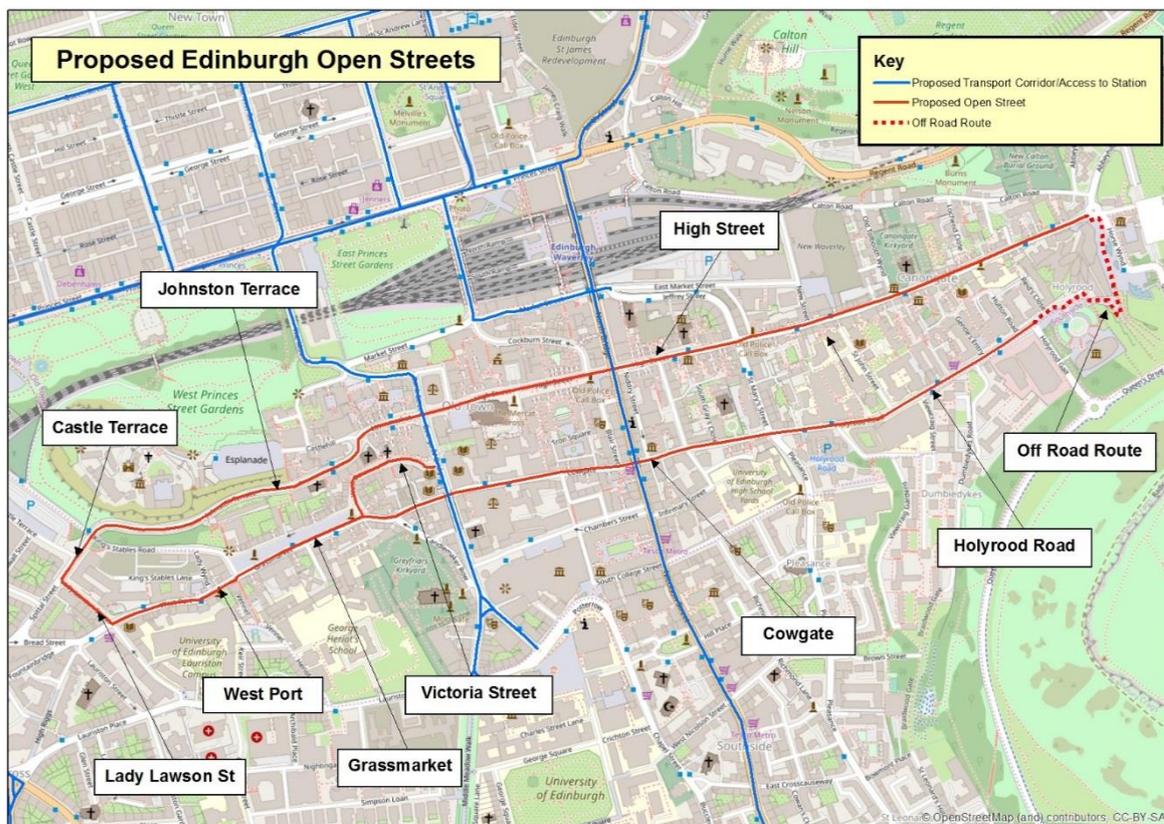


Figure 1: Edinburgh Open Streets Proposal – Old Town

- 3.85 The August 2018 report to Committee indicated that an Experimental Traffic Regulation Order (ETRO) would be used to implement Open Streets. Following further consideration, a Temporary Traffic Regulation Order (TTRO) is now considered more appropriate given the potential that the streets to be closed may change over time, the length of time Open Streets is likely to be in place for, and the purpose of Open Streets. A TTRO enables streets to be closed for an 'event'; the purpose of Open Streets is to allow for the celebration of public and pedestrian space and can be considered as an event for the purposes of a TTRO.
- 3.86 A programme for evaluation and monitoring is being developed based on the objectives and measures. An interim report on the evaluation of Open Streets will be provided to Transport and Environment committee in March 2020, which will report on the programme's success and set out any further actions to enable any permanent street closures.

Project Timelines

- 3.87 Key dates and deliverables for each project/programme are set out below. The current Development Plan Scheme (September 2018) will be rescheduled to reflect the timetable for Strategic Development Plan 2 for South East Scotland.

City Mobility Plan	Preferred measures May 2019 Consultation draft August 2019	Final Recommendations to Committee December 2019
Low Emission Zone(s)	Draft LEZ proposals May 2019 for consultation.	Final Recommendations to Committee on LEZ scheme October 2019 for implementation through LEZ specific legal framework (subject to passing of Transport Bill and associated regulations)
Edinburgh City Centre Transformation	Draft City Centre Vision and Delivery Plan – May 2019. Second stage consultation May- June. Engagement with local communities in selected streets from March	Final Recommendations to Committee August 2019, including business case and well-being assessment. Open Streets – first event to be scheduled May 2019

4. Measures of success

- 4.1 Based on the level of responses received and range of methods available for people to share their views, the engagement period has been shown to have met its objectives to raise awareness of the issues and ideas set out in the prospectus and to have given people the opportunity to influence the three projects at an early stage in their development. 80% of survey respondents agreed that they had been able to express their views.
- 4.2 This report therefore sets out the public's response to a series of inter-related ideas that will form a common foundation to the development of the next steps for the CMP, LEZ(s) and ECCT.

5. Financial impact

- 5.1 Though there are no direct financial implications resulting from this report, the ideas set out in the prospectus could have significant financial implications. The next stages of development for each project will involve financial viability and business case preparation.

- 5.2 The following financial considerations are highlighted below for the Committee's awareness:
- 5.2.1 The Council received €13,000 of funding from the European Union to cover costs of participation as a leadership city in the two-year SUMP programme. This continues to support engagement and benchmarking activity;
 - 5.2.2 Funding of £50,000 has been provided from the Council's Smarter Choices Smarter Places allocation for 2018/19, of which £48,000 has enabled two phases of market research. Firstly, to inform development of the prospectus and secondly to test differences of opinion and target specific stakeholder groups as outlined in paragraph 2.8.3; and
 - 5.2.3 To support the delivery of LEZs, Edinburgh has received £111,800 of grant funding from Transport Scotland for 2018/19. This funding is being spent on support for impact assessments, technical support for traffic modelling to inform LEZ boundary decisions, research into commercial vehicle fleets in Edinburgh, and further data collection and monitoring. Funding from Scottish Government of £65,000 has been secured to undertake transport modelling and communications work for LEZ for 2018/19 and is underway.
- 5.3 Discussions with Transport Scotland are underway on funding support required for LEZs in 2019/20. The 2019 Programme for Government highlighted that a Low Emission Zone Support Fund will be developed to target specific cohorts of both commercial and private vehicle owners affected by the introduction of low emission zones in Scottish cities. Officers are engaging with Transport Scotland to ensure funding mechanism and allocation will appropriately support Edinburgh's businesses.
- 5.4 Scottish Government has allocated £7.89 million to the 2017/18 Bus Emissions Abatement Retrofit (BEAR) programme which subsidises the cost of emission retrofitting to bus operators. The Council understands Lothian Buses intends to make bids to this fund before the 1 March 2019 deadline.
- 5.5 An additional funding request of £253,370 for ECCT has been made to Sustrans Community Links Programme. This is sought to supplement the £700,000 awarded to ECCT in light of the level of integration required to align project and strategy delivery.

6. Risk, policy, compliance and governance impact

- 6.1 To assist in developing integrated Council policy and project delivery it is proposed that the next phase of work is overseen by a joint board for the CMP, LEZ(s) and ECCT and that this has representation from the City Plan 2030 governance structure. Project delivery, in line with ECCT objectives is being taken forward within the Place directorate through a Project Interface Board.

- 6.2 The Central Edinburgh Development Working Group continues to meet at six weekly intervals to provide cross-party and cross-portfolio discussion between Elected Members and Service Managers on city centre proposals.
- 6.3 As Committee will be aware, the Edinburgh and South East Scotland City Region Deal was signed by the UK and Scottish Governments and the partners in August 2018. In order to meet regional inclusive growth challenges relating to transport and connectivity, a Transport Appraisal Board, comprising representatives of the six constituent local authorities, Transport Scotland and the current regional transport partnership (SESTran), will report to the City Deal Joint Committee.
- 6.4 It is likely that the three strategic plans discussed in this report will have implications for the city and wider region. As such, Regional Transport Working Groups are being considered by Transport Scotland as a potential mechanism to secure a co-ordinated and strategic approach to transport, planning and economic growth across the region and input to and alignment with the revised National Transport Strategy and second Strategic Transport Projects Review (STPR2).

7. Equalities impact

- 7.1 Integrated Impact Assessment (IIA) will be undertaken in parallel with Strategic Environmental Assessment (SEA) for each of the three projects and will form an integral part of developing draft proposals for project specific consultation later in 2019.
- 7.2 The engagement period highlighted a number of areas to be further addressed through the IIA process including but not limited to; ensuring improved access for people with disabilities, making the city centre and mobility choices more accessible to those on low incomes, to consider gender and safety, to give greater recognition to the needs of older people and those with young children and to improve the awareness of Edinburgh's multi-culturalism.

8. Sustainability impact

- 8.1 Development of the CMP, LEZ and ECCT will be subject to Strategic Environmental Assessment as strategies falling under Section 5(3) of the Environmental Assessment (Scotland) Act 2005. Scoping Reports have been issued to the Scottish Government's SEA Gateway and early dialogue has taken place with the Consultation Authorities. Cumulative Assessment will look at the interactions between the three projects. A consistent baseline and set of SEA objectives has been agreed across the projects, which reflect those used by City Plan 2030.

9. Consultation and engagement

- 9.1 The Main Report outlines the findings and approach to public engagement on the initial ideas and options to the end of 2018. Limitations to the survey include under-representation from over 75s and under 16s, black and minority ethnic communities, and those from EH1 and EH2 postcodes.
- 9.2 Ongoing activities will be required to support the development of draft strategy seeking to also address gaps in representation, including:
 - 9.2.1 Cross-boundary working on managing travel demand across the region through SEStran;
 - 9.2.2 Thematic workshops around the application of emerging technologies such as Mobility as a Service and Autonomous Vehicles involving specialist providers and the academic and research sector;
 - 9.2.3 Close working with Lothian Buses, Edinburgh Trams, other bus operators and Network Rail, including through development of the Waverley Station Masterplan;
 - 9.2.4 Focussed engagement with young people, developing links made through a workshop held with 40 High School pupils in August 2018; and
 - 9.2.5 Integrated Impact Assessment – to gather evidence and assess the impact of preferred proposals on population groups with protected characteristics.

10. Background reading/external references

- 10.1 [‘Edinburgh: connecting our city, transforming our places’ – public engagement on City Mobility Plan, Low Emission Zone\(s\) and City Centre Transformation](#), report to Transport and Environment Committee, 9 August 2018

Paul Lawrence

Executive Director of Place

Contact: Daisy Narayanan, Project Director

E-mail: daisy.narayanan@edinburgh.gov.uk | Tel: 0131 469 5757

11. Appendices

- Appendix 1 Connecting our City, Transforming our Places – Engagement Summary Report
- Appendix 2 City Centre Transformation – Interim Report

Connecting our City, Transforming our Places – Engagement Summary Report

Background

The 'Connecting our City, Transforming our Places' prospectus set out 15 ideas for change contained within the three themes:

- A fair and inspiring capital city;
- A healthy city and environment; and
- A smart and thriving city.

This appendix details support levels, and key opportunities and issues associated with each idea, identified through the three main approaches to engagement. The bullets below identify the approaches to engagement and how feedback from it is documented in this appendix.

- An online citywide public survey: documented through charts for most ideas, demonstrating support levels for the ideas, and tables outlining emerging themes from responses to open-ended questions.
- Stakeholder engagement workshops: documented by tables outlining consistent feedback cited by a variety of stakeholders.
- Market research targeting drivers (city and region), residents, businesses, and under-represented groups (young and older people, people from ethnic and language minority groups, people with disabilities and mobility impairments and those on low incomes): documented by tables outline consistent feedback cited by participants.

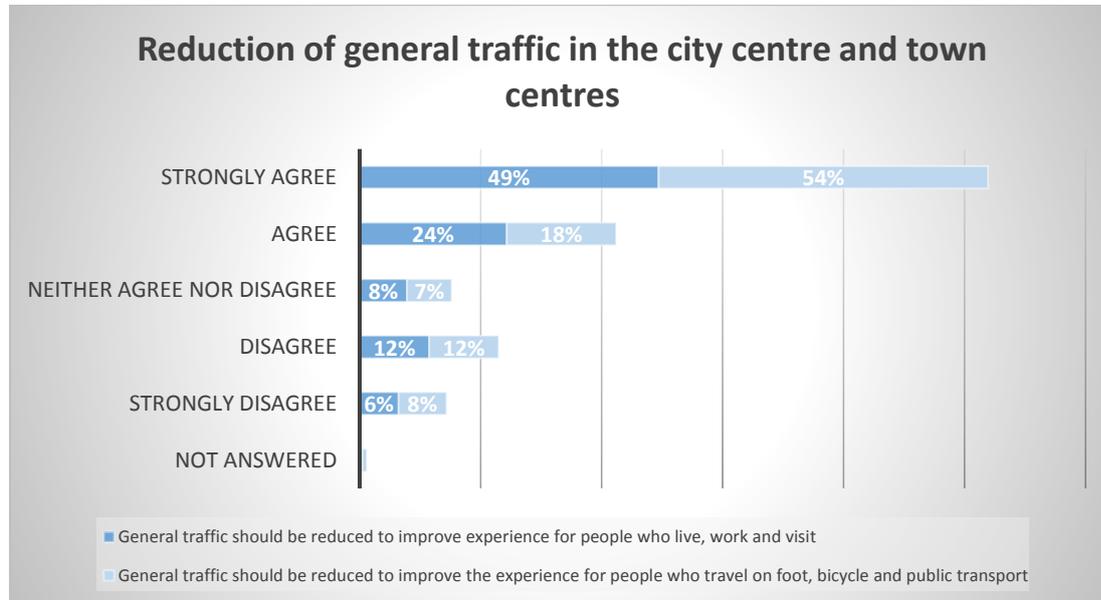
How to read feedback documented in the following tables

Within the tables are tick symbols (☑). This signifies a consistent point emerging from a particular engagement approach. Where two ticks are shown, this illustrates a strong level of consistent feedback concerning that particular point. Red italic text signifies a perceived issue associated with the idea, and would need to be mitigated going forward. All other text represents an opportunity associated with the idea.

Theme: A fair and inspiring capital city

Idea 1. Walkable city centre

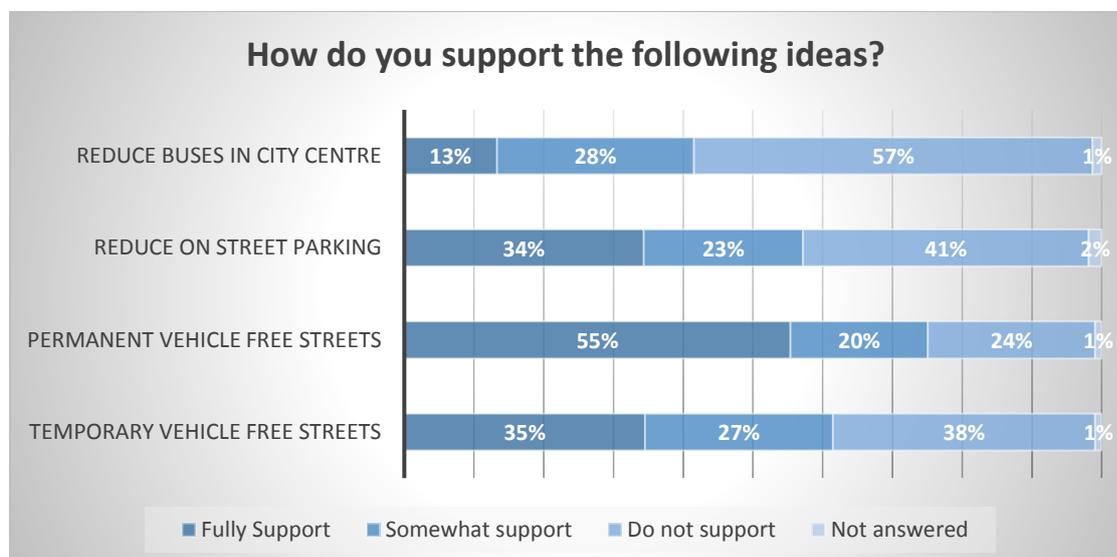
Around 73% of survey respondents agree that general traffic should be reduced in the city and town centres to improve the experience for people who live in, work in and visit Edinburgh and to improve the experience for people who travel on foot, by bike and public transport.



75% of survey respondents supported the idea of creating permanent vehicle free streets in the city centre and town centres, compared with 62% of survey respondents who supported the idea of creating temporary vehicle free streets.

In addition, 41% of survey respondents support the idea of reducing the number of buses in the city centre compared with 57% of survey respondents who do not support the idea.

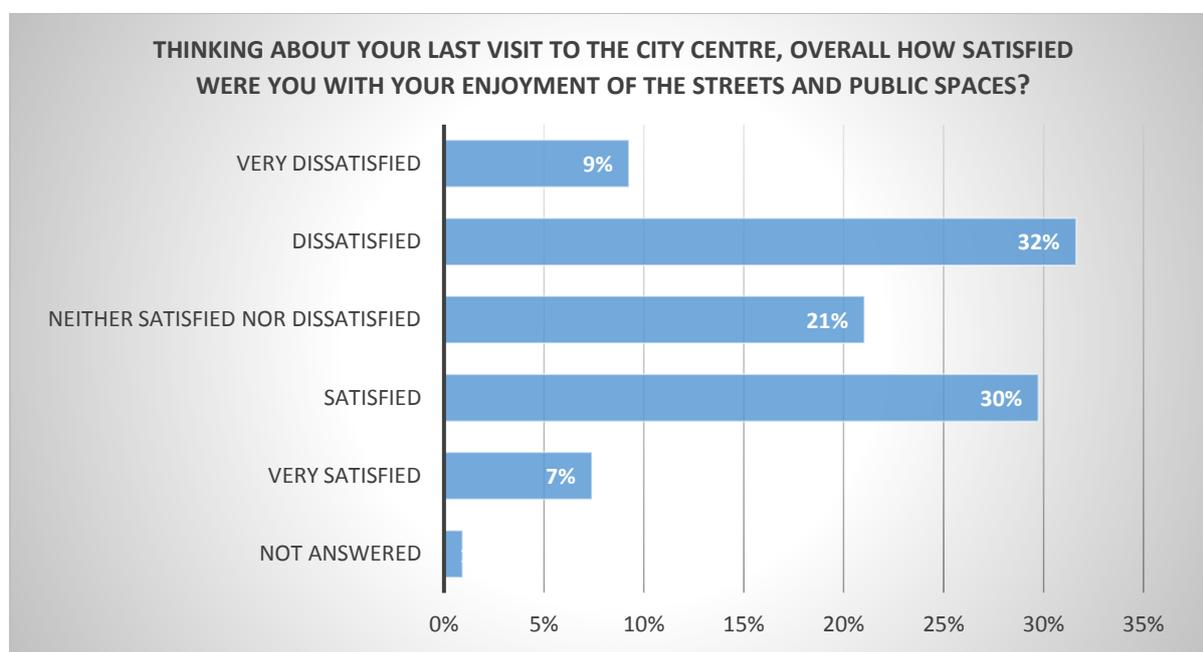
Respondents' views on reducing on street parking is mixed with 57% supporting the idea and 41% not in support of the idea.



Idea 1. Walkable city centre - Opportunities and <i>issues</i> by theme	Survey	Workshops	Market research
Public transport			
Reduce the number of bus routes going through the city centre	☑	☑☑	
Reduce the amount of buses on Princes Street	☑	☑☑	☑
<i>Re-routing some Princes St buses along George St and/or Queen St was not popular</i>			☑
<i>If busy bus services are streamlined, frequencies of retained services may increase to compensate</i>			☑
The number and placement of bus stops, and sequencing of traffic lights/crossings contribute to Princes Street's bus congestion			☑
Improvements to the bus stops on Princes St			☑
A shuttle bus loop for travel in the city centre			☑
Walking/cycling			
Pavements need to be widened	☑	☑	
Increase the number, and improve the timings, of signalised pedestrian crossings	☑	☑	
Improve cycling infrastructure by segregating cycle routes	☑		
<i>Safety implications with cyclists and pedestrians sharing busy city centre spaces</i>		☑	
<i>Limited support for developing pedestrian & cycling infrastructure</i>			☑
Phased approach to pedestrianisation of the city centre		☑	
Increased spending in businesses, as a result of pedestrianisation		☑	
Vehicle reduction			
Removal of traffic from key city centre streets	☑	☑	☑
Remove cars from city centre	☑		
Acceptance that George Street could become vehicle-free			☑
Traffic reduction concept is associated with the creation of traffic-free streets			☑
<i>Traffic reduction measures in one area would displace traffic to adjacent/nearby areas</i>		☑☑	☑
Data gathering to determine journey origin and destinations of city centre traffic		☑☑	
Access requirements			
<i>Need to enable access for people with disabilities, and for those with mobility impairments</i>	☑	☑	
<i>People and businesses who do not have easy access to the city centre will go elsewhere</i>			☑
<i>Need to enable access for goods/services</i>		☑☑	
Coordinate freight timings		☑	
Remove pavement barriers		☑	

Idea 2. Improving streets, gardens and spaces

The graph below highlights that overall, 41% of survey respondents are dissatisfied with streets and public spaces in the city centre.



Idea 2. Improving streets, gardens and spaces - Opportunities and <i>issues</i> by theme	Survey	Workshops	Market research
Maintenance			
Better maintained infrastructure: roads/pavements/public spaces	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	n/a
<i>Cost of maintenance</i>		<input checked="" type="checkbox"/>	n/a
Improve the cleanliness of streets	<input checked="" type="checkbox"/>		n/a
Manage pavement clutter i.e. coordination of waste bin uplifts	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	n/a
Design and facilities			
Public spaces need activities/things going on		<input checked="" type="checkbox"/>	n/a
Balance between hard and soft landscaping		<input checked="" type="checkbox"/>	n/a
More green and public space should be available in the city centre	<input checked="" type="checkbox"/>		
More investment in green spaces	<input checked="" type="checkbox"/>		
More places to sit		<input checked="" type="checkbox"/>	n/a
Public toilets		<input checked="" type="checkbox"/>	n/a
General			
Ensure there is a focus on the town centres		<input checked="" type="checkbox"/>	n/a
Retain public realm under Council control – concern for privatisation/events		<input checked="" type="checkbox"/>	n/a

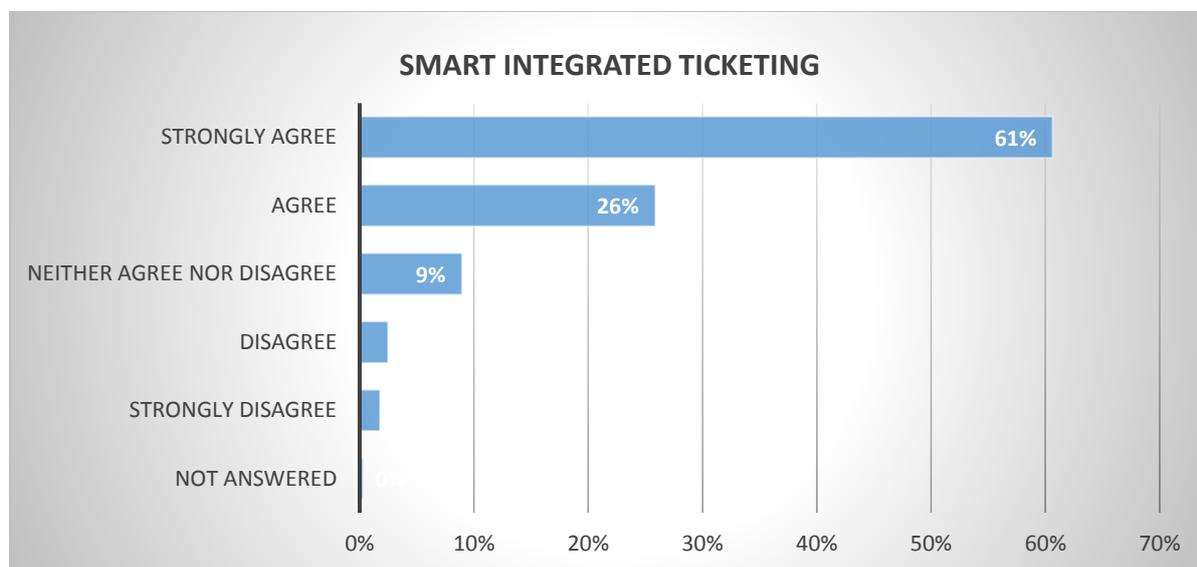
Idea 3. Strengthening our town centres - Opportunities and <i>issues</i> by theme	Survey	Workshops	Market research
Access for people and goods			
Better walking and cycling access	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Improve park and ride options	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Better public transport connections	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

<i>Access for deliveries needs to be maintained in town centres</i>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Centralised collection point for goods		<input checked="" type="checkbox"/>	
Traffic and parking			
Reduce traffic levels	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
<i>Most town centres on main roads into the city</i>		<input checked="" type="checkbox"/>	
Better car parking controls		<input checked="" type="checkbox"/>	
<i>Little support for extending 'pay and display' parking spaces to town centres</i>			<input checked="" type="checkbox"/>
<i>Parking is essential for people with mobility difficulties, or those with small children, to enable access to local shops and services</i>			<input checked="" type="checkbox"/>
General			
Develop a community identity for each centre		<input checked="" type="checkbox"/>	
<i>Town centres perceived lower priority than city centre</i>		<input checked="" type="checkbox"/>	

Idea 4. Creating better accessibility - Opportunities and <i>issues</i> by theme	Survey	Workshops	Market research
Access to stations / stops			
Better connect rail and bus station	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Improve entrances to Waverley Station		<input checked="" type="checkbox"/>	
Improve taxi access serving Waverley Station		<input checked="" type="checkbox"/>	
Connections between stops/stations must be pedestrian-friendly	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Interchanges / interchanging modes			
Support for interchanges where it is quick/easy to transfer between travel modes i.e. Haymarket	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Quality of interchange important		<input checked="" type="checkbox"/>	
<i>Cultural barrier to interchanging between modes – scepticism for interchanges designed to compel people to transfer service/mode</i>		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Potential impact to people with disabilities if interchanging between modes</i>		<input checked="" type="checkbox"/>	
Wayfinding / information			
Wayfinding helpful for integrating travel modes		<input checked="" type="checkbox"/>	
Pedestrian signpost waymarking		<input checked="" type="checkbox"/>	
On-street maps/mapping		<input checked="" type="checkbox"/>	
Wayfinding in areas not served by public transport to guide residents to the nearest public transport stop	<input checked="" type="checkbox"/>		
<i>Signage leading to increased street clutter</i>		<input checked="" type="checkbox"/>	
<i>Wayfinding perceived to be more aimed at visitors</i>		<input checked="" type="checkbox"/>	
Improve information for where to get buses from		<input checked="" type="checkbox"/>	
Improve route information on front of buses		<input checked="" type="checkbox"/>	
Interactive smart stop information - link to integrated timetabling			<input checked="" type="checkbox"/>

Idea 5. Making it easier to use public transport

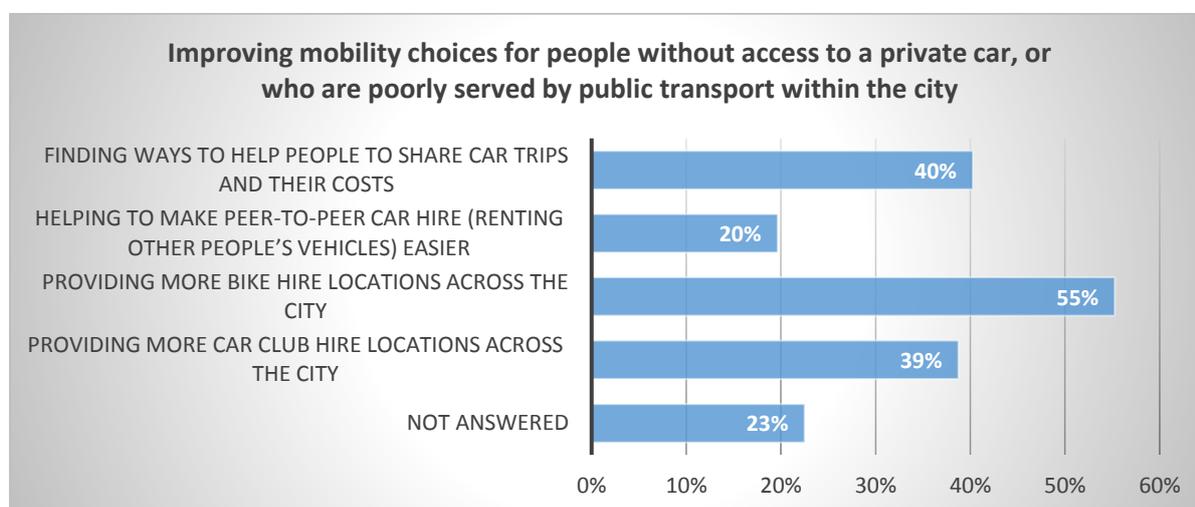
87% of survey respondents agree that a single type of ticket and fare payment across all forms of public transport.



Idea 5. Making it easier to use public transport - Opportunities and <i>issues</i> by theme	Survey	Workshops	Market research
Integrated ticketing			
Smart ticketing to enable interchange/multiple changes across travel modes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Integrate ticketing to cover all buses serving Edinburgh, trams, and ideally rail services	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
<i>Integrated payments need to be addressed at a national/regional level (as it is outside Council control)</i>		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Support for “single journey” tickets, to enable changes across public transport mode, including bike hire			<input checked="" type="checkbox"/>
“Single journey” tickets essential if interchanges and shuttle buses are to be introduced			<input checked="" type="checkbox"/>
<i>Deregulation of bus industry is a barrier</i>		<input checked="" type="checkbox"/>	
Fares / payments			
Public transport fares perceived as too high		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Ticket purchase options perceived outdated and inflexible</i>			<input checked="" type="checkbox"/>
Improved payment methods – enabled by contactless payments		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Integrated ticketing via an app - technology already exists for integrated ticketing		<input checked="" type="checkbox"/>	
<i>Over-reliance on technology presents a social barrier</i>		<input checked="" type="checkbox"/>	
Differential pricing across the city, off-peak fares, discounts for bulk ticket purchases			<input checked="" type="checkbox"/>
Tickets to cover fixed time-period i.e. 60 mins		<input checked="" type="checkbox"/>	
Free travel for children		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Subsidised travel for young people		<input checked="" type="checkbox"/>	

Idea 6. Making individual journeys easier

To improve mobility choice for those without access to a private car or locations that are poorly served by public transport, 55% of survey respondents favoured expanding bike hire, 39% car club hire, 40% car sharing and 20% peer-to-peer car lending.

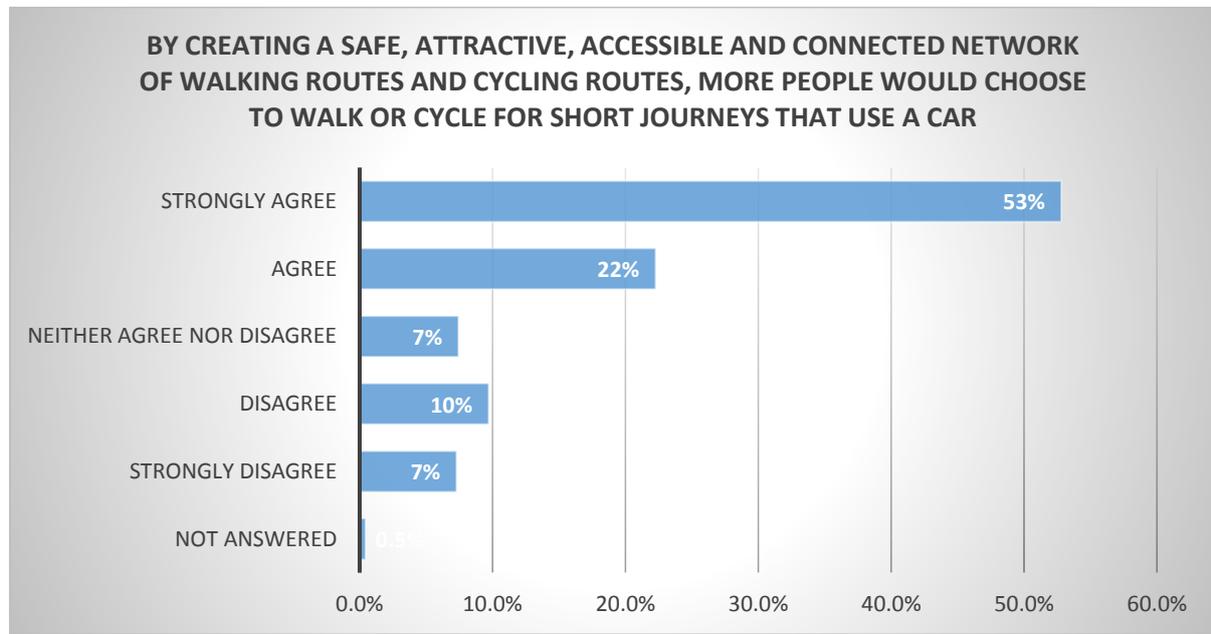


Idea 6. Making individual journeys easier - Opportunities and <i>issues</i> by theme	Survey	Workshops	Market research
Mobility as a Service			
Meet people's varying mobility needs	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	n/a
Helps reduce congestion by reducing car use		<input checked="" type="checkbox"/>	n/a
<i>Relies on cooperation/collaboration between service operators</i>		<input checked="" type="checkbox"/>	n/a
Explore opportunities for mobility as a service	<input checked="" type="checkbox"/>		
Explore MaaS with 'young people'		<input checked="" type="checkbox"/>	n/a
<i>Technological barriers for some people</i>		<input checked="" type="checkbox"/>	n/a
Target MaaS to suburban or rural travel		<input checked="" type="checkbox"/>	n/a
Shared mobility			
On-demand/community buses to support older people and people with mobility issues in areas poorly served by public transport.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	n/a
<i>Costs to the Council</i>		<input checked="" type="checkbox"/>	n/a
Raise awareness of alternative travel options		<input checked="" type="checkbox"/>	n/a
Participation in / communicate benefits of car-sharing schemes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	n/a
<i>Car share can increase number of journeys and travel distances</i>		<input checked="" type="checkbox"/>	n/a
<i>Personal choice may hinder car sharing</i>		<input checked="" type="checkbox"/>	n/a
<i>Vehicle damage from car sharing</i>		<input checked="" type="checkbox"/>	n/a
Improve/expand car club offerings		<input checked="" type="checkbox"/>	n/a
<i>Costs associated with car clubs</i>	<input checked="" type="checkbox"/>		

Theme: A healthy city and environment

Idea 7. Creating a more active city

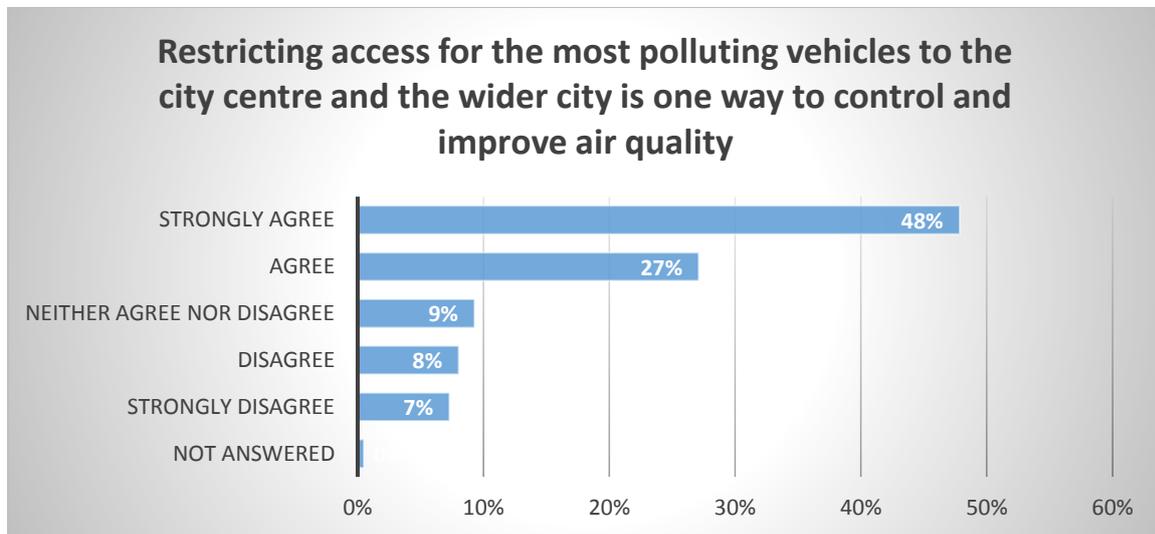
The graph below shows 75% of survey respondents agree that by creating a safe, attractive, accessible and connected network of walking and cycling routes, more people would choose to walk or cycle for short journeys rather than use a car, whilst 17% of respondents disagreed.



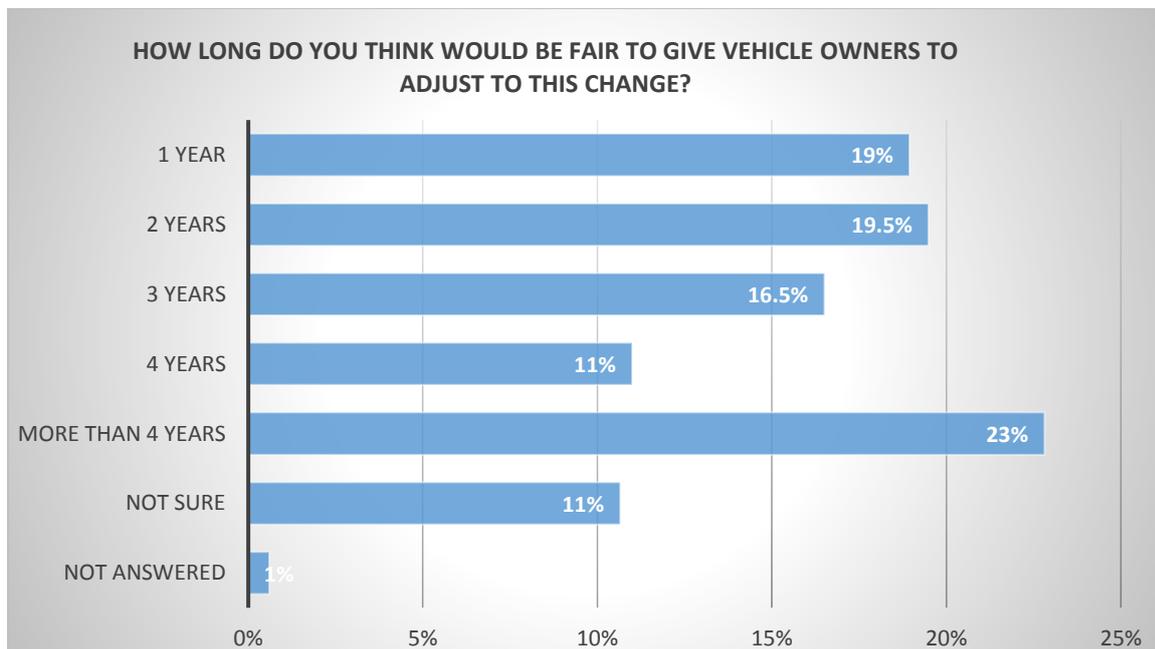
Idea 7. Creating a more active city - Opportunities and <i>issues</i> by theme	Survey	Workshops	Market research
Walking and cycling routes			
Safe, segregated cycle routes	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Strategic cycle routes in/out of city, not just across the city	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
<i>Physical constraints restrict ability to segregate</i>		<input checked="" type="checkbox"/>	
<i>Heavily trafficked streets put people off cycling</i>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
<i>Edinburgh perceived as too hilly</i>		<input checked="" type="checkbox"/>	
Secure bike parking		<input checked="" type="checkbox"/>	
<i>Reduce conflict between pedestrians and cyclists</i>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Improve signal timings for crossing pedestrians		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Better maintenance of existing routes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Improve road surface conditions		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Use existing quiet roads		<input checked="" type="checkbox"/>	
20mph speed limits		<input checked="" type="checkbox"/>	
Improve knowledge of networks is required		<input checked="" type="checkbox"/>	

Idea 8. Improving air quality

Overall 75% of survey respondents agree that restricting access to the most polluted vehicles to the city centre and wider city is one way to control and improve air quality.



A Low Emission Zone (LEZ) could restrict vehicles that do not meet Euro 4 standards for petrol engines and Euro 6/VI for diesel. The graph below details respondents' feedback on the lead-in period (in order for people to upgrade their vehicles) for LEZ delivery.

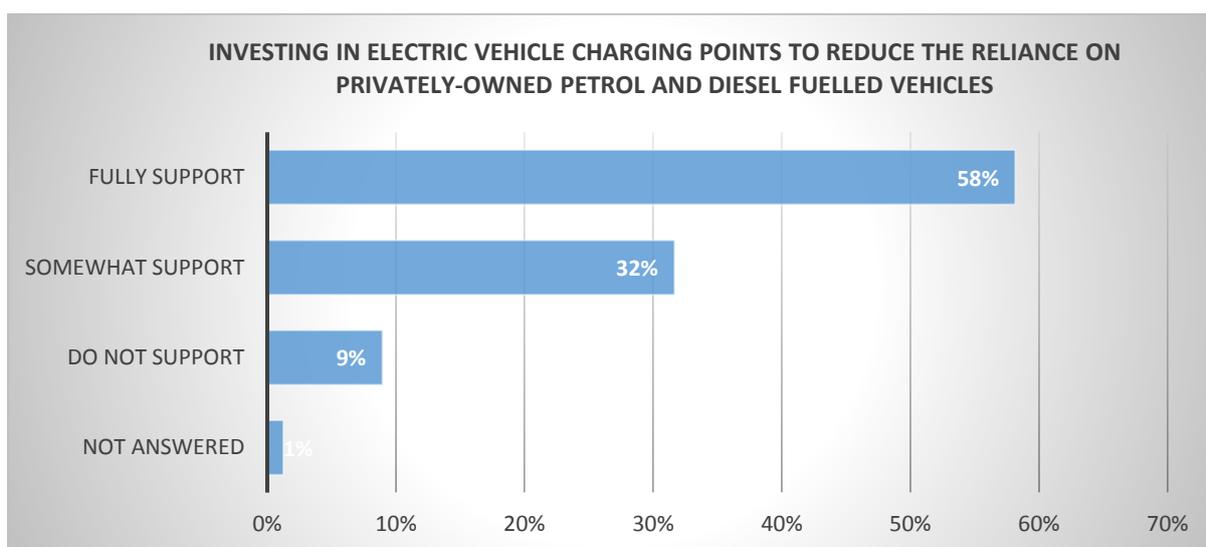


Idea 8. Improving air quality - Opportunities and <i>issues</i> by theme	Survey	Workshops	Market research
Low Emission Zones			
Health benefits for the public from improve air quality	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Helps tackles transport's (diesel vehicles) role in poor air quality			<input checked="" type="checkbox"/>
<i>Does not address congestion/traffic flow</i>		<input checked="" type="checkbox"/>	
Citywide Low Emission Zone	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Phased approach to Low Emission Zone implementation		<input checked="" type="checkbox"/>	
<i>Displaces the problems elsewhere</i>		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Need to strike balance: boundary / managing traffic displacement			<input checked="" type="checkbox"/>
<i>Social implications - costs to less well off</i>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
<i>Affordability of replacing older vehicles – costly to the owner</i>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>		
Extra support for people on low incomes to comply with LEZs	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
<i>Uncertainty about how LEZ will be enforced</i>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
<i>More information needs to be provided to the public on LEZs</i>	<input checked="" type="checkbox"/>		
Vehicles			
Apply to all motor vehicles		<input checked="" type="checkbox"/>	
Private vehicle drivers require a straightforward and easy to understand LEZ regime			<input checked="" type="checkbox"/>
Target the most polluting vehicle-types			<input checked="" type="checkbox"/>
Private vehicle drivers need time to comply with emissions standards – preference for longer grace periods (4+ years)	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Business fleets replaced every 3-5 years - compliance with LEZs			<input checked="" type="checkbox"/>
Target large goods vehicles		<input checked="" type="checkbox"/>	
Link/align with deliveries and freight hubs		<input checked="" type="checkbox"/>	
<i>Potential negative impact on business, notably small traders</i>		<input checked="" type="checkbox"/>	
Low emissions technology should be adopted across the entire public transport fleet			<input checked="" type="checkbox"/>
Greater use of electric and other low or zero emissions buses across the city/into the city from elsewhere		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Electric trolley buses		<input checked="" type="checkbox"/>	

Idea 9. Encouraging the use of clean vehicles

90% of survey respondents agree that the Council should invest in electric vehicle charging points to reduce carbon emissions and improve air quality.



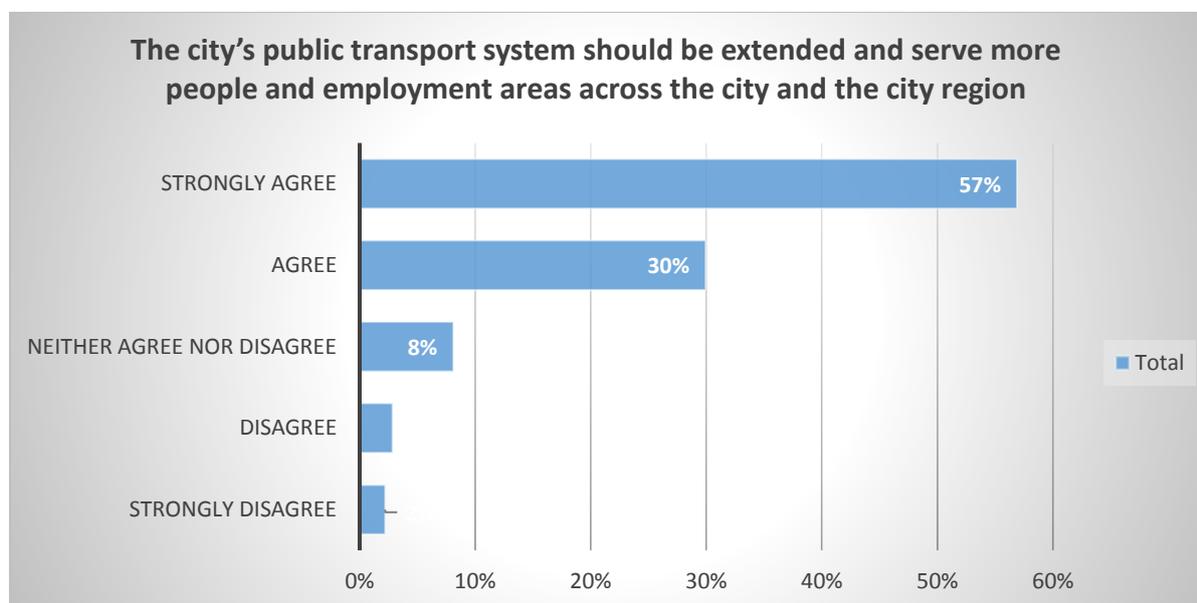
Idea 9. Encouraging the use of clean vehicles - Opportunities and <i>issues</i> by theme	Survey	Workshops	Market research
Electric vehicles			
Electric car club vehicles		<input checked="" type="checkbox"/>	n/a
Electric taxis		<input checked="" type="checkbox"/>	n/a
Communications to promote/raise awareness of electric vehicles		<input checked="" type="checkbox"/>	n/a
<i>Electric vehicles perceived as expensive</i>		<input checked="" type="checkbox"/>	n/a
<i>Electric vehicles perceived as having a limited range</i>		<input checked="" type="checkbox"/>	n/a
<i>Electric vehicles perceived green to use, but broader environmental issues with batteries</i>		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	n/a
<i>Does not address congestion/traffic flow</i>		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	n/a
<i>Particle pollution resulting from tyres/breaks</i>		<input checked="" type="checkbox"/>	n/a
Infrastructure			
<i>Enforcement of charge point spaces</i>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	n/a
<i>Electric grid capacity</i>		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	n/a
On-street charging for higher density residential areas		<input checked="" type="checkbox"/>	n/a
<i>Street clutter associated with charge points</i>		<input checked="" type="checkbox"/>	n/a
<i>Issue for those without off-street parking</i>		<input checked="" type="checkbox"/>	n/a
Wider spectrum of cleaner fuels required i.e. hydrogen		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	n/a

Idea 10. Giving people in new developments healthier transport options - Opportunities and <i>issues</i>	Survey	Workshops	Market research
Align targets with the developing City Plan 2030	n/a	<input checked="" type="checkbox"/>	n/a
Targets informed by type/location/accessibility of development	n/a	<input checked="" type="checkbox"/>	n/a
Enact Edinburgh Design Guidance/street design principles	n/a	<input checked="" type="checkbox"/>	n/a
Parking standards to support modal share targets	n/a	<input checked="" type="checkbox"/>	n/a
Parking free developments	n/a	<input checked="" type="checkbox"/>	n/a
<i>Displacement of parking to surrounding streets</i>	n/a	<input checked="" type="checkbox"/>	n/a
Influence developers: house sales not reliant on car parking spaces	n/a	<input checked="" type="checkbox"/>	n/a
Green travel plans, and effective monitoring	n/a	<input checked="" type="checkbox"/>	n/a
Flexible working practices	n/a	<input checked="" type="checkbox"/>	n/a
Public transport serving new developments from the outset	n/a	<input checked="" type="checkbox"/>	n/a
Targets linked to developer contributions to support bus services	n/a	<input checked="" type="checkbox"/>	n/a
Walking and cycling networks serving new developments	n/a	<input checked="" type="checkbox"/>	n/a
Hubs to enable sharing initiatives	n/a	<input checked="" type="checkbox"/>	n/a
Higher density developments	n/a	<input checked="" type="checkbox"/>	n/a
Developments in close proximity to services	n/a	<input checked="" type="checkbox"/>	n/a

Theme: A smart and thriving city

Idea 11. Widening the reach of public transport

87% of survey respondents agree that the city's public transport system should be extended and serve more people and employment areas across the city and the city region, with only 5% of survey respondents in disagreement.

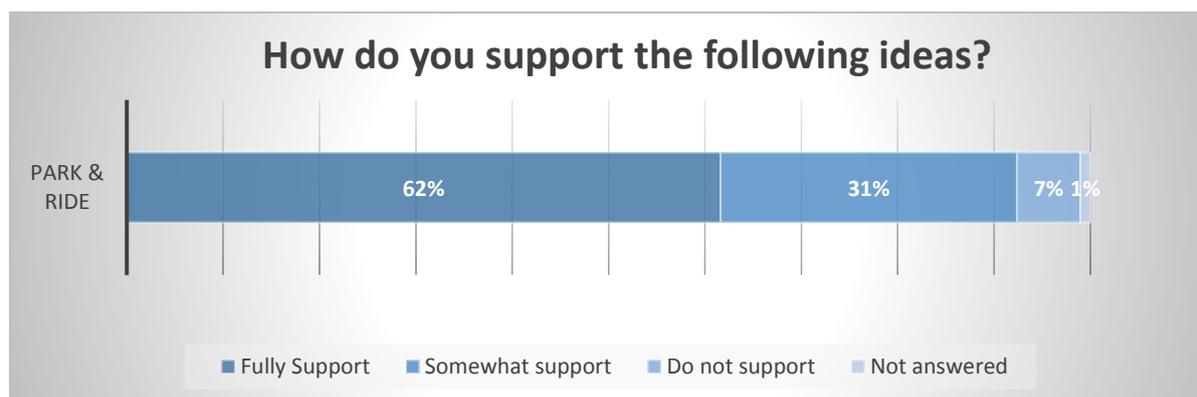


Idea 11. Widening the reach of public transport - Opportunities and <i>issues</i> by theme	Survey	Workshops	Market research
Public transport / routing			
Integrate public transport i.e. bus, tram and rail	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Coordinated timetabling/scheduling across all public transport operators to enable switching between modes/best serve the city	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Optimise the existing public transport system		<input checked="" type="checkbox"/>	
Review bus routing		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
More orbital bus services / avoiding city centre	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Bus priority routes		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Increase the frequency of buses at peak times	<input checked="" type="checkbox"/>		
Regional bus and tram connectivity		<input checked="" type="checkbox"/>	
Expand area served by Lothian Buses	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Expand the tram network	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Target public transport to areas poorly served as a priority	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Public transport improvements to growth areas i.e. Granton and Western Harbour		<input checked="" type="checkbox"/>	
<i>Council having to subsidise routes</i>		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Smaller vehicles serving peripheral areas of city		<input checked="" type="checkbox"/>	
Re-introduce sprinter buses to serve peak routes/times across the city, and connect key nodes			<input checked="" type="checkbox"/>
Public transport options			
Broaden the modes that constitute 'public transport'		<input checked="" type="checkbox"/>	
Design buses to allow bikes on them		<input checked="" type="checkbox"/>	

Publicise the bike hire scheme		<input checked="" type="checkbox"/>	
South Suburban railway	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Better use disused urban rail network: for rail, or tram extension			<input checked="" type="checkbox"/>

Idea 12. Offering more sustainable choices for longer journeys

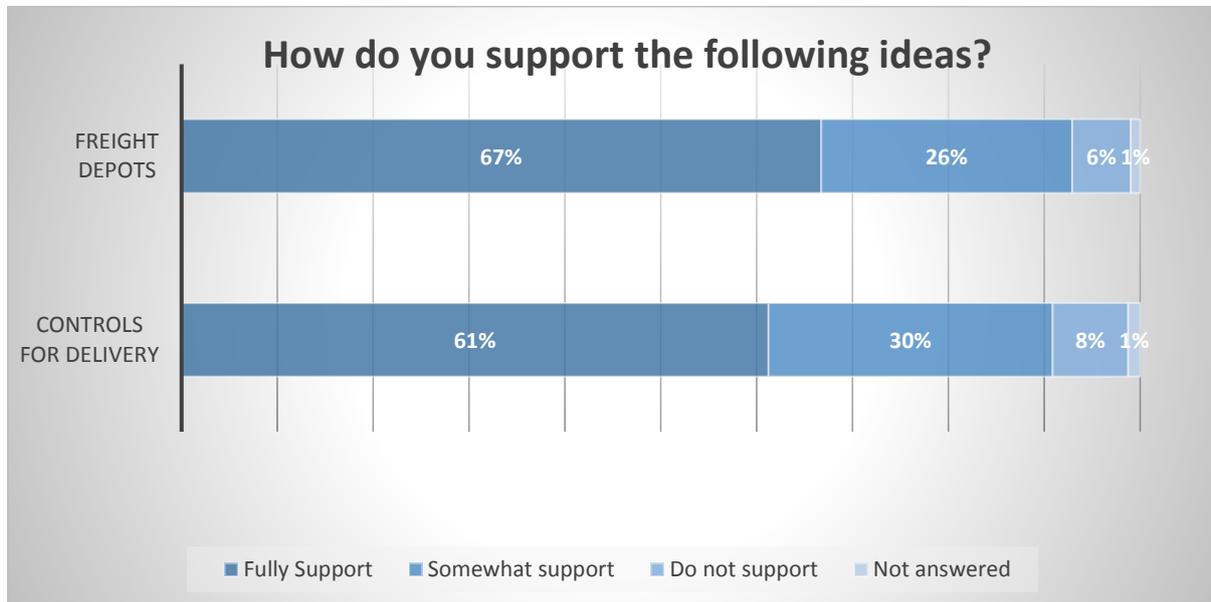
93% of survey respondents support the expansion of park and ride facilities as a good way of reducing traffic in the city centre.



Idea 12. Offering more sustainable choices for longer journeys - Opportunities and <i>issues</i> by theme	Survey	Workshops	Market research
Park and Ride (P&R)			
Co-ordinate P&R regionally		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Increase number of park and rides	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Park and Ride network on the outskirts of the city, to improve public transport access for residents living in areas poorly served			<input checked="" type="checkbox"/>
P&Rs serving all main roads coming into city		<input checked="" type="checkbox"/>	
P&Rs as part of large out-of-town developments		<input checked="" type="checkbox"/>	
Expand capacity of existing park and ride sites	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Increase the usage of Straiton – not well used		<input checked="" type="checkbox"/>	
<i>Encourage additional car movements to the city</i>		<input checked="" type="checkbox"/>	
Parking deterrents to restrict onward travel by car		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
<i>Costs and funding</i>		<input checked="" type="checkbox"/>	
<i>Journey time if changing modes at interchanges</i>		<input checked="" type="checkbox"/>	
Communications and promotion of P&Rs		<input checked="" type="checkbox"/>	
The site / accessing the site			
Enhanced P&R facilities: vehicle charge points, toilets and cafes, click and collect services		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
<i>Safety/security concerns: isolated site</i>		<input checked="" type="checkbox"/>	
Express buses on direct routes to better serve P&Rs	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Incentivise businesses to run buses from the Park and Rides			<input checked="" type="checkbox"/>
Strategic active travel routes linking P&Rs and local business areas		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Idea 13. Protecting the city's environment while supporting businesses

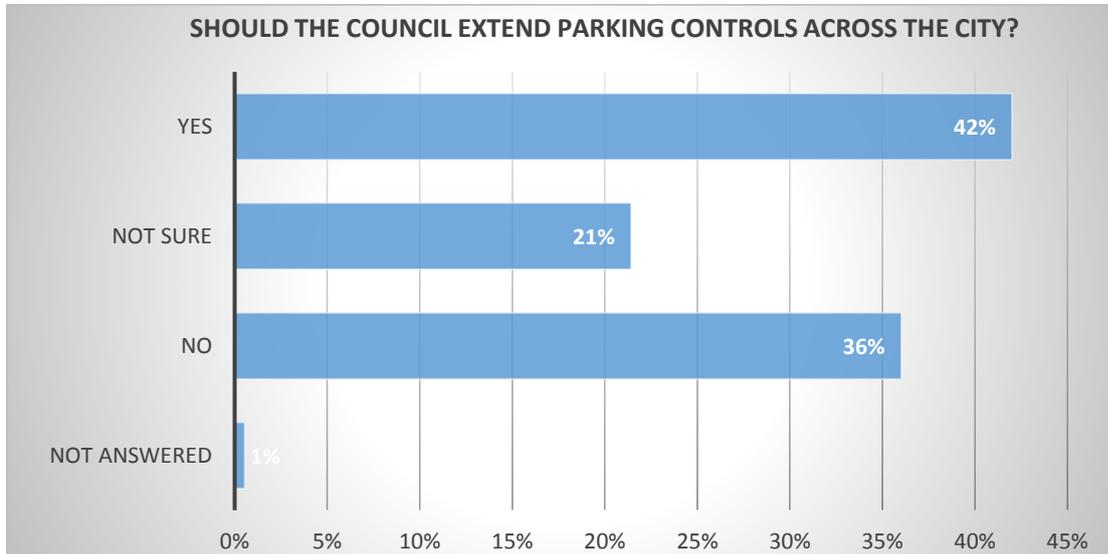
93% of survey respondents support the idea of investing in freight depots and supporting delivery within the city by smaller, cleaner vehicles. In addition, 91% of survey respondents support the idea of introducing and enforcing controls to manage access for large delivery vehicles by size, weight, and time.



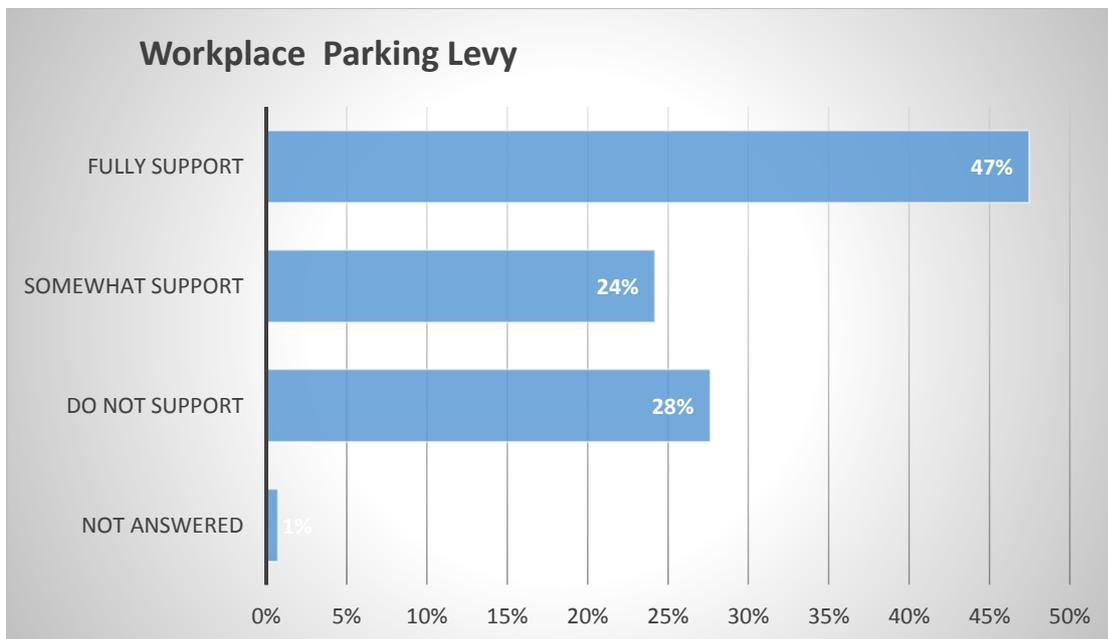
Idea 13. Protecting the city's environment while supporting businesses - Opportunities and <i>issues</i> by theme	Survey	Workshops	Market research
Coordination of deliveries/uplifts			
Restrict deliveries to specific times of day		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	n/a
Off-peak restrictions before out-right bans		<input checked="" type="checkbox"/>	n/a
<i>Night time deliveries: noise issues</i>		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	n/a
Coordinate trade waste uplifts		<input checked="" type="checkbox"/>	n/a
New delivery methods			
Electric vehicles and cargo bikes delivering to final destination		<input checked="" type="checkbox"/>	n/a
<i>Extra cost for businesses</i>		<input checked="" type="checkbox"/>	n/a
<i>Lots of smaller vans replacing fewer large vehicles</i>		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	n/a
<i>Responsibility of goods if loads broken down/moved by others</i>		<input checked="" type="checkbox"/>	n/a
Potential use of P&R sites as freight hubs		<input checked="" type="checkbox"/>	n/a
Click and collect hubs		<input checked="" type="checkbox"/>	n/a

Idea 14. Controlling the impact of commuter parking

Survey respondents demonstrated mixed responses regarding extending parking controls across the city with 42% of survey respondents agreeing and 36% of survey respondents disagreeing.



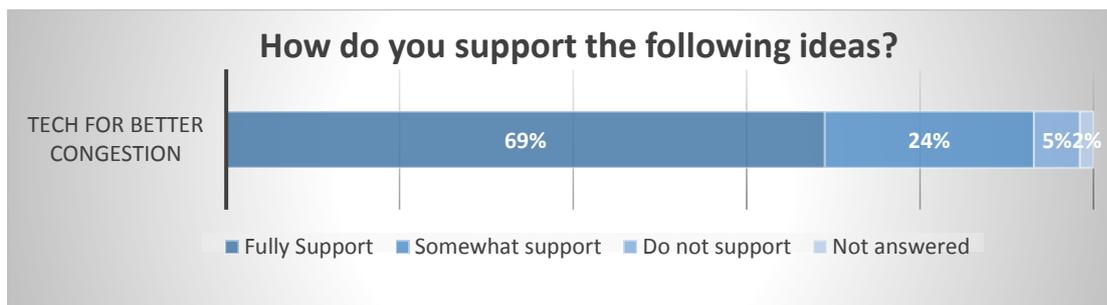
When asked to consider the potential for a levy on businesses providing workplace parking to fund sustainable transport improvements, 71% of survey respondents were supportive with 28% in disagreement.



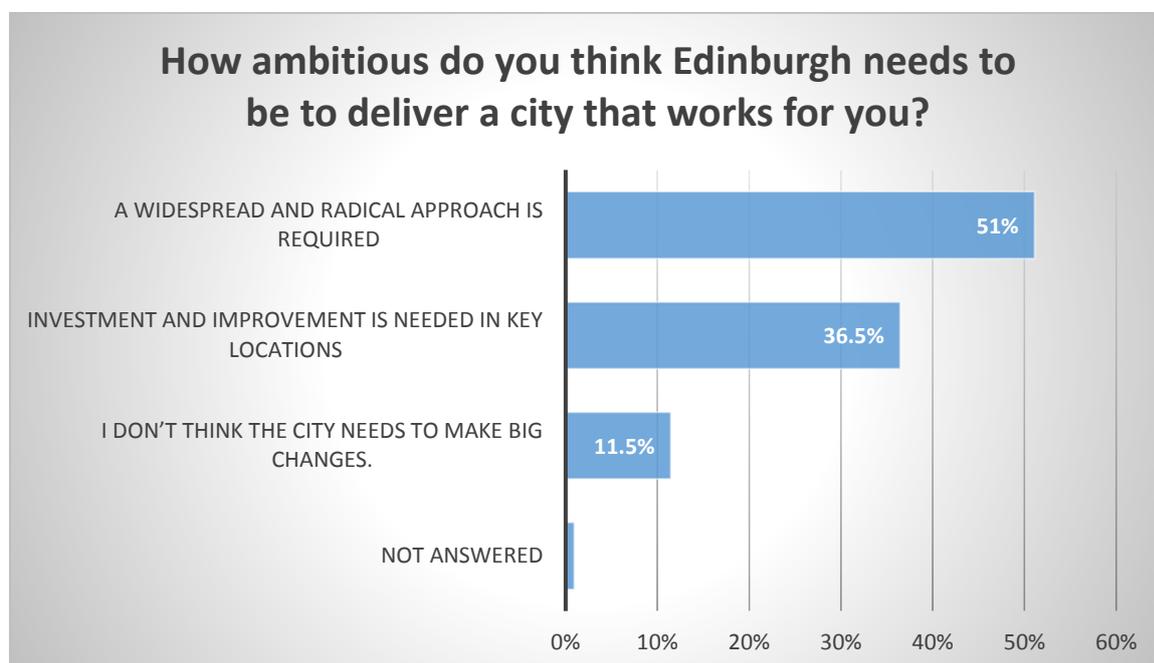
Idea 14. Controlling the impact of commuter parking - Opportunities and <i>issues</i> by theme	Survey	Workshops	Market research
Controlled Parking Zones (CPZ)			
CPZs useful in stopping non-residents parking in pressured areas			<input checked="" type="checkbox"/>
CPZs influence more people to 'Park & Ride' / P&Rs support CPZs	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
First improve P&R facilities and public transport at peak times	<input checked="" type="checkbox"/>		
<i>Cross-boundary impact of parking displacement if CPZ is citywide</i>		<input checked="" type="checkbox"/>	
Additional CPZs targeted to address parking hotspots			<input checked="" type="checkbox"/>
Extended parking zone into Leith		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Residents living in CPZs support parking for residents only			<input checked="" type="checkbox"/>
<i>Expense to local residents of parking permits</i>	<input checked="" type="checkbox"/>		
Parking permits should be lower cost for residents	<input checked="" type="checkbox"/>		
Money raised through parking charges assigned to improving mobility i.e. cycle routes			<input checked="" type="checkbox"/>
Workplace Parking Levy (WPL)			
<i>Requires new legislation</i>		<input checked="" type="checkbox"/>	
WPL money should be ring-fenced for transport improvements		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Perceived that employers would pass the cost onto employees</i>			<input checked="" type="checkbox"/>
<i>Some scepticism that money raised will be assigned to improving public transport/active travel</i>			<input checked="" type="checkbox"/>
<i>Perceived as having a minimal effect on (workplaces) encouraging a switch to public transport or active travel</i>			<input checked="" type="checkbox"/>
<i>Businesses concerned by potential financial impacts, especially not-for-profit businesses</i>			<input checked="" type="checkbox"/>
<i>Greater opposition to WPL from businesses outside the city centre</i>			<input checked="" type="checkbox"/>
<i>WPL could discourage business from the city</i>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
A levy to apply more broadly than workplaces i.e. supermarkets		<input checked="" type="checkbox"/>	
WPL would influence more to people to 'Park and Ride'		<input checked="" type="checkbox"/>	
<i>Impacts on those with mobility issues</i>		<input checked="" type="checkbox"/>	

Idea 15. Looking to the future

93% of survey respondents support the idea of investing in technology to better manage traffic congestion and improve safety.



Overall 88% of respondents felt that Edinburgh needed to make changes to deliver a city fit for the future, of which 51% considered that an ambitious and widespread approach was needed and 36.5% felt targeted investment and improvement was required. 11.5% thought major change was unnecessary.



Idea 15. Looking to the future - Opportunities and <i>issues</i>	Survey	Workshops	Market research
<i>AVs - national coordination required</i>	n/a	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	n/a
<i>Contradicts 'managing traffic' – may encourage more vehicles</i>	n/a	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	n/a
Make better use of technology we already have i.e. Transport for Edinburgh app	n/a	<input checked="" type="checkbox"/>	n/a
Better use and analysis of existing data	n/a	<input checked="" type="checkbox"/>	n/a
Smart traffic lights	n/a	<input checked="" type="checkbox"/>	n/a

Summary of opportunities and issues

In order to identify the highest priorities, according to the findings across the three main approaches to engagement, the following opportunities were those that received the highest support.

	Survey	Workshops	Market research
Safe, segregated cycle routes	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Integrate ticketing to cover all buses serving Edinburgh, trams, and ideally rail services	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Smart ticketing to enable interchange/multiple changes across travel modes	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Better walking and cycling access to town centres	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Reduced traffic levels in town centres	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
Reduce the amount of buses on Princes Street	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
More orbital bus services / avoiding city centre	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Expand the tram network	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

Expand capacity of existing park and ride sites	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Express buses on direct routes to better serve P&Rs	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

According to the findings across the three main approaches to engagement, the most notable concerns were:

	Survey	Workshops	Market research
<i>Social implications of LEZs- costs to less well-off</i>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
<i>Reduce conflict between pedestrians and cyclists</i>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
<i>Cultural barrier to interchanging between modes – scepticism for interchanges designed to compel people to transfer service/mode</i>		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Traffic reduction measures in one area (City Centre reference) would displace traffic to adjacent/nearby areas</i>		<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

As part of the engagement workshops, stakeholders were asked to select their top priorities from the 15 ideas for change.

- The top priority was walkable city centre, followed thereafter by creating a more active city, then widening the reach of public transport, and making it easier to use public transport (smart payments).
- The lowest rated priority was making individual journeys easier, followed by encouraging the use of clean vehicles.

The engagement workshops also ascertained levels of support (from very low to very high) for each of the ideas, which presented a slightly different perspective.

The ideas with the highest levels of support (combining very high, and high support) in order were:

1. was making it easier to use public transport (smart payments)
2. widening the reach of public transport
3. strengthening our town centres
4. creating a more active city
5. offering more sustainable choices for longer journeys (Park and Rides).

The ideas with the least support (combining very low and low) were making individual journeys easier, and looking to the future.

The background of the entire page is a light blue, semi-transparent aerial map of Edinburgh City Centre. The map shows a dense network of streets, buildings, and the River Forth flowing through the city. The text is overlaid on this map.

EDINBURGH CITY CENTRE TRANSFORMATION

Appendix 2 – Interim Report

purpose of document

This document is an appendix to the Transport and Environment Committee report for February the 28th: ‘Edinburgh: connecting our city, transforming our places’ – public consultation findings and next steps to develop the City Mobility Plan, Low Emission Zone(s) and City Centre Transformation. It showcases the work done to date on the City Centre Transformation programme, and sets out the emerging vision following consultation. It provides examples of how that vision may be taken forward and details the Principles which will guide the development of the City Centre Transformation Strategy.

This report has been prepared for the City of Edinburgh Council by Jacobs and the wider team formed of BIG Partnership, Moffat Centre, OPEN, Simetrica, Space Syntax, TURLEY and WYG.

Contents

Introduction.....	5
Progress to date.....	7
Policy Review	8
Benchmarking	14
Baseline Data.....	20
The Emerging Vision.....	23
Aims and Objectives.....	24
Consultation Outcomes.....	26
Emerging Principles.....	28
Spatial Framework.....	30
Catalysts for change.....	32
Way Forward	49
Future Roadmap	57
Timeline.....	58

1 Introduction

Introduction

This document follows the Transport and Environment Committee report for February the 28th: ‘Edinburgh: connecting our city, transforming our places’ – public consultation findings and next steps to develop the City Mobility Plan, Low Emission Zone(s) and City Centre Transformation (CCT).

The main Committee report summarises the consultation findings and how this will shape the next stages of delivering the three inter-related strategies described above. Although this report will focus on the City Centre Transformation, the intricate relationship among the three projects is critical and influences the potential opportunities which could be delivered through CCT.

The following chapters provide a summary of the work done to date: policy review, benchmarking and data collection and analysis. It then outlines the vision that is underpinned by the aims and objectives, as well as a series of CCT Principles. It also sets out the next steps in the development of the draft CCT Strategy alongside a time line outlining key upcoming dates.

Introduction

Progress to date

**The Emerging
Vision**

Way Forward

**Future
Road Map**

2

Progress to date



Progress to date

This section illustrates three key tasks that have served to support the development of the plans for CCT to date:

- Policy review
- Benchmarking
- Baseline Data collection and analysis

These tasks have formed a significant part of the project baseline development and have served to support the understanding of challenges and opportunities for the city, now and into the future. They have also informed the further development of the projects Aims and Objectives, provided an overview of global good practice to address key urban challenges, and enabled the analysis of individual and community wellbeing to contribute to intervention development. People are at the heart of the future planning for Edinburgh and this work serves to provide an evidence base to support that process.

Policy Review

A key first step in the evolution of the CCT programme was to undertake a comprehensive review of national legislation and national, regional and local policy to understand the legislative requirements and policy objectives/recommendations that will influence or be influenced by the Strategy. The review was used to refine and shape the Strategy aims and objectives to ensure delivery of Edinburgh’s 2050 vision and to build on and support the council’s wider policy agenda. The list, which is comprehensive but not exhaustive, of legislation and policy reviewed is provided below and the key legislative/policy requirements have been summarised under 13 topic headings. The topics are ordered to align with the Strategic Environmental Assessment (SEA) and Integrated Impact Assessment (IIA) requirements, both of which are being undertaken to inform the development of CCT and to assist the development of benchmarks and indicators.

Legislation

- Equality Act 2010
- Fairer Scotland Action Plan (2016)
- Fairer Scotland Duty (2018)
- Climate Change (Scotland Act 2009)
- Flood Risk Management (Scotland) Act 2009
- Nature Conservation (Scotland) Act (2004)
- Local Air Quality Management Act (Part of the Environment Act 1995)
- Clean Air Strategy 2018 (DEFRA)
- Climate Change Plan - The Third Report on Proposals and Policies 2018-2032 (Feb 2018) (CCP)
- Cleaner Air for Scotland (2015) (CAFS)

National Policy and Guidance

- A Route Map to the 2020 Vision for Health and Social Care
- National Planning Framework 3 (NPF3) (2014)
- Scottish Planning Policy 2014
- National Transport Strategy (2006 and 2016 refresh)
- A Long-Term Vision For Action Travel In Scotland 2030
- Scotland’s Economic Strategy (2015)
- Historic Environment Scotland Policy Statement (2016)
- Historic Environment Scotland-Managing Change guidance- setting
- Historic Environment Scotland Managing Change guidance note-World Heritage
- Historic Environment Scotland Managing Change guidance note-Gardens and Designed Landscapes
- Creating Places (2013) (National Guidance)
- Transportation Noise Action Plan (2014)
- NHS Health Scotland, A+DS and Scottish Government Place Standard Tool

Regional Policy

- SESplan Strategic Development Plan 2013
- SEStran (South East of Scotland Regional Transport Strategy 2008- 2023)

Local Policy

- Edinburgh City Vision 2050
- Transport 2030 Vision
- Sustainable Edinburgh 2020
- South East Locality Plan (2017-2022)
- North East Locality Plan (2017-2022)
- Edinburgh Local Development Plan 2016
- The Old and New Towns Edinburgh World Heritage Site Management Plan 2017-2022
- Conservation Area Character Appraisals
- Council Business Plan 2017-2022
- Active Travel Action Plan (2016)
- Edinburgh Design Guidance 2017 (incorporating Edinburgh Street Design Guidance)
- Royal Mile Action Plan (2013)
- Edinburgh Sustainable Lighting Strategy (2012)
- Edinburgh Public Realm Strategy (2009)
- City Centre Lets policy (2013)
- Edinburgh Partnership Community Plan 2015/18
- Local Transport Strategy/(LTS) (2014-2019)
- Edinburgh’s Economy Strategy (2018)
- Biodiversity Action Plan (2016-18)
- Air Quality Action Plan (2008)
- Open Space 2021
- Equality, Diversity and Rights Framework (2017-21)
- Sustainable Energy Action Plan (2015-2020)
- Edinburgh 2020 Tourism Strategy
- Edinburgh Adapts Vision (2016-2050)
- Edinburgh Adapts Action Plan (2016-2020)
- Resilient Edinburgh Climate Change Adaptation Framework (2014-2020)

Relevant Planning Frameworks and Studies

- City Centre Princes Street Development Framework 2007
- Living Streets : Street Audits - Tollcross (2015), Cowgate (2016)
- Town Centre Public Space : Public Life Street Assessments - Nicolson St/Clerk St, Tollcross (2016)
- Capital Streets Project: Grassmarket Evaluation Study (2012)
- City Centre and Southern Arc Area Development Framework (2012)
- Princes Street Heritage Framework (2008)
- St James Quarter Development Brief
- Edinburgh Re-visited, Gehl Associates (2010)

Topic

Biodiversity



Legislative Requirements / Policy Objectives

- Ensure that there are no significant adverse impacts on the integrity of designated sites
- Conserve and enhance biodiversity at all levels
- Create a natural environment valued for its natural capital and which aims to deliver multiple benefits, including social and economic
- Improve connectivity of natural places
- Create a natural environment resilient to the threats of climate change, invasive species, habitat fragmentation, pests and diseases

Topic

Population Health [Environmental Influences]



Legislative Requirements / Policy Objectives

- Plan for demographic change
- Maintain and improve health
- Promote active travel and de-carbonising travel
- Promote access to quality open space
- Improve the city’s walking and cycling infrastructure
- Reduce the need to travel

Topic

Landscape / Townscape



Legislative Requirements / Policy Objectives

- Ensure that the unique qualities of the city, its historic environment and the character of its urban areas are safeguarded for the future
- Protect important landscape and natural features of the environment
- Increase the number of people that can benefit from green spaces that are sustainably managed, biologically diverse and contribute to health and wellbeing.
- Improve the quality of life in local communities by conserving and enhancing the natural and built environment to create more healthy and attractive places to live
- To respect and enhance the skyline and key views

Topic

Air and Climatic Factors



Legislative Requirements / Policy Objectives

- Reduce harmful emissions to air
- Support Edinburgh’s transition to a low carbon economy
- Promote ‘clean’ economic growth
- Encourage modal shift to lower emission modes of travel
- Protect citizens from the harmful effects of air pollution
- Air quality should not be compromised by new or existing development and where places are designed to minimise air pollution and its effects.
- Ensure citizens are well informed, engaged, and empowered to improve air quality
- Contribute to the response to climate change, through sustainable design mitigation and adaptation
- Integrate whole life carbon considerations through sustainable design

Topic	Legislative Requirements / Policy Objectives
<p>Cultural Heritage</p> 	<ul style="list-style-type: none"> • Ensure that there are no significant adverse impacts on the integrity of cultural heritage sites • Identify, demonstrate and assess the potential impacts of proposals on the setting of heritage assets and establish and refine final proposals to mitigate the impact or, where possible enhance the setting of heritage assets • Seek to enhance the significance of Inventory Garden and Design Landscape sites including eg. New Town Gardens and within the setting of other Inventory sites including Holyrood Park • Promote a sustainable approach that integrates conservation with the needs of all communities and visitors to the site • Interpret and present the history and significance of the Old and New Towns of Edinburgh to the highest quality and promote equality of opportunity to access and enjoyment • Ensure that the Outstanding Universal Value (OUV) of the World Heritage Site and its setting is understood, protected and sustained • Relationship between World Heritage Site and economic success needs to be protected, developed and celebrated

Topic	Legislative Requirements / Policy Objectives
<p>Water</p> 	<ul style="list-style-type: none"> • Maintain and improve water quality • Avoid and minimise effects on natural processes, particularly natural flood management and catchment processes through sensitive design and consultation • Do not negatively impact existing urban drainage system and seek to improve where appropriate

Topic	Legislative Requirements / Policy Objectives
<p>Material Assets</p> 	<ul style="list-style-type: none"> • Promote sustainable design and innovation to reduce material consumption • Minimise waste generation • Maximise re-use of material resources and use of recycled materials

Topic	Legislative Requirements / Policy Objectives
<p>Economic Competitiveness and Employment</p> 	<ul style="list-style-type: none"> • Promote Scotland on the international stage to boost trade and investment, influence and networks • Deliver world class places fit to power good growth in Edinburgh Promote economic growth by building, enhancing managing and maintaining transport services, infrastructure and networks to maximise their efficiency • Invest in people and infrastructure in a sustainable way • Facilitate sustainable growth in jobs and investment in Edinburgh's economy • Protect a range of existing business and industry locations of importance for a mixed and varied economy • Deliver new approaches to tackling the barriers that reinforce worklessness, poverty and inequality

Topic	Legislative Requirements / Policy Objectives
<p>Enabling Social Inclusion</p> 	<ul style="list-style-type: none"> • Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network; • Reduce structural and individual barriers to employment • Reduce loneliness and social isolation • Deliver safe, comfortable, well maintained streets and spaces which are welcoming for all users • Support access to affordable housing • Ensure community engagement, empowerment and cohesion work across the City is strong and effective • Provide greater opportunities for local people to play a part in decisions that affect them and their communities • Involve young people in developing locality actions • Ensure respect and dignity in how people are treated by public services • Increase community art and food growing • Improve place management • Improved access to learning for all • Address needs of those with alcohol or drug misuse and those begging and rough sleeping • Support development of local business and residents' organisations. • Develop services in consultation with the people who will use them

Topic	Legislative Requirements / Policy Objectives
<p>Providing Access for all</p> 	<ul style="list-style-type: none"> • Be accessible and connected locally, regionally and nationally to support the economy, with access to employment and education opportunities, and to the amenities and services we need • Improved access to pavements, parks, road crossings and the public realm for people who share protected characteristics • Create better accessibility to/from and within 'Communities of place' (refers to people who are bound together because of where they reside, work, visit or otherwise spend a continuous portion of their time) • Improved communication and information about transport services and options for people who share protected characteristic • Everyone should have access to opportunities across the city • Ensure transport options are accessible to all regardless of protected characteristic • Increase availability of affordable housing

Topic	Legislative Requirements / Policy Objectives
<p>Tackling Health Inequalities</p> 	<ul style="list-style-type: none"> • Promote and facilitate healthier lifestyles through walking, cycling, involvement at city wide and local level i.e friends groups/community gardens. • Develop a healthy environment and deliver a healthier city for all ages • Increase access to high quality affordable play and leisure activities • Increase opportunities for physical activity and access to health, support services • People should have significantly more opportunities to walk and cycle, (physical and mental health as well as improving urban environment) • Services support independent living at home for those with additional care needs

Topic	Legislative Requirements / Policy Objectives
<p>Crime, Safety and Security</p> 	<ul style="list-style-type: none"> • Improve community safety and reduce anti-social behaviour • Deliver safe, comfortable, well maintained streets and spaces which are welcoming for all users • Encourage activities at all times • Ensure people feel safe on public transport • Design to reduce antisocial behaviour, violence, harm • Improve community cohesion, participation and infrastructure • Spaces should be perceived to be, safe, secure and comfortable, so that people feel able to move around by which ever mode they choose, whenever they wish

Topic	Legislative Requirements / Policy Objectives
<p>Transport</p> 	<ul style="list-style-type: none"> • Minimise the distances people need to travel • Promote and prioritise travel by sustainable means i.e. walking, cycling and by public transport • Minimise the detrimental effects of traffic and parking on communities and the environment • Ensure development does not prejudice the implementation of future road, public transport and cycle and footpath proposals • Improve safety of journeys • Be smart and efficient providing reliable journey times for people and goods • Improve integration by making journey planning and ticketing easier • Ensure all modes of transport are safe, secure and comfortable • Ensure all modes of transport are inclusive and integrated • Fill in gaps in Quiet Routes cycle network/national cycle network across city centre • Increase promotion of walking and cycling • Review signage and wayfinding • Where upgrades are required include programme of accessibility improvements for both cyclists and walkers • Reducing commuter traffic and parking in residential streets • Improve cycle safety and storage

Topic	Legislative Requirements / Policy Objectives
<p>Retail and Tourism</p> 	<ul style="list-style-type: none"> • Support Edinburgh as a key retail centre in Scotland • Enhance retail vitality on important shopping frontages • Encourage an improved, more diverse, retail offer • Support an thriving, profitable tourism industry and delivering high levels of economic, cultural and social benefit to Edinburgh and Scotland as a whole • Enhance the city’s image and reputation: developing tourism in ways which will greatly strengthen perceptions nationally and internationally

Topic	Legislative Requirements / Policy Objectives
<p>Urban Development/ Land Use</p> 	<ul style="list-style-type: none"> • Ensure that the city develops in an integrated and sustainable manner • Ensure that new development is of the highest design quality and respects, safeguards and enhances the special character of the city • Create new and distinctive places which support and enhance the special character of the city and meet the needs of residents and other users • Encourage high density of population living within easy access of services, leisure and green space • Promote a use or a mix of uses appropriate to the location of the site, its accessibility characteristics and the character of the surrounding area. Housing as part of mixed use development will be encouraged on appropriate sites to help meet housing need and create strong, sustainable communities. • Maintain the existing and proposed broad distribution of centres throughout the city and sustain their vitality and viability • Ensure that some basic convenience provision is made or retained within walking distance of all homes • Improve the appearance, quality and attractiveness of all centres • Reduce traffic and pollution, increase pavement size, and improve pedestrian infrastructure and enforcement • Use lighting to provide safe attractive spaces and to reflect the character of the area • Ensure effective maintenance to enhance and maximise assets; with well co-ordinated works and high quality materials

Benchmarking

While undertaking a transformation that best responds to the community's necessities, a review of best practice from a range of international cities has also been carried out. Given the richness and complexity of Edinburgh as an urban environment, it is necessary to take a considerable number of examples - Edinburgh can not be benchmarked against a single city. The benchmarking exercise has researched the current evolution and trends in cities globally, aiming to identify the most suitable or innovative ideas, effective policy measures and interventions that contribute towards an holistic range of outcomes.

The matrix shown below demonstrates the depth of the case studies reviewed. They are classified by categories which respond to the main challenges

and opportunities reflected through the consultation process. Consideration has focused on contemporary urban trends that will form the cities of the future: sustainable mobility; public realm - placing pedestrians and bicycles first; heritage and culture; development investment and tourism; infrastructure and environment; vertical transportation. This exercise has also informed the development of the appraisal scenarios (see section 4 for more detail) defining the 'art of the possible' to tackle the city's main challenges.

The following section provides extracts from this task, details the best examples identified and outlines the key points that make them relevant to the transformation of Edinburgh's centre.

themes ↓ city →	Public Realm Pedestrian First	Sustainable Mobility	Development Investment and Tourism	Residential Communities in City Centre	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	●	●	●		●		●	●	

Public Realm - Pedestrian First



Ljubljana

- 120,000 m² of public space with restricted motorised traffic in the city centre.
- Ecological Zone: pedestrian-only area with a total ban on motorised traffic in the city centre (91,244 m²). Delivery times are between 6 and 10 am. A second area is restricted to local traffic (32,66 m²).



Bilbao

- Key transformation of public realm in the city centre.
- From industrial and car-oriented space to recreational areas and sustainable transport.



Copenhagen

- Progressive pedestrianisation from 1960s, from 15,000 m² to nearly 100,000 m² in 2005.
- 400% increase in stopping and staying.
- 20% increase in citywide pedestrian volumes on average.

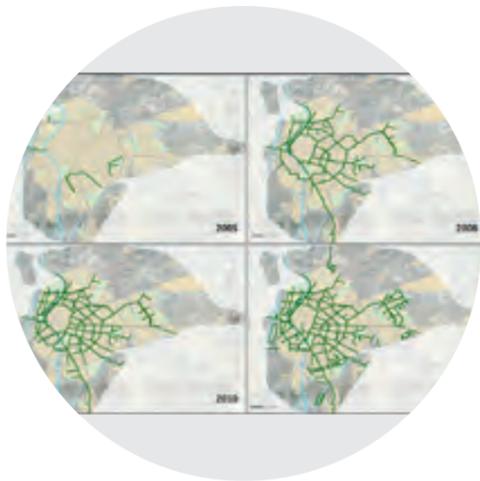
Sources of images from top down: City of Ljubljana, Wikipedia Creative Common, BBC.

Sustainable Mobility



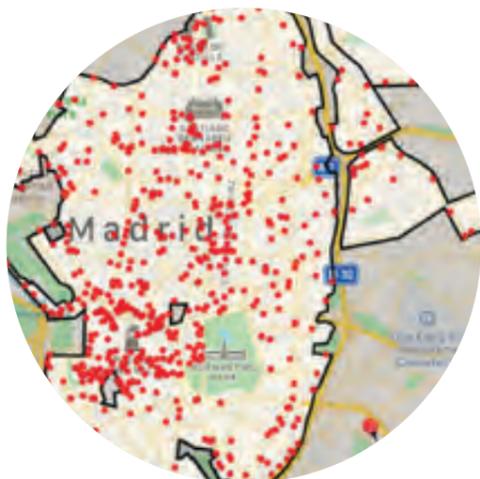
Ljubljana

- The Sustainable Urban Mobility Plan (2012, 2017) aims to achieve the modal split of 1/3 pedestrians and cyclists, 1/3 public transport, 1/3 private cars.
- Electric tourist train in the city centre.
- 'Urbana' smart city card facilitates payments for rides on city buses, parking in public car parks, using the funicular to the Castle and the services of the City Library.



Seville

- Cycling increased 11-fold.
- From 12 km of unconnected paths in 2005, to 120km of segregated lanes in 2010.
- 15% of the whole transport network is covered by cycle lanes and 102 km of pedestrian streets.



Madrid

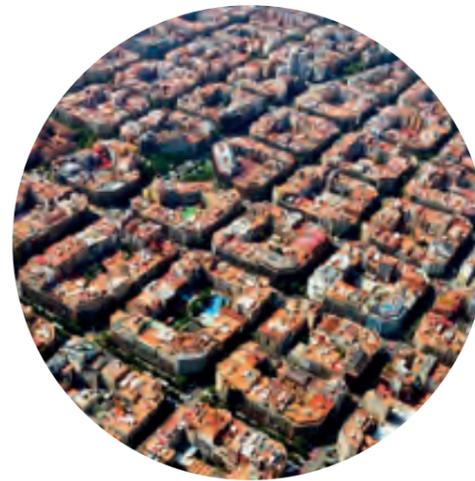
- Shared mobility: 4 car sharing companies, 6 electric motorbikes companies, electric hire bicycles, on-demand transport services, etc.
- These transport options build a comprehensive alternative to the use of private vehicle. It is further supported by air quality control and corresponding traffic measures.

Development Investment and Tourism



Amsterdam

- Polycentric approach: activate local town centres and release pressure from city centre.
- 'City in Balance' programme four pillars are: 1 - Greater variety of high quality shops; 2 - Clearer regulations and less nuisance; 3 - Looking beyond the city limits; More open space and less congestion in busy areas.



Barcelona

- Behavioural change - transforming the use of the road network and the way people move around.
- Creating places for communities transforming the public space.
- The city's tourism plan 2017 stipulated that holiday apartments must pay the highest rate of property tax.
- In 2018, Airbnb and the city launched an agreement that gives Barcelona officials access to data about holiday apartment listings.



Birmingham

- Transforming the city through a series of projects, normally related to transport and connectivity.
- Transport nodes designed to deliver public realm and quality of life improvements.

Heritage and Culture



Bordeaux

- Bordeaux historic city centre is a World Heritage Site.
- Establishment of a Culture Orientation Document and promotion of actions to maximise assets and opportunities in the cultural environment of the city with an increased cultural budget.
- City apps to orientate tourism and enhance the visitors experience.

Topography



Ljubljana

- The Funicular Railway was built in 2006.
- It provides access for those otherwise unable to climb to the castle.
- It has transported 3 million passengers already.

Residential Communities



Granada

- Granada historic city centre is a World Heritage Site.
- Human Smart City project aims to facilitate access to, and improve mobility within, the Albaicín neighbourhood.
- Universal access to mobility is a right inherently associated with the concept of Smart city.

Digital Engagement and Participation



Copenhagen

- Internet tool: Copenhagen Map: The city undertook a survey asking people to pin on the map, answering three questions: where would you like a new cycling lane; where would you like it improved; other suggestions.

Infrastructure and Environment



Oslo

- Climate Budget following Paris agreement.
- Promotes low emissions and low energy consumption through procurement.
- Controlled traffic in the city centre.

Freight



Dublin

- As part of the Smart City Programme, Dublin developed a Last Mile Strategy in collaboration with Small Business Innovation Research (SBIR) to among other things:
- Enhance efficiency and effectiveness of deliveries.
- Reduce the number of goods vehicles in the urban centre.
- Improve air quality, noise pollution and road safety.

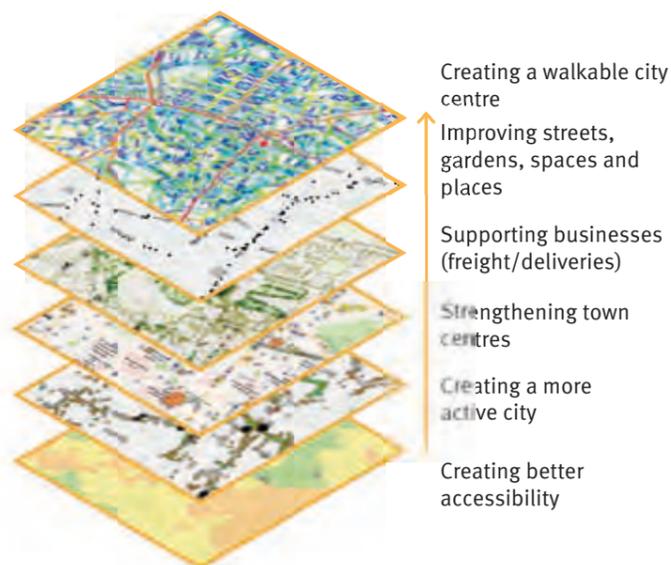
Baseline Data

An holistic framework for data analysis has been created. This is underpinned by over 400 datasets and enables large scale and spatially specific analysis to be undertaken.

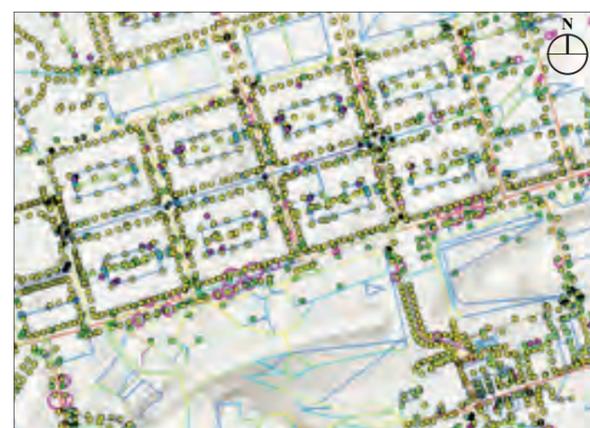
This data has been and will continue to be analysed to understand what can be learnt from the current position with regards challenges and opportunities, and how these may change over time with and without intervention.

This framework places residents at the heart of the analysis, and is designed to support identification of what the Strategy needs to address and also to help in the prioritisation of spatial locations where action needs to be taken.

Shown below are a number of queries being asked of the data to enable the identification of opportunities. A range of data layers being considered to support this are listed alongside what the integrated analysis of this data will enable.



Integrated city data layers

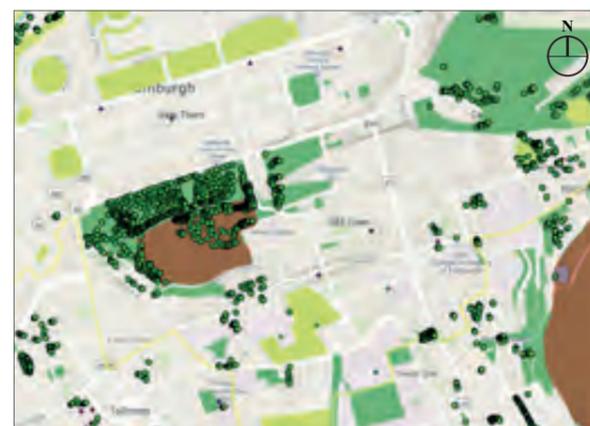


Creating a walkable city centre

Data layers: accessibility, topography, street furniture, lighting, location of heaviest bus interchange stops.

Will allow us to identify:

- local activity patterns and the level of street network accessibility
- options for urban realm strategies
- new approaches to lighting of routes, places and spaces
- opportunities for road closures and restrictions, and bus re-routing options



Improving streets, gardens, spaces and places

Data layers: playspaces, green public and private open spaces, schools, heritage assets, trees.

Will allow us to identify:

- options for urban realm and street improvements
- potential for more trees in open spaces and street trees where appropriate
- heritage assets, opportunities and constraints

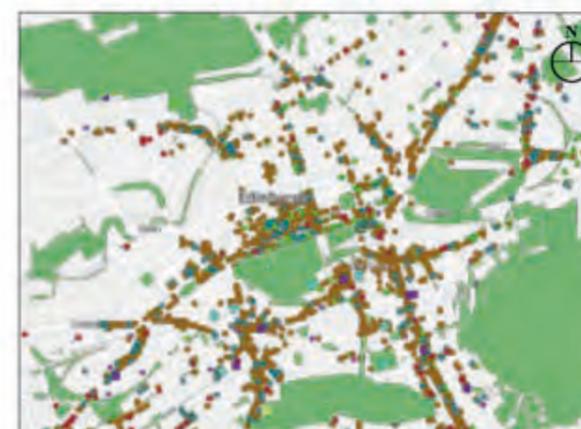


Creating better accessibility

Data layers: travel to work bandwidths, accessibility, socio-economic data, electric vehicles charging points, taxi ranks.

Will allow us to identify:

- opportunities for new segregated cycle routes
- potential for expanding electric vehicle charging network
- bus/tram routing and interchange options and traffic restrictions



Strengthening town centres

Data layers: accessibility, community facilities and amenities, green public open spaces, retail.

Will allow us to identify:

- accessibility levels and amenities within town centres on periphery of city centre
- options for street improvements and traffic restrictions
- cycle routes and public transport options



Creating a more active city

Data layers: accessibility, topography, cycle routes and parking.

Will allow us to identify:

- potential for new connected segregated cycle lanes
- potential for cycle parking in the city centre
- opportunity for street/path improvements, bus/tram routing and interchange



Supporting businesses (freight/deliveries)

Data layers: retail survey 2015, road accidents.

Will allow us to identify:

- pedestrian/cyclist and vehicle conflicts, mainly concentrated on key primary routes
- potential for freight consolidation and servicing strategies

3 The Emerging Vision

The Emerging Vision

The City of Edinburgh Central Edinburgh Development Working Group established a working vision that is guiding the development of the CCT.

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

This is supported by aims and objectives which are built around the four themes of the Edinburgh 2050 Vision: an inspired, connected, fair and thriving city.

The aims and objectives shown over, build on the evidence base provided by the data and the work undertaken by the City of Edinburgh Council to understand the challenges and opportunities within the city centre. They also reflect the outcomes of the Policy Review, as described in section 1.



Aims and Objectives

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



15 Objectives

Edinburgh 2050 Vision

- To ensure **surrounding communities** and wider city benefit from a transformed city centre
- To provide **liveable streets** and public spaces that are **safe, welcoming** and **accessible** for all
- To improve, and avoid, **air quality** and **reduce noise pollution** within the city centre
- To promote **road safety** and **personal security**

FAIR

- To create a **multi-modal, integrated** solution for **urban mobility** accessible to all users
- To prioritise access and **movement by foot, by bike and public transport** and reduce vehicular dominance
- To create a **network** of public spaces, parks and gardens linked by coherent, safe and secure pedestrian and cycle **routes**
- To promote a **sustainable, efficient and safe public transport system**

CONNECTED

- To maintain and enhance **thriving residential communities**, improve **health** and **quality of life**
- To support **businesses** and the **city centre's retail, entertainment, cultural** and **leisure** role
- To create an environment fit for a **growing city-region**, to **power Scotland's economy**, recognising its place on the international stage

THRIVING

- To ensure streets and public spaces enrich and revitalise the **natural and historic** environment
- To ensure **new development enhances** the city centre, its streets and public spaces and its World Heritage status
- To provide a **high quality platform** for the **city's civic, cultural and community life**
- To encourage **innovation, climate change adaptation** and **resilience**

INSPIRING

*this is an updated list of aims and objectives from the previously published set to align with outcomes of the policy review.

Consultation Outcomes



The case for change has been established through the consultation process, as outlined in the Transport and Environment Committee report. This is centered around safety and overcrowding concerns, a lack of safe infrastructure for cycling, air quality problems and the known future trends with regards population growth and increasing visitor numbers.

The top priorities for consultees were:

1. the creation of walkable city centre;
2. creating a more active city;
3. widening the reach of public transport, and making it easier to use public transport (smart payments and integrated ticketing)

The consultation, and policy review, also identified a number of important considerations related to transformation.

Important considerations



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

This section features ten diverse icons, each with a speech bubble containing a feedback comment. The comments are:

- "Edinburgh has lots of open spaces in the city centre its one of the things that makes it so beautiful"
- "Air quality poor and constant noise of traffic"
- "I love the bustling atmosphere of the city centre and walking to work. I think the city centre is generally well kept and tidy"
- "Fewer buses along Princes Street"
- "Public transport to the city centre is excellent. A very nice place to visit"
- "Streets for cars and not for people"
- "It was during the festival and the streets were rammed with people. A tourist tax would help"
- "The city is beautiful and safe, but traffic is awful"
- "Limited bike lanes"

If you are a resident of the city, what are your views on whether the appearance of streets and public open spaces should be improved where you live?

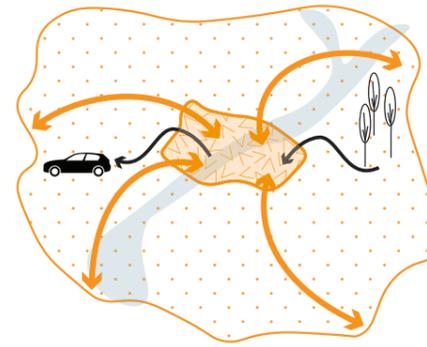
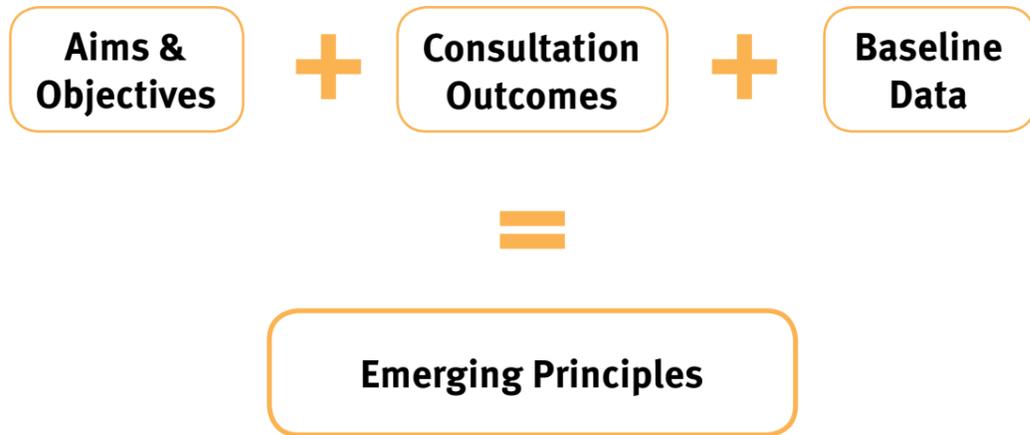
This section features ten diverse icons, each with a speech bubble containing a suggestion for improvement. The suggestions are:

- "Enforce parking restrictions"
- "More places to sit and more trees"
- "Gorgie fly tipping is a real issue"
- "More public art, less cars"
- "Cleaner, sleeker and wider pavements"
- "Decluttering pavements to make their usable area wider and more accessible"
- "More recycling facilities"
- "I would ban all parking 7 days a week to allow free passage of buses"

Emerging Principles

The CCT Strategy will seek to deliver against the emerging principles, as developed based on work to date and consultation outcomes. Going forward, the City of Edinburgh Council will work with relevant parties as required throughout the 10 year delivery phase of the Strategy to realise these principles and to measure outcomes as projects are delivered on the ground.

The measures are currently under development and will be confirmed alongside the Strategy.



Through traffic will be reduced within the city centre, improving air quality, creating a better environment for city centre residents and enhancing local centres

Potential measures: reduction of traffic levels, air quality, activity in local centres (retail, leisure, business, movement, footfall)



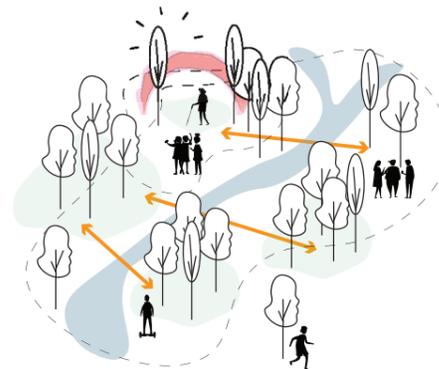
Green areas, open spaces and street networks will be linked to get the best from existing assets for the community

Potential measures: new 'green routes' and links, new planted trees, new wider pavements, cycle lanes, number of assets with active community involvement/ownership



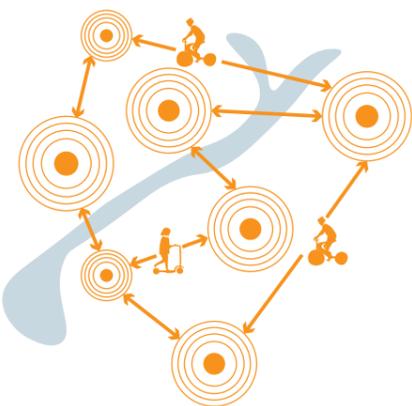
The unique character of Edinburgh's built and natural environment will be retained and enhanced

Potential measures: demographics and socio-economics (residents, jobs,...), movement to/from city centre, activity, visitors (indicators from WHS Management Plan), number of assets with active community involvement/ownership



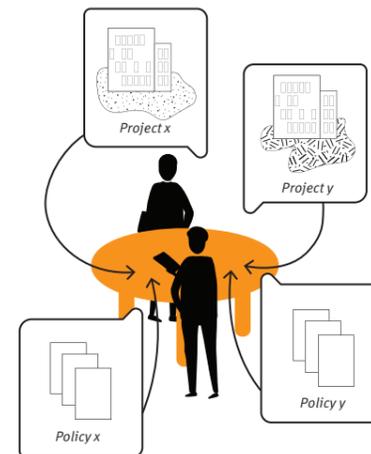
Inclusive design and management of our streets and places will be embedded across all actions impacting on our city centre

Potential measures: PT areas, number of improved crossings, traffic light waiting times, area [or quality] of 'free' public open spaces and balance of free/paid for events, accessibility mapping



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

Potential measures: modal split – including by gender, area of public realm and length of cycling lanes, footfall, block permeability, air quality



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

Potential measures: project delivery, place standard, efficiencies, [engagement] involvement, review and evaluation

Spatial Framework

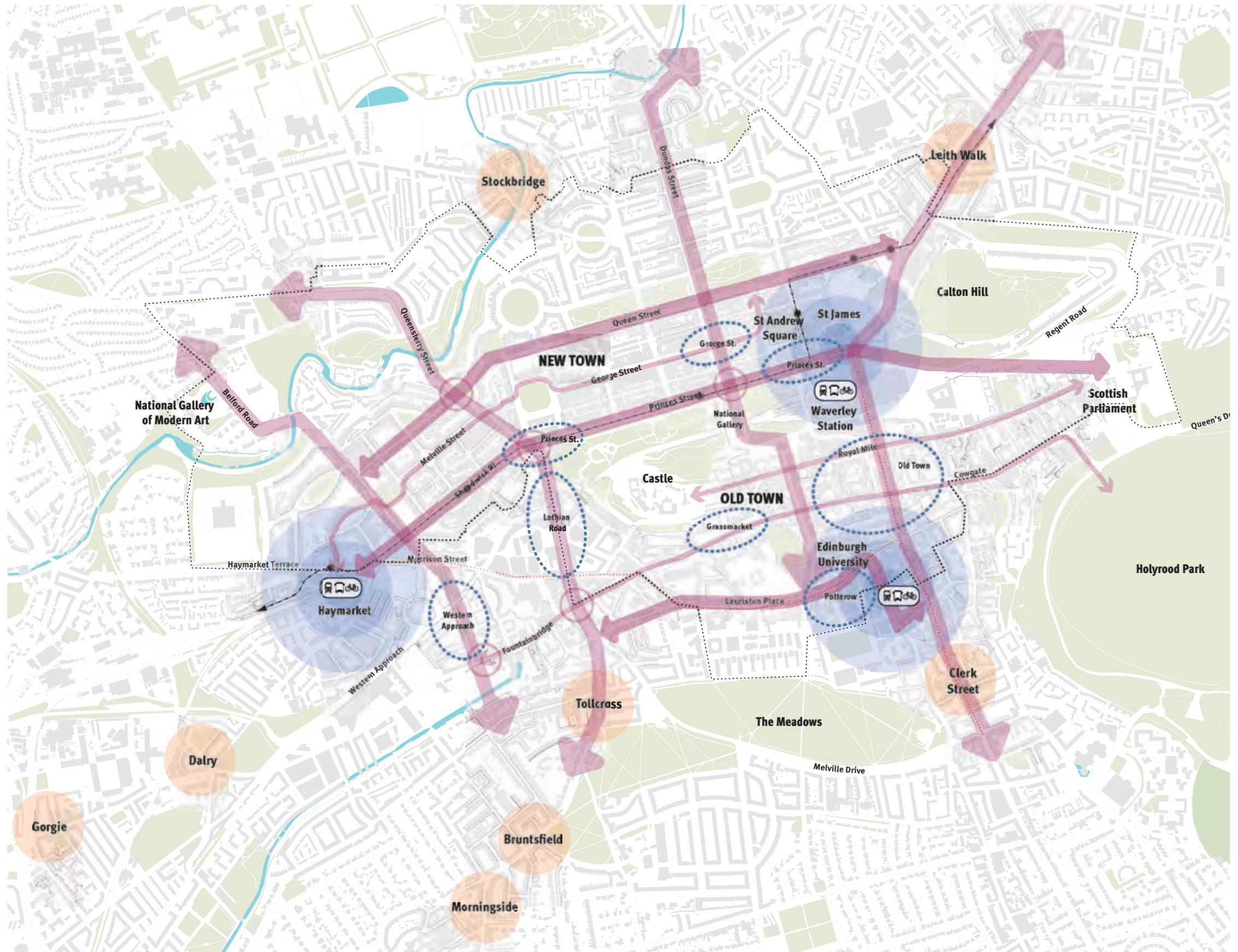
Working from the above Principles, a Spatial Framework has been developed. This defines the main structure of the city centre as it is today, and it will guide the transformation in the future. It forms the starting point for the development of the emerging principles into the spatial dimension of the city. It contains the following elements:

- 
Key routes across the city centre, both North-South and East-West, from which interventions will originate as part of the overall Strategy;

- 
Key local Town Centres outwith the city centre, which show the opportunities for a further interaction between the two and their spatial relations;

- 
Catalysts for change. As described further in the document, these are areas that will drive the transformation. Combined, they offer a reinforced identity of the city centre, they create a network of spaces. Locally, they produce a ripple out effect within character areas, allowing the transformation reach deep inside the neighbourhoods.

- 
Hubs, showing the areas that are more suitable for an inter-modal transport exchange experience for cycling, walking and the use of public transport.



Framework Plan

Catalysts for change

The Catalyst for change areas are an essential part of the framework and the Strategy moving forward.

Findings from the baseline data review, overlapped with the spatial framework and the key aspects of the city structure, allowed the identification of areas where transformational change will be most effective.

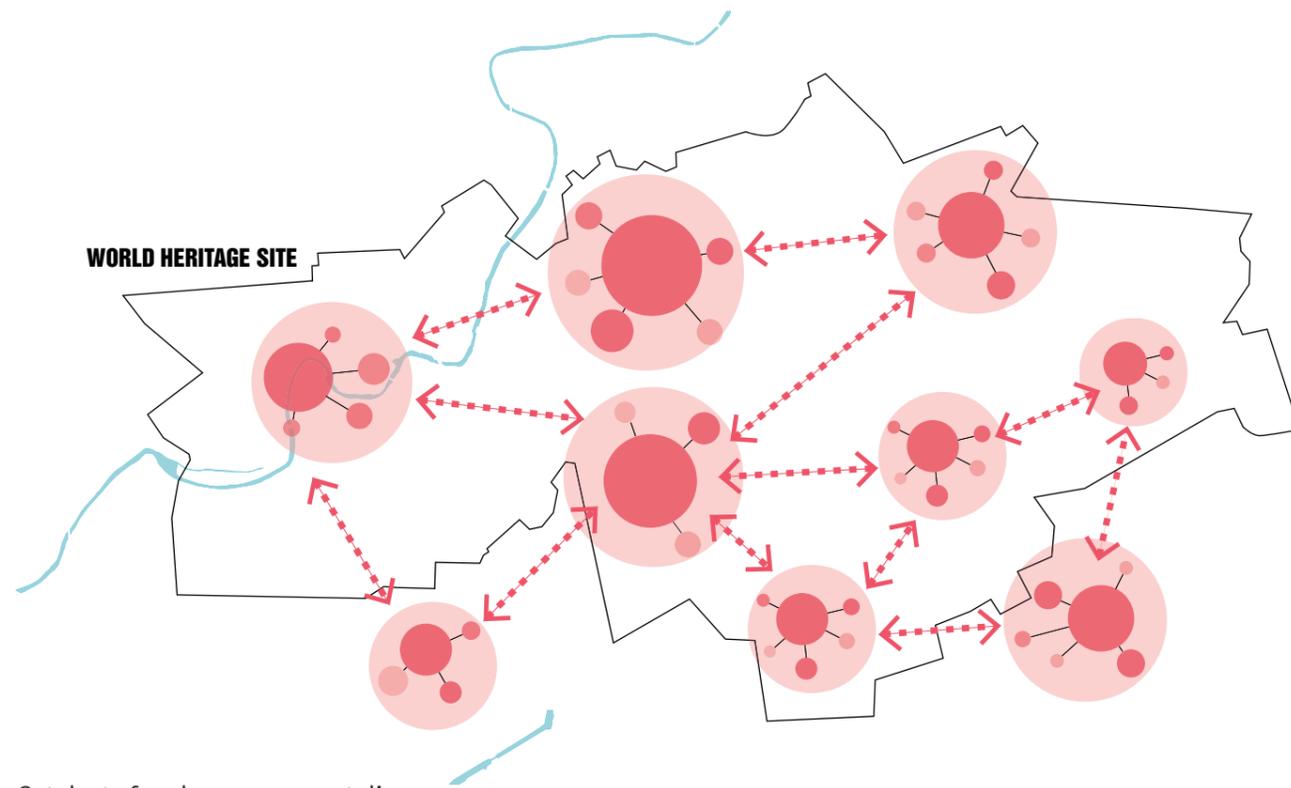
These exemplary transformation areas have a role at two different scales of the city:

- city-wide: they work together and help strengthening the transformation of the centre at a general level. They provide a perceived new identity which builds on the unique character of the city, its vibrant resident population, and its neighborhoods, reflecting on the emerging principles described above.

- neighbourhood scale: they carry the transformation further through the city. They will have a ripple out effect that will help to regenerate and reactivate certain areas. Place-making and way-finding strategies and interventions will be key to ensure this takes place. They also work as a tool to release the pressure from the most visited areas and bring activities to more remote zones. That will achieve a more balanced, safe and accessible city centre.

Two examples of catalyst for change areas will be described in the following sections:

- Lothian Road and Festival Square
- The Old Town



Catalysts for change concept diagram

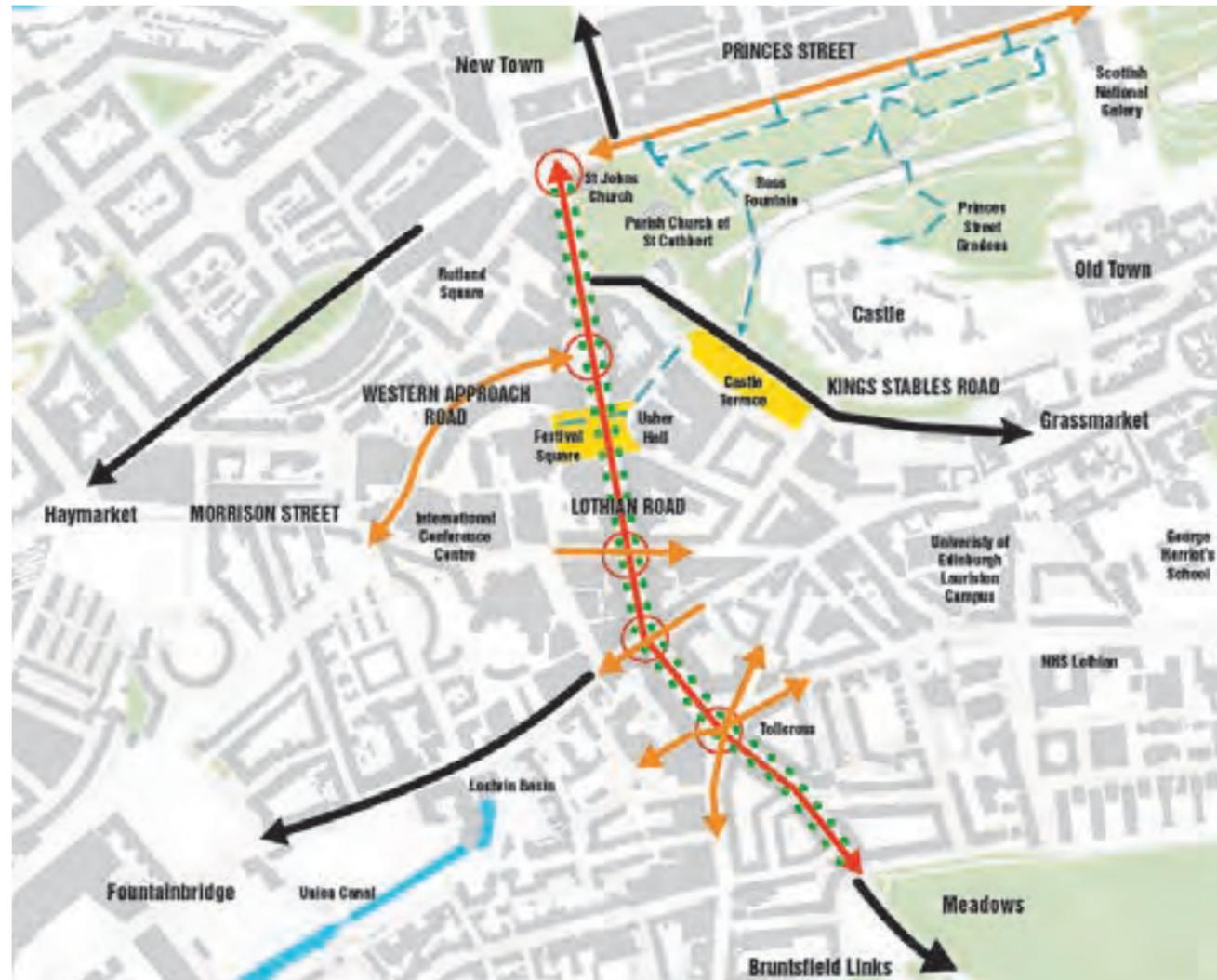
Catalyst for change: Lothian Road and Festival Square

Lothian Road is a busy pedestrian and traffic route providing connections from the west end of Princes Street to areas to the south including Tollcross, Bruntsfield, Marchmont and Morningside. This north – south route is varied in use along its length but its character is typified by theatres, cinemas, bars and restaurants with a focus between the West Approach Road and Morrison Street. This creates a lively evening and night time environment, with office, retail and café / restaurant uses bringing activity during the day.

Lothian Road provides key connections into other areas of the city, with routes leading to Grassmarket, Old Town, Fountainbridge, the Meadows and Bruntsfield to name a few. The West Approach Road provides vehicular access into the City Centre from the west.

A greater proportion of space is allocated to vehicles to the detriment of pedestrians and cyclists. The vehicle corridor is up to six lanes wide which creates a significant barrier between the west and east sides of the street. Footways vary in width, but are cluttered in places with bins, bollards, railings, lighting, cycle racks, traffic signage / lights all narrowing the useable width. Bins for trade and residential waste are also present, again adding clutter to the streetscape.

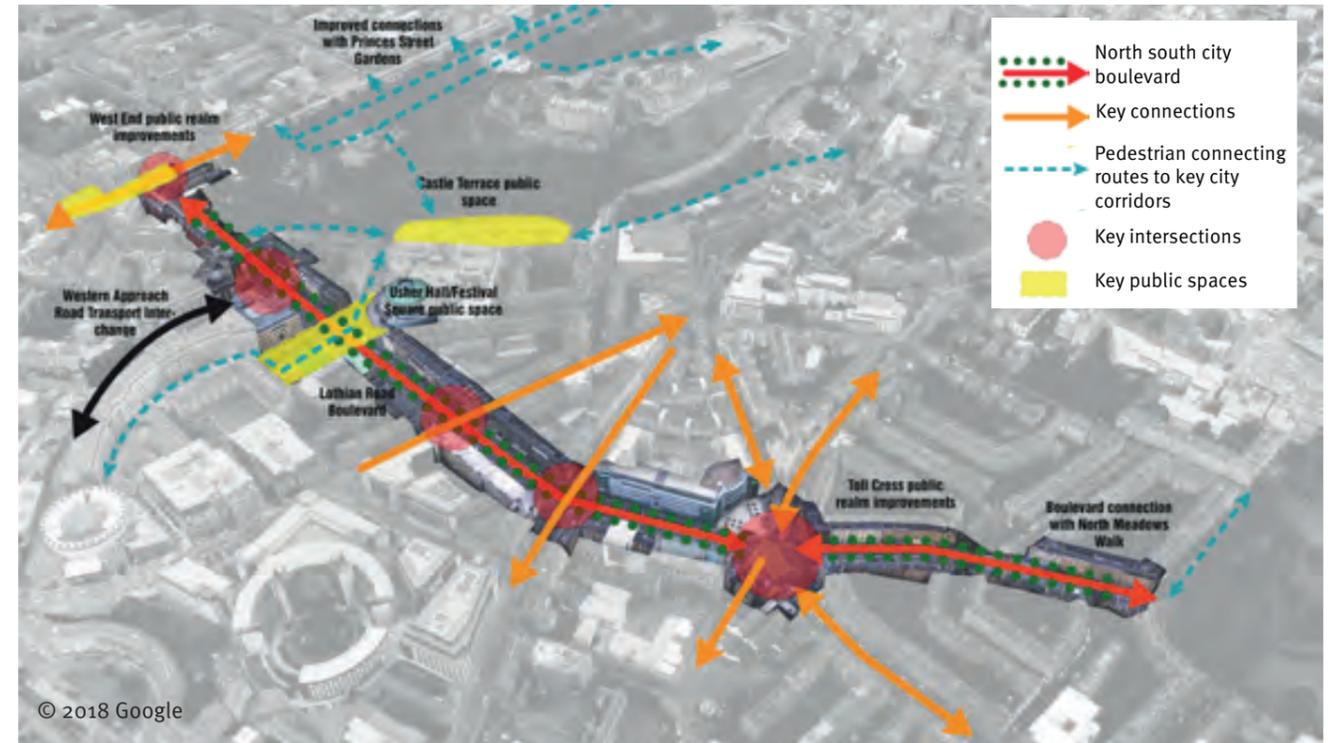
Lothian Road is generally 'hard' in character with minimal tree planting associated with the street. Festival Square and incidental tree planting associated with office developments provide green elements visible from the street.



Lothian road city centre context

© Crown Copyright and database right 2019. All rights reserved. Ordnance Survey Licence number 100023420.

Potential



© 2018 Google

Historic Images



Trams passing Usher Hall. Image courtesy of Lothian Buses



Retail and tram looking south east along Lothian Road.



Looking north east along Lothian Road.

Potential

Building on the existing diverse leisure and entertainment offer on Lothian Road, a bold new boulevard could be introduced running from the west end of Princes Street through to The Meadows. This green link would connect the green spaces of the west of Princes Street Gardens / St John’s Church / The Parish Church of St Cuthbert with The Meadows. Space for the boulevard within the street would be created through the rationalisation of the roadway, reducing the overall width to the benefit of pedestrians and cyclists.

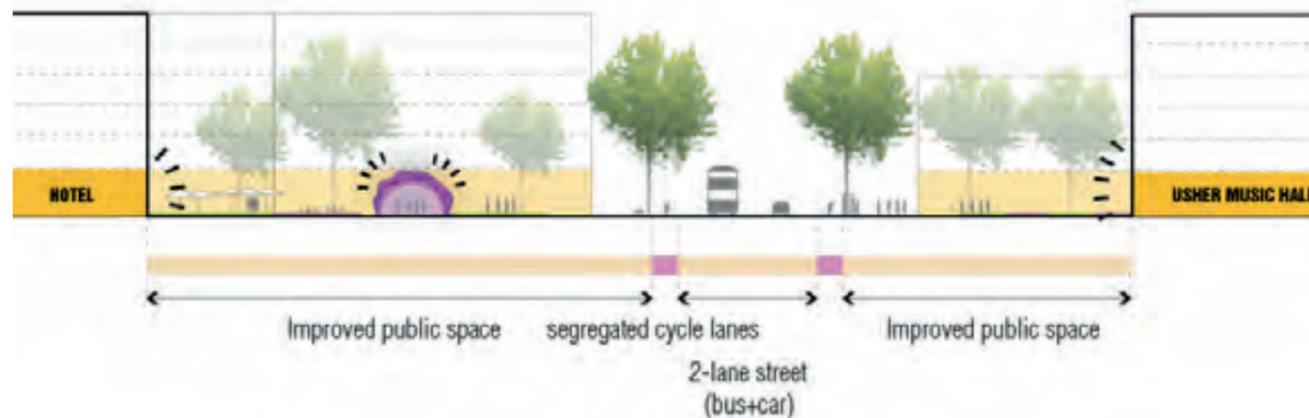
With widened footways, tree planting and areas of soft landscape along the street, Lothian Road would become a softer and more comfortable environment that rebalances the priority from vehicle to pedestrian and cyclist through significant improvements to the streetscape. Segregated cyclepaths would be introduced providing safe routes along this important north – south

connection. Servicing and deliveries for the many businesses along Lothian Road would be rationalised in coordination with other streetscape improvements ensuring effective servicing while minimising the impact on the street environment.

Key spaces and nodes along Lothian Road would be improved, prioritising pedestrians and cyclists, and wherever possible reallocating space to create a more generous, connected and quality environment for people. This includes the west end of Princes Street, Festival Square, Morrison Street and Tollcross. Connections into Princes Street Gardens would also be enhanced, promoting access into this important east – west city route, along the valley of the former Nor Loch.



Existing section through Festival Square / Lothian Road



Potential street cross section through Festival Square / Lothian Road

Today / Potential



Today: Lothian Road, Usher Hall and Festival Square



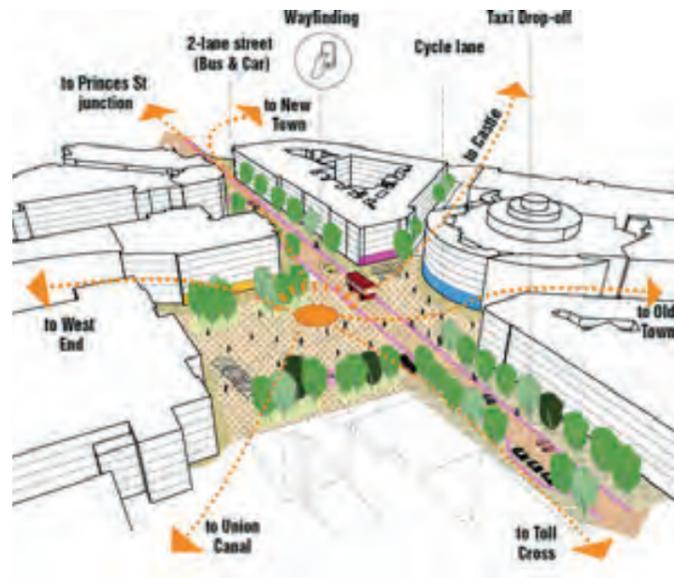
Potential: Urban boulevard with segregated cycling and improved public spaces

Example Node - Festival Square / Usher Hall

Festival Square offers an opportunity to create a dynamic public space that in combination with a reduction in road width, connects across Lothian Road and engages with the Usher Hall. Festival Square is a significant space that is used for temporary events, but without active frontages engaging with the central area of the space, it doesn't reach its full potential when there are no events taking place. The potential for other uses within the space could be explored as a counterbalance to the Usher Hall, with animation brought into the space through active ground floor uses. Ideas have been explored previously, including a new Filmhouse Centre by Richard Murphy Architects in 2004.

While activity is limited within the Square itself, it does provide pedestrian connections with Rutland Square, Morrison Street, The Union Canal and Fountainbridge. When combined with the streets around the Usher Hall, connections to the Grassmarket, Kings Stables Road and Princes Street

Gardens can also be reached. Through reducing the street width, all these connections are more effectively facilitated.

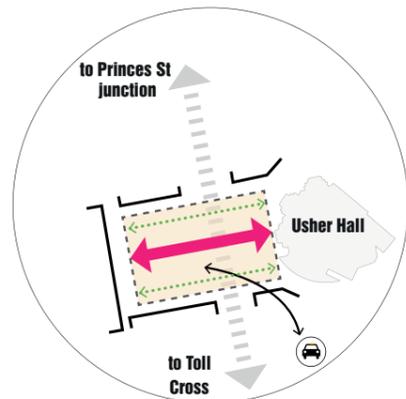


Today / Potential

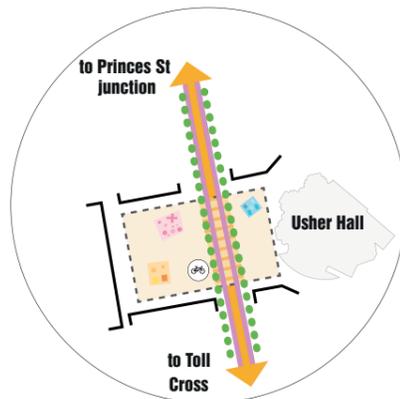


Today: Lothian Road towards the West End

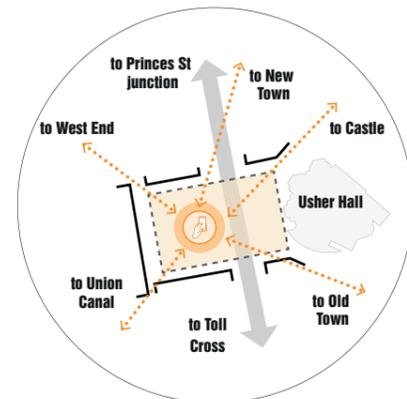
Key Moves



- Enlarging Festival Square through linking west and east side of Lothian Road.
- Improving permeability and connectivity.
- Punctuating Lothian Road with a significant and active space.



- Reducing Lothian Road carriageway width, whilst maintaining a bus connections.
- Introducing segregated cycle lanes on both sides and cycle parking within Festival Square.
- Further programming of the space and potential for new building uses to be explored.
- Street tree planting



- Wayfinding opportunities between character areas and points of interest using digital tools.
- Better connections for communities to city assets.



Potential: An improved public realm incorporating wayfinding strategies along Lothian Road.

Catalyst for change: The Old Town

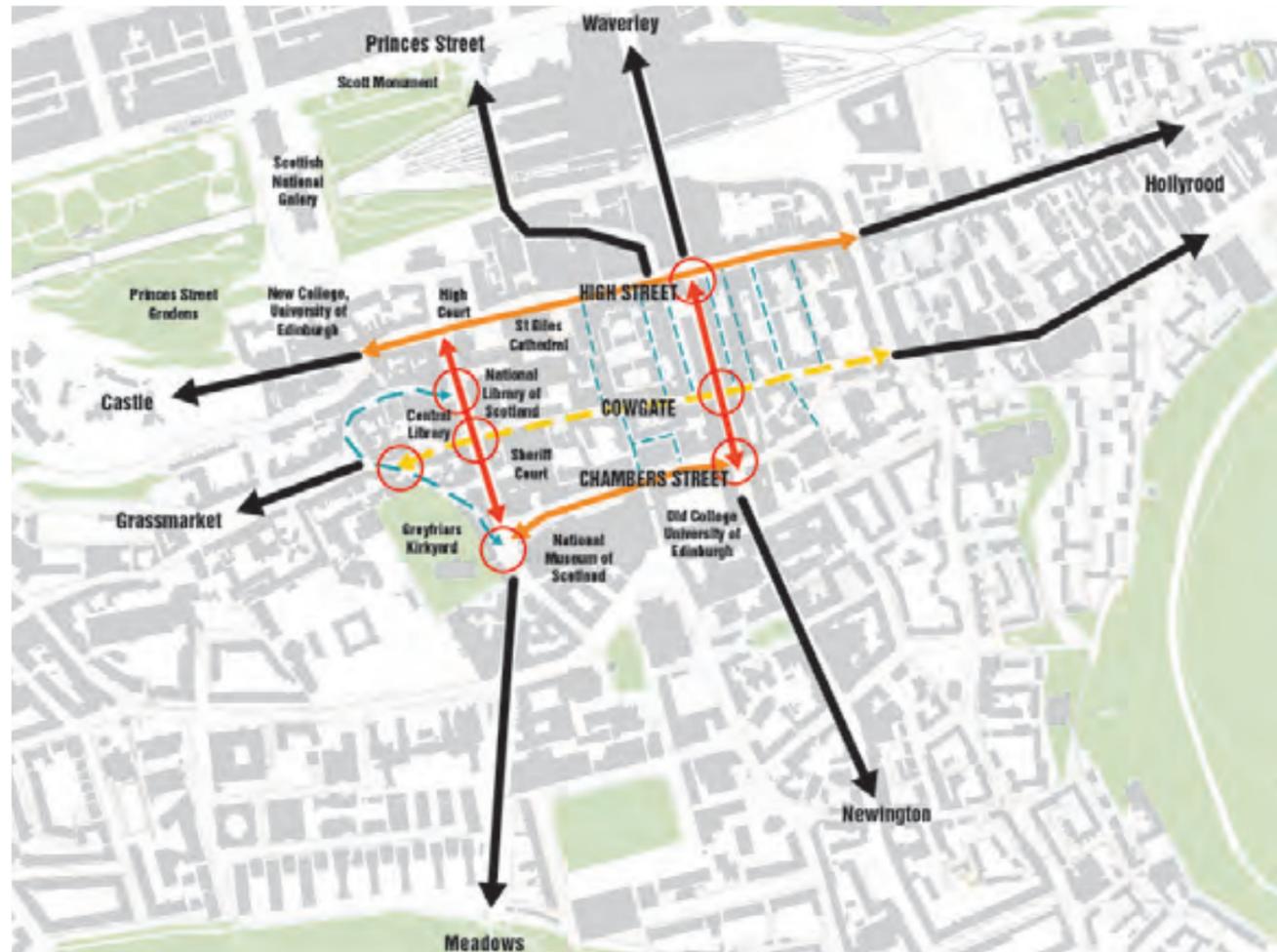
The Old Town 'Core' is defined as a series of significant east – west routes connected by a finer grain of north – south streets and closes. This includes the High Street, Cowgate and Chambers Street, and strategically takes into consideration the east and west extensions of these such as the Grassmarket, Holyrood and Lawnmarket. The main north – south routes of George IV Bridge and South Bridge physically connect the High Street with Chambers Street, but bridge over the Cowgate.

Physical connections to the Cowgate are provided via a series of finer grained streets and closes. While these are an essential part of the fabric of the Old Town and contribute to its unique character, most are badly lit, in poor condition and are often used for refuse pick up and servicing. There are also significant connections from George IV Bridge via Victoria Street and Candlemaker Row, meeting at Cowgatehead. These provide higher profile

connections between George IV Bridge and the Cowgate.

The combination of different scaled routes is an important part of the character of this area of Edinburgh. However, with the poor condition of many of these, and the reputation of streets such as the Cowgate, people are not encouraged to explore what is the core of the Old Town. Using a combination of interventions, there is the possibility of improving the quality of public realm and enhancing the character of this area with the aim of raising the profile and establishing a permeable, comfortable, safe and engaging core to the Old Town.

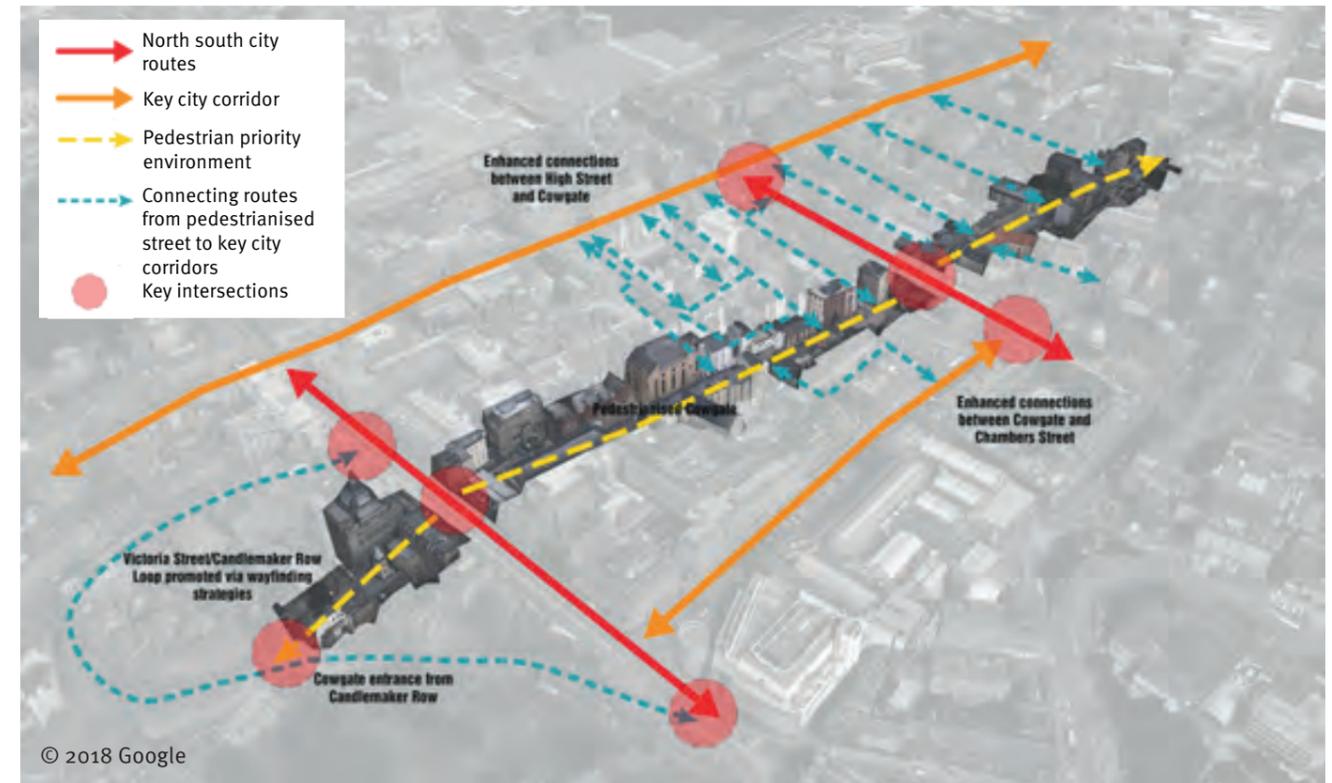
There is a need to improve poor air quality on South Bridge, Cowgate and West Port, reducing the impact of through traffic on residential communities and balancing pressures on public spaces to provide greater space for community use.



Cowgate strategic context

© Crown Copyright and database right 2019. All rights reserved. Ordnance Survey Licence number 100023420.

Potential



Potential for the Old Town

Key Moves



- Victoria Street/Candlemaker Row loop connecting with Cowgate and George IV Bridge.
- Blair Street loop connecting Cowgate with South Bridge.
- Enhancement of north south routes connecting Cowgate to High Street and Chambers Street
- widened pavements and reduced street clutter along George IV Bridge and South Bridge
- Segregated cycleways along George IV Bridge
- Improved pedestrian connectivity into Cowgate.
- Wayfinding at key intersections via the promotion of views and signposting
- Promote visual vertical connections from the bridges into an enhanced Cowgate.

Today

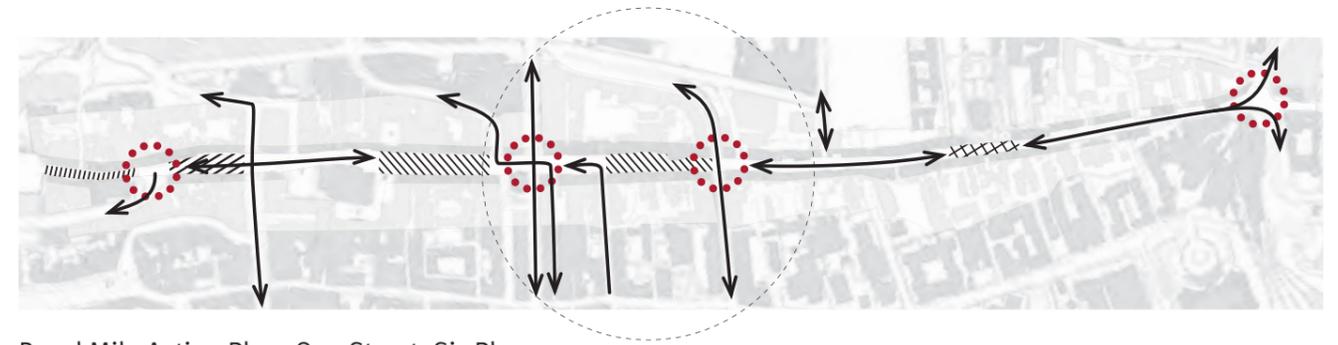
Potential



Today: High Street

The Royal Mile is one of the most iconic streets in Scotland and has to cater for large numbers of pedestrians throughout the year. Its succession of linked spaces from the castle to the Scottish Parliament and Holyrood Palace forms the spine of the Old Town and is the city's most significant ceremonial route.

The street is home to an exceptionally wide variety of people, uses and functions where residential communities and local businesses co-exist with major attractions and civic functions. However, other than the section from George IV Bridge and Cockburn Street, pedestrians and general traffic compete for space in this precious historic environment.



Royal Mile Action Plan: One Street, Six Places



Potential: Clear vistas along High Street

By restricting general traffic between Blackfriars St and Jeffrey St/St Mary's Street, the opportunity could be created to provide safe, high quality public realm space, opening up the street around the narrowing of the former Netherbow Port (outside John Knox House and Scottish Storytelling Centre).

This could reduce the impact of through traffic on both residents and visitors and enhance its attractiveness for local businesses. Improvements to accessibility could also be achieved through raising and re-laying surfacing.

Alongside improved operational management and maintenance, a level of access and servicing could be maintained. This presents the opportunity to deliver on the ambitions of the Royal Mile Action Plan within the context of wider City Centre Transformation.

The Cowgate

The Cowgate has a reputation for nightlife, with several pubs, bars and clubs focussed between George IV Bridge and South Bridge. There are also buildings that are used specifically for the Fringe Festival, including Underbelly Cowgate, adjacent to George IV Bridge.

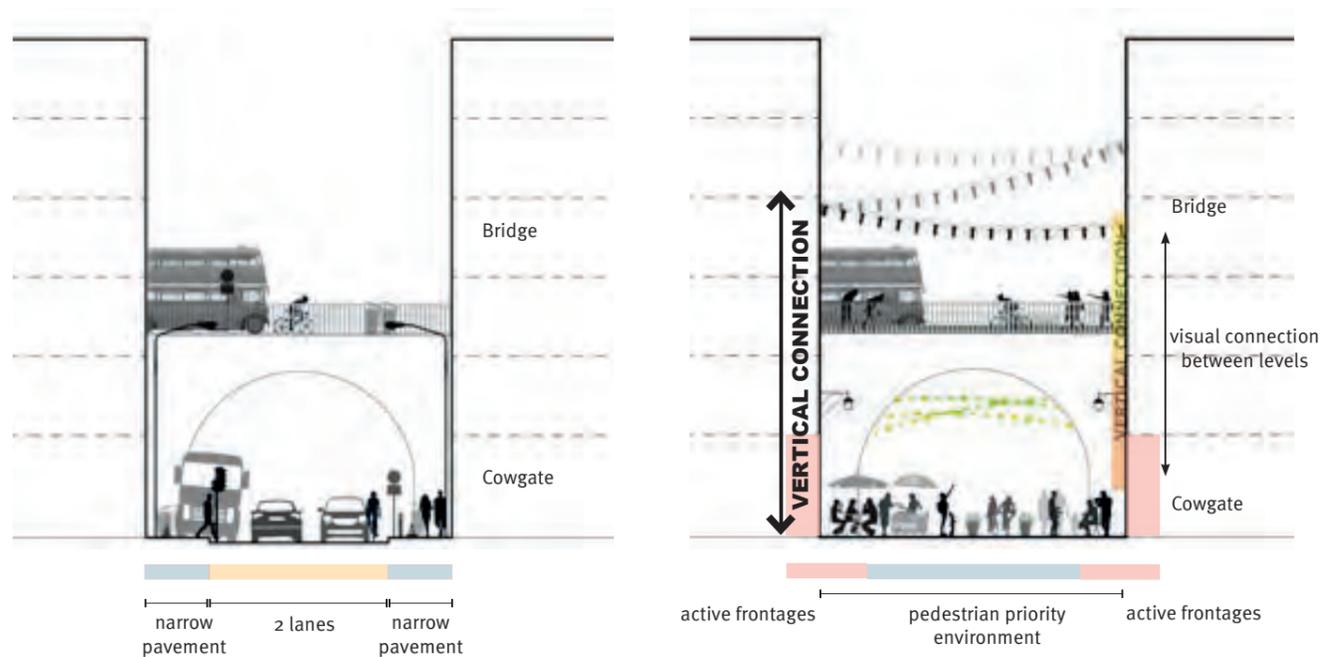
The Cowgate is a key part of the Old Town and has a unique character that doesn't have the profile of other areas within the World Heritage Site. The proposal is to enhance the character of the Cowgate, and through improved connections with the High Street, Chambers Street, George IV Bridge and South Bridge, promote it from the more elevated streets as a unique destination.

The north – south connections could be improved through simple interventions such as improved lighting, enhancement / repair of the surfaces and more effective management of refuse and waste storage and collection. These could include Guthrie

Street, Old Fishmarket Close, Stevenlaws Close, Blair Street and Niddry Street. Through the provision of safe and clean routes, the aim is to encourage people to use the Cowgate from the High Street and Chambers Street. The provision of further connections from George IV Bridge and South Bridge could also be explored through the introduction of direct vertical connections.

Enhancing the Cowgate as a destination is central to the proposals, and creating a safe, unique and dynamic environment that can respond to a programme of events throughout the year will help to elevate its profile. Creating a pedestrian focussed environment for and a place that could host winter markets and an enhanced programme during the festival is central to the proposal. The enhanced activity could further promote the Cowgate as a destination when viewed from George IV Bridge and South Bridge.

Existing / Potential Street Profile



Challenges



- Delivery vans obstruct pedestrian movement.
- A traffic dominated environment.



- High level of street clutter from railings, bollards, bins, traffic signs and lampposts along the length of the Cowgate.
- Narrow pavements are a safety and accessibility issue for pedestrians and those with physical or sensory impairments.



- Visual connections to Cowgate from George IV Bridge and South Bridge. Possibility to enhance these connections through lighting and removal of clutter. Potential for physical links between the bridges and Cowgate.

Opportunities



- Enhance and promote existing connections from Cowgate to High Street and Chambers Street.
- Prioritising lighting, maintenance and cleanliness to produce comfortable, attractive connections.



- Rationalised architectural / feature lighting strategy to enhance character and increase safety.
- Introduction of markets/ street festivals and entertainment for daytime uses along Cowgate.

© Ravish London, Flickr



- Physical and / or visual vertical connections through the introduction of sculpture/lighting.
- Reduced number of traffic lanes on Bridges, wider pavements and segregated cycle lanes prioritising active travel.

© All Creative commons by Nick Papakyriazis

The Cowgate today

Due to its low-lying position and adjoining buildings that span the level difference, the Cowgate tends to feel dark and overshadowed. From looking at historic images, this has not always been the case, but the introduction of buildings along George IV Bridge and South Bridge significantly enclosed the route. The Cowgate is a vehicle route with restrictions during the evening, but the route feels dominated by private vehicles. Footways are very narrow and fragmented, and there is no specific provision for cyclists.



Today: Cowgate from South Bridge



Today: Cowgate.

Potential

The enhanced activity could further promote the Cowgate as a destination when viewed from George IV Bridge and South Bridge.

To enhance the unique character of the Cowgate, a bold new lighting scheme is proposed that highlights the best architectural features, enhancing the character of the route and promoting the route as a safe environment. This could include the arches of George IV Bridge and South Bridge, and key elevations of buildings lining the Cowgate. The lighting scheme could be permanent, but could be enhanced during winter and summer festivals bringing a dynamic aspect to the street.

With all these interventions, the aim is to raise the profile of the Cowgate as a true destination within the Old Town. It could become a route for people to consider as part of the Old Town experience, exploring the closes and routes to the south of the Royal Mile, and enjoying the vibrant and unique environment of the Cowgate throughout the year.



Potential: impression of proposed view into Cowgate from South Bridge showing a pedestrian priority environment.



Potential: Activity on the Cowgate.

4

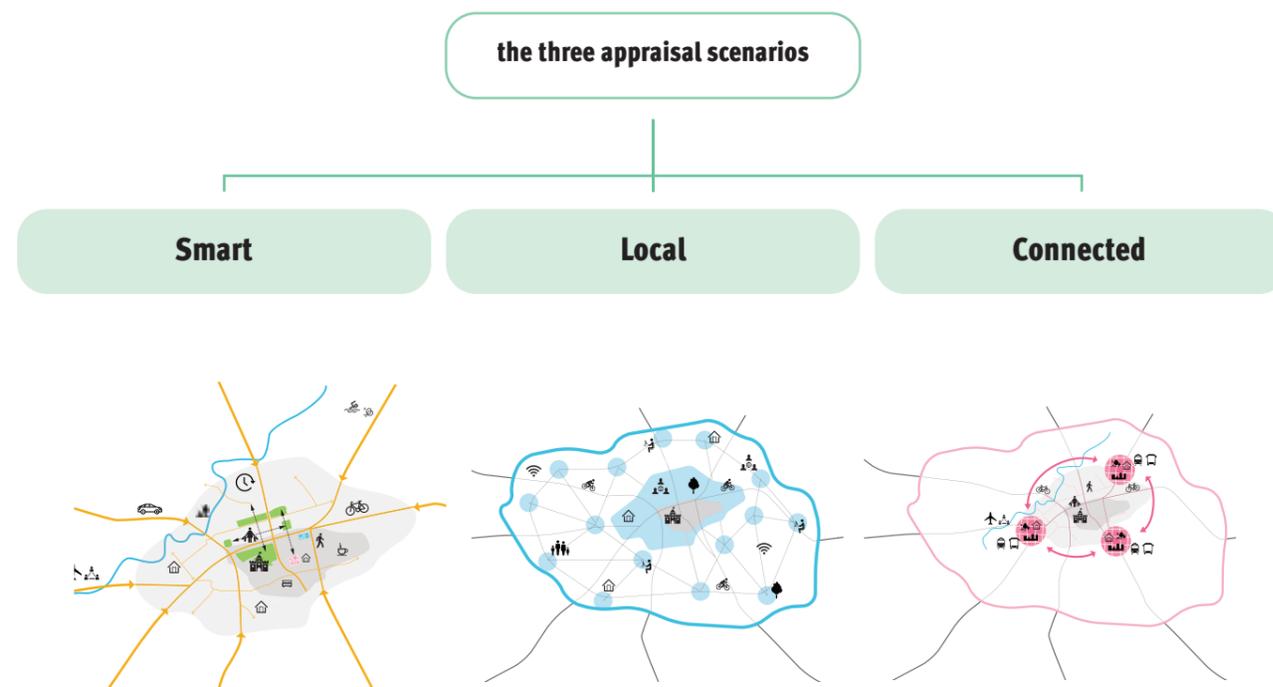
Way Forward Appraisal Scenarios and Interventions

Way Forward

The next steps in the development of the CCT Strategy involves the appraisal of the proposed measures to be put in place. Three appraisal scenarios have been identified, following European best practice approaches.

Measures will be packaged up under each scenario to enable the appraisal of how these will deliver the outcomes sought by the Strategy. The appraisal outcomes will enable the identification of those measures which will maximise the value that can be achieved as the Strategy is delivered, and will consider this value through the lens of well-being and quality of life changes.

The following section presents an overview of some of the key interventions which will underpin the three appraisal scenarios.



Appraisal Scenario: Smart

about

This scenario is focused on the best possible management of existing resources (including road space and public realm) within the City Centre. Excellent data combined with control policies and procurement are key in this scenario. Change in movement/place balance is critical but within the overall context of continuing high movement. It assumes that there will be no net growth in traffic levels in the city centre, despite city growth. Traffic levels will be managed through a continuation and further development of measures to discourage private vehicle use to and through the city centre with priority being given instead to walking, cycling and public transport, supplemented by parking policies that prioritise off street provision for residents and short stay. Some regeneration/redevelopment is assumed but limited further major new development. There is a strong management/operation focus and (including by time of day/night and time of year) accompanied by strong parking and related control policies.

This scenario can be seen as maximising what can be achieved by the City Centre Transformation Project in isolation.

“

There has been a transformation in how the City Centre is managed. Still significant volumes of traffic on the key radial corridors in peak times but much more space has been given to the pedestrian and cyclist.

Strong restrictions on parking and deliveries to a number of streets effectively car free, building on the great success of the Open Streets days that started in 2019. The Low Emissions Zone penalty has made air quality much less of an issue. People and businesses have had to make various adjustments to how and when they travel but there is widespread agreement that the changes have been really worthwhile.

”

Sources of images from top down: musskoprozz/wikipedia commons, visitlondon, City of Eureka, Falco

future outcome



Better movement/place balance - better open public spaces



Smart and integrated ticketing



Temporary uses and management of public space



Information and monitoring - smart planning

- High quality people-focussed urban environments, including public seating, art, play and planting to enhance existing urban spaces, management of trade waste and street clutter. Potential pedestrian priority streets include:
 - Royal Mile (Canongate)
 - George Street
 - Rose Street
 - George IV Bridge/The Mound
 - Tollcross
- Enhanced and improved pedestrian facilities, reducing wait times at signals, more pedestrian crossings, junction tightening and footway widening.
- In addition to committed cycle projects, improve junctions and safety hotspots to prioritise people on foot and bicycle, increase cycle parking.
- Surfacing, junction and urban realm improvements to provide improved conditions and space for those with physical and sensory impairments.
- Improve capacity and speed of the bus network. Review central bus-stop locations and footway space, re-locate to balance service efficiency and passenger access. Utilise signal technology to prioritise public transport at junctions eg.
 - The Bridges corridor
 - Lothian Road
- Improve wayfinding within the city centre for those travelling on foot, bike and public transport. Provide advice on accessible routes for those with physical and sensory impairments. Ensure visitor orientation and exploration beyond the city centre.
- Develop a strategy for the provision of off street short-term car parking eg. car parks provided around the city centre from where people could walk or cycle. Rationalise on-street parking provision in the city centre, taking into account the needs of residents, blue badge parking, and gradually remove from key city centre streets eg.
 - Victoria Street
 - George Street
 - Cockburn Street
- Introduce new restrictions to delivery times for goods vehicles on priority cycling and public transport routes into and out of the city centre.
- Create an operations plan for the city, working with industry partners, to manage freight and waste operations, using data-driven innovation. Early delivery of measures to support sustainable last mile delivery within the city centre.

Key Appraisal Interventions

Key supportive measures required in the wider city to enable the delivery of the future outcomes:

- Delivery of Low Emission Zone;
- Further expansion of Controlled Parking Zones (CPZs) around the city centre; and
- Delivery of committed projects including City Centre East-West Cycle Link, Meadows to George Street Places for People and George Street and First New Town.



Appraisal Scenario: Local

about

This scenario is ambitious and people focused, potentially making the city centre work better for residents and wider communities. There is a very strong place and active travel focus based on a significant reduction of private vehicle traffic in the city centre of 15%, targeting through traffic in particular. There is a strong focus on orbital movements and digital connectivity. There is a strong emphasis on behavioural change linked to health, wellbeing and education and a real focus on the local communities within the City Centre and wider centres. Strong Policy and Management Focus with increased Design Focus.

This scenario cannot be delivered by the City Centre Transformation Project in isolation but needs to be supported by the wider City Mobility Plan, LEZ and related interventions at a City level.

“

A somewhat different pace of life in the City Centre these days compared to the cramped and crowded streets of 2018. Quite a transformation!

Whilst the centre is still very busy with people, there are significantly less vehicles and certainly less noticeable peaks of traffic – more flexible patterns of work have had a real influence helped by the amazing levels of digital connectivity in the City. With technology improvements high emission vehicles are a thing of the past with far quieter streets and cleaner air as a result. The reduced vehicle traffic has allowed far more road space to be given to pedestrians and the comprehensive network of segregated cycle routes are the envy of many other European cities.

”

Sources of images from top down: by the authors, Christoph Neumann, Marble Arch Partnership, BicycleDutch



Digital connectivity and new ways of working is widespread in local businesses



Living and working closer in local town centres



Re-activation of local town centres



Reduced levels of traffic - cycling and walking become the norm

- Provide more public space for community use within the city centre in parallel with public realm improvements in town centres across the city and community and local centres in the city centre, including streetscape works, pocket parks, growing spaces and play areas in urban city centre parks.
- Deliver a complete city centre walking and cycling network linking key public spaces and greenspaces, expanding bike and car club locations to reduce the need to own or use a private car.
- Develop a citywide accessibility map to improve access across the city centre for those with physical or sensory impairments. Create new vertical links to overcome topographical barriers eg. lifts between Waverley Station and North Bridge and Cowgate to South Bridge.
- Work with partners to develop a plan for a city centre hopper bus serving residents, workers and visitors and expand orbital routes to strengthen public transport links between town centres and employment zones.
- Improve connections between with significant city centre greenspaces, in parallel with management plans for West Princes Street Gardens and Ross Pavilion, and Calton Hill, supporting their community value to residents and role in the walking network.
- Create a City Centre apprenticeship hub to attract young people and those changing career to the city centre for wider training and employment opportunities. Potential to work with University of Edinburgh.
- Reductions in through traffic to be supported by policy measures outwith the city centre including:
 - developing orbital public transport routes;
 - improved walking routes, cycleways and cycle hire in town centres;
 - supporting links on foot and by bike to public transport stops; and
 - facilitating town centre renewal, home working and flexible work spaces.
- Develop proposals for sustainable tourism in conjunction with the World Heritage Site Management Plan partners, linked to any legislative or policy changes around short-term lettings and transient visitor levy.
- Introduction of a Workplace Parking Levy in the city centre to support the reduction of traffic levels.

Key Appraisal Interventions

Key supportive measures required in the wider city to enable the delivery of the future outcomes:

- Additional public transport connections linking local centres and key employment sites;
- City-wide network of segregated cycle routes linking to local centres, employment sites and public transport hubs;
- Further expansion of Park and Ride;
- Expansion of bus corridor optimisation measures across the wider City (eg. Greenwaves, bus stop optimisation);
- Expansion of controlled parking (CPZ) in the wider City;

- Improvements to town centres in wider City including streetscape, cycling and walking improvements and public spaces; and
- Delivery of tram extension to Granton.



Appraisal Scenario: Connected

about

This scenario maintains significant overall levels of people movement but assumes significant reductions in vehicle movement with a 30% reduction in traffic through the city centre, supported by a strong focus on improved public transport and interchange facilitating orbital as well as radial movements. The reduced vehicle movements of all types through the core of the City Centre allow major reallocations of road space to walking and cycling. There are development or redevelopment opportunities linked to the multi-modal transport hubs. High intervention and investment in public transport system and also new approaches to freight, logistics and waste. Stronger Design and Development focus.

This scenario cannot be delivered by the City Centre Transformation Project in isolation but needs to be supported by the wider City Mobility Plan, LEZ and related interventions at a City and potentially Regional level.

“

The major investment in public transportation and active travel in the centre of Edinburgh has been transformational!

It is hard to look back and wonder how we managed without the fast transit systems moving people so effectively around the City Centre. We have all become used to the need to interchange for some journeys with the high-quality hubs and integrated payment and information systems making it so easy to do. Whilst many people still travel at busy times, far fewer are using cars and more now work in the City Centre rather than just crossing it, with high quality development of previously underused sites. New approaches to dealing with waste, deliveries and parking have removed most vehicles in the core of the city centre allowing a network of cycleways and attractive traffic free streets.

”

Sources of images from top down: Cuthbert White, Dutch Cycling Embassy, Tripadvisor, Grimshaw Architects



High quality developments including affordable housing



Innovation in city mobility



Central public spaces gained for the community



High quality multi-modal transport hubs

- Create wider zones of connected pedestrian and pedestrian-priority streets focussing on coordinated areas of restricted traffic. This could include:
 - The Royal Mile and Cowgate, alongside key connecting Old Town streets and closes;
 - The New Town, centred on George Street, Rose Street and Princes St and connecting St Andrew Square and Charlotte Square to the East and West End of the city centre.
- Provide filtered permeability within these areas to enable residential access and deliveries with reduced through traffic.
- Create segregated cycling infrastructure on key radial routes serving the city centre.
- Create new high quality public transport, cycling and walking

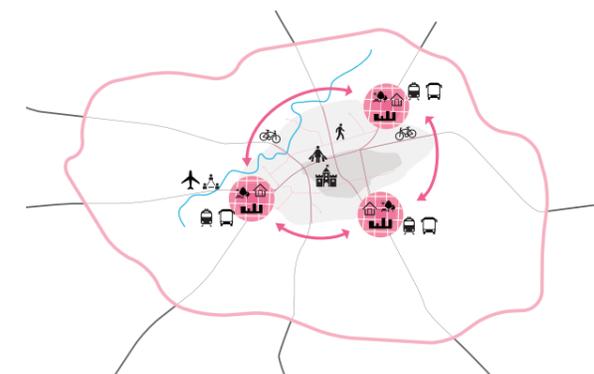
interchanges within city centre to enable significant reduction of through traffic eg.

- Haymarket and review of West End junctions;
- The Meadows/Lauriston; and
- Picardy Place.
- Optimise bus routes through the city centre by creating and strengthening further orbital public transport services. Environmental improvements to Princes Street to expand provision for those on foot, cycling, space to dwell.
- Create a second cross-city centre tram link associated with further extensions to the network.

Key Appraisal Interventions

Key supportive measures required in the wider city to enable the delivery of the future outcomes:

- Further expansion of tram network - eg. to Granton, Bioquarter and interchange with Borders Rail;
- Key heavy rail investment in wider City Region;
- Further expansion of bus, tram and rail-based park and ride including multi-storey;
- Increased opportunities for bus interchange with tram and rail outside the city centre reducing city centre bus movements;
- Expanded Work Place Parking levy.



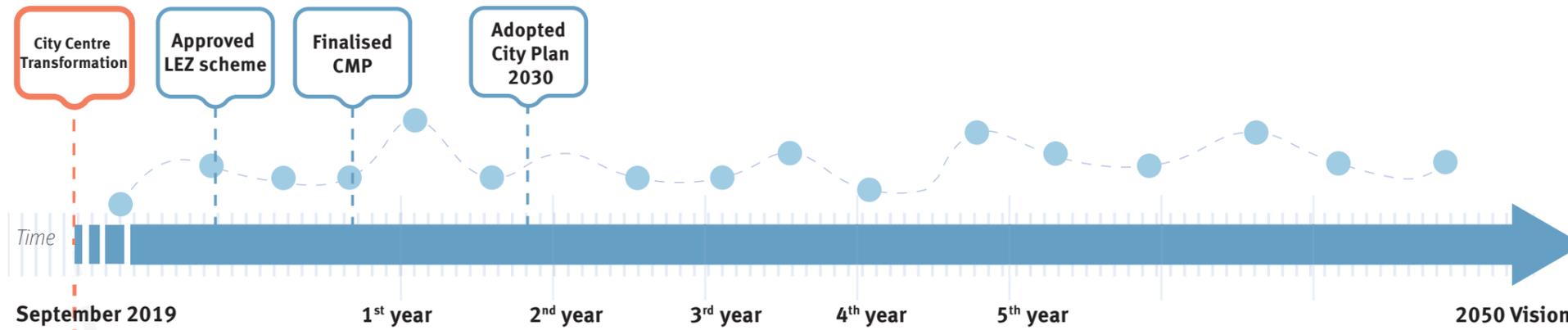


Future Roadmap

The Roadmap overleaf presents key dates for CCT Strategy development in the context of a 10 year delivery programme. It includes dates for statutory Strategic Environmental Assessment (SEA).

5 Future Roadmap

Timeline



“

... in 33 years' time, I want to live in a city that's comfortable in its own skin. Let's stop doing ourselves down – and allowing others to do the same. Let's root for our city, not against it. It's the least she deserves.

”

Message from the Right Honourable Lord Provost Frank Ross

