

# Transport and Environment Committee

10.00am, Thursday, 12 September 2019

## Edinburgh City Centre Transformation – Finalised Strategy

<b>Executive/routine</b>	<b>Executive</b>
<b>Wards</b>	<b>All</b>
<b>Council Commitments</b>	<a href="#">16, 17, 18, 19, 20, 21, 22, 26, 27, 48</a>

### 1. Recommendations

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- 1.1 This report recommends the Transport and Environment Committee:
  - 1.1.1 notes the outcome of public consultation on Edinburgh City Centre Transformation's (ECCTs) Proposed Strategy and draft Environmental Report and how this has influenced the Finalised Strategy;
  - 1.1.2 notes the proposed outcome-based performance measures included in the Finalised Strategy and the development of a ten year Programme Delivery Plan (PDP) including a funding strategy and resourcing requirements;
  - 1.1.3 notes the early actions in the PDP, in particular those to implement selected traffic free streets in the Old Town, to reduce traffic displacement and to strengthen alignment between city centre projects;
  - 1.1.4 notes the funding award of £0.520m from Sustrans Scotland's 'Places for Everyone' grant scheme in order to progress the following projects identified in the PDP:
    - 1.1.4.1 to support creation of a pedestrian priority zone in the Old and New Towns of Edinburgh by undertaking a feasibility study of filtered permeability for vehicle traffic;
    - 1.1.4.2 to develop outline concept designs for street space re-allocation on Lothian Road to create a multi-modal boulevard; and
    - 1.1.4.3 to explore options for routing a new pedestrian and cycle bridge across the Waverley valley.

- 1.1.5 approves the finalised ECCT Strategy and PDP to guide the future design, operation and management of the city centre; and
- 1.1.6 agrees that progress updates will be reported to Transport and Environment Committee every six months with key gateway PDP reviews in years 3, 5, 7 and 10.

**Paul Lawrence**

Executive Director of Place

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# Transport and Environment Committee

## Edinburgh City Centre Transformation – Finalised Strategy

### 2. Executive Summary

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- 2.1 ECCT is an ambitious programme to prioritise movement on foot, bike and public transport in the city centre and to adapt public spaces to better support urban life and a thriving economy, conserve our unique heritage and improve access and opportunity for all.
- 2.2 It represents a ‘once in a generation’ opportunity to rebalance the design, management, and operation of the city centre through a series of measures co-ordinated within a spatial framework. This report presents the finalised ECCT Strategy for approval, including:
  - 2.2.1 changes responding to consultation on the Proposed Strategy and draft Environmental Report;
  - 2.2.2 setting outcome-based performance measures to monitor effectiveness of the strategy’s delivery and its contribution to sustainable development; and
  - 2.2.3 a costed ten year PDP and funding strategy to make transformation take shape on the ground.
- 2.3 Through positive effects on health and wellbeing, economic activity and safety, it has been estimated that the Strategy has the potential to generate £420m of quantifiable benefits based upon £314.6m of investment (£310.6 capital, £4m revenue).

### 3. Background

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- 3.1 In [October 2017](#), Transport and Environment Committee agreed the scope of a programme to transform central Edinburgh, in particular: to improve its public realm; prioritise sustainable travel on foot, by bike and public transport; and through these changes enable a wider range of sustainable development and public health outcomes.
- 3.2 The case for change is social, economic and environmental. Edinburgh’s city centre transformation must contribute to the wider aim of this Council for Edinburgh to become carbon neutral by 2030. The Council’s approach to transport and

mobility will be at the heart of delivering this challenging target. Our city must be easier and more attractive for those who can to incorporate healthy and pollution-free walking and cycling into their daily routine. Alongside the proposed Low Emission Zone (LEZ), ECCT must help to tackle some of the highest concentrations of NO<sub>2</sub> in Edinburgh, improving air quality and increasing the associated environmental and health benefits. Crucially, it will also ensure that the city is well placed to respond to the future challenges of demographic and other growth indicators.

- 3.3 The projected rise in the city's population by 15% by 2041 to close to 600,000, alongside demographic change, will place greater pressure on the capacity of streets and the public transport network, including the city's bus and rail stations. The need to implement efficient transport interchange between rail, bus, tram, taxi, bike and key walking routes is vital and action is recommended now to reduce the impact of almost 70% of in-commuting by car and, within the city centre, to reduce the dominance of traffic whilst allowing essential access for residents and businesses.
- 3.4 The city centre's historic streets and rolling topography are intrinsic to its character but can present challenges to older people, those with physical and sensory impairments and those with young children. At the heart of the World Heritage Site, are a series of residential communities whose quality of life, access to community spaces and local services must be balanced alongside the Capital's role as a focus for employment, leisure, civic and cultural life.
- 3.5 By planning for modern and efficient solutions to manage deliveries and servicing and utilising technology to improve operations and understanding of change, Edinburgh's city centre can provide the kind of high quality public realm that maintains the city's economic competitiveness for business, leisure and retail. The public spaces must also better reflect the city's outstanding heritage while safely accommodating and managing the impact of almost five million visitors per year.
- 3.6 These issues are central to transforming the city centre and the development of the new City Mobility Plan (CMP) which, alongside City plan 2030, will seek to improve connectivity across the city and city region. The full ECCT Programme has been developed with momentum over an 18-month period, involving the key steps below:
  - 3.6.1 Secondment of a Project Director, Daisy Narayanan, from Sustrans Scotland in April 2018 and the definition of a programme vision, aims and objectives through a cross-party Member Officer Working Group;
  - 3.6.2 Joined-up stakeholder engagement and public consultation linked to the development of the City Mobility Plan and LEZ in spring and autumn of 2018 ([Connecting our City, Transforming our Places](#));
  - 3.6.3 Submission of a funding bid to Sustrans Scotland, leading to the successful award of almost £1.3m to appoint a multi-disciplinary team led by Jacobs UK to develop the Strategy with Turner and Townsend providing project management; and

- 3.6.4 Preparation of the Proposed Strategy shaped by public engagement, review of social, economic and environmental data, multi-modal transport modelling and international best practice.
- 3.7 As set out in the ECCT report on [16 May 2019](#) to Transport and Environment Committee the Proposed Strategy was structured around:
  - 3.7.1 a spatial framework, mapping changes to place quality and movement in the city centre;
  - 3.7.2 a series of layers explaining the strategy from a user perspective;
  - 3.7.3 packages of interventions based on the allocation of street space, public transport services, parking, open space and operational management; and
  - 3.7.4 six catalyst areas, illustrating how transformation could be delivered to bring about the greatest benefit at Haymarket, Lothian Road, in First New Town; Old Town; Waverley/Calton; and the Innovation Mile.
- 3.8 The Proposed Strategy was approved for consultation on 16 May and between 27 May and 7 July 2019 received 3,056 responses to the ECCT survey and a further 28 written responses. The main report presents the headline consultation feedback and how this has influenced the finalised Strategy. Appendix 3 provides a full consultation summary report, while section 7 covers the response rates and comments on the draft Environmental Report.
- 3.9 As per commitments given on 16 May 2019, this report also sets out the Strategy's ten year PDP and funding strategy, alongside performance measures to monitor the outcome of delivering ECCT.
- 3.10 In parallel to Strategy development, the ECCT programme has facilitated knowledge sharing through exchange visits with other cities and trials of car-free streets, during Clean Air Day 2018 and through the Open Streets programme in the Old Town.

## 4. Main report

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### Headline Consultation Findings

- 4.1 Across the suite of city centre proposals the consistent level of support received indicates strong public endorsement of the Proposed Strategy. The responses continue to reflect the public ambition captured by 'Connecting our City, Transforming our Places' in 2018 to deliver a city that is fit for the future.
- 4.2 Overall, 78.7% of survey respondents considered the strategy sets out transformational change with 56% in strong agreement and 22.7% agreeing slightly. Around 14% of respondents disagreed.
  - 4.2.1 Around 80% of respondents expressed slight or strong agreement for the proposed vehicle-free streets, pedestrian priority zone, public realm enhancements, fully connected central cycle network, city centre hopper bus and public transport interchanges.

- 4.2.2 Approximately 20% expressed disagreement with vehicle-free streets and pedestrian priority zones, 17% disagreed with the city centre cycle network and 15.86% disagreed with the hopper bus proposals, 14.42% public realm improvements and 11.24% public transport interchanges.
- 4.2.3 The highest level of support was received for bus priority through signal prioritisation and bus-stop rationalisation with 86% of respondents expressing slight or strong agreement and 10.82% disagreeing. A lower proportion of those surveyed, 60%, expressed support for the development of a second cross-city-centre tram link with 32 % disagreeing and 23.4% in strong disagreement.
- 4.2.4 75% of respondents agreed with proposals to change city centre access arrangements for private cars and city centre businesses and the closure of Waverley Bridge to traffic to create a public plaza. 73% of respondents supported the proposed walking and cycling bridge across the Waverley valley and 70% supported vertical connections to negotiate the Old Town ridge. Around 20% of respondents disagreed with this group of proposals.
- 4.2.5 Typically 80% of respondents supported the illustrative proposals for the six catalyst areas within the city centre, with Lothian Road slightly higher at 83.45% overall support.
- 4.2.6 In terms of respondents who mainly drive a car or van, 53% expressed slight or strong agreement for the proposed vehicle free streets, 54% changes to private vehicular access, 62% the connected cycle network and 73% bus priority, the hopper bus and public transport interchange.
- 4.2.7 Of those who identified as having a long-term illness, health condition or disability around 60% expressed slight or strong agreement for the proposed vehicle free streets, pedestrian priority zone and changes to private vehicular access, 66% public realm enhancements, 67% vertical connections and 75% bus priority measures.

### **Public survey feedback**

- 4.3 Free-text survey responses are summarised below:
  - 4.3.1 In terms of traffic-free streets and the pedestrian priority zone some survey respondents wished to see further city centre streets included and provided suggestions, whilst others expressed concerns for traffic, pollution and parking displacement to surrounding areas.
  - 4.3.2 Comments on the Strategy supported its potential air quality benefits and public realm enhancements, including wider, re-surfaced footways, seating and planting. Responses welcomed improvements to the ease of moving around on foot and by bike, seeking greater pedestrian priority at junctions and cycle segregation.
  - 4.3.3 The importance of improving public transport to provide alternatives to private vehicles was frequently mentioned. Journey times could be improved by extending hours of bus-lane operation and bus-stop

rationalisation. The latter could ease overcrowded footways but the spacing of stops should not disadvantage those with mobility impairments.

- 4.3.4 A number of comments suggested routes for the city centre hopper bus, with some respondents considering that a small fare should apply or that the service should be funded by a visitor levy. In the context of a hopper bus and potential wider expansion of the tram network, the second cross-city-centre tram link was generally viewed as a lesser priority. The four proposed public transport interchanges were considered to require further detailed explanation and rely upon integrated and contactless payment.
- 4.3.5 The proposed changes to vehicular access raised concerns with regard to access for local residents, blue badge holders, older people, those undertaking homecare visits or carrying heavy equipment. Comments also cited the potential for loss in passing trade to city centre businesses. Respondents suggested servicing could be alternatively achieved by greater use of delivery periods in the early morning and by take-up of last mile delivery by smaller electric vehicles or cargo bikes.
- 4.3.6 Most comments expressed a strong desire for access to Waverley Station by taxi or private vehicle, in particular for older people and those with disabilities. It was felt that the proposed Waverley Bridge plaza would create a positive impression for those arriving in the city, in particular tourists, and that the space should not be used for events. Concerns were raised about traffic and tour bus displacement as a consequence of this proposal.
- 4.3.7 Several comments related to the design of the proposed vertical links and Waverley valley walking/cycling bridge to avoid negative visual impacts on the Old and New Towns of Edinburgh World Heritage Site. The potential cost of both proposals was raised with the importance of security and maintenance for public lifts stressed.
- 4.3.8 Other feedback included the need for further detail on delivery and implementation, to see similar improvements city-wide and to avoid diverting priorities from road maintenance or other parts of the city. Many comments perceived the proposals to be tourism-led.

### **Responses from organisations**

- 4.4 The Proposed Strategy was reviewed by the Edinburgh Urban Design Panel (EUDP) commenting that it represents an 'exciting, ambitious vision for the city centre with significant potential to deliver long-overdue change.' The EUDP's full report is included in Appendix 3.
- 4.5 Approximately 45 responses were submitted on behalf of organisations representing residents and communities, the transport sector and accessibility interests, the local economy, public health, faith groups, the built and natural environment and cultural attractions. A number of detailed responses are summarised below.

- 4.6 Key comments from organisations representing communities, faith groups and health and wellbeing are highlighted as follows:
- 4.6.1 Support was received from Morningside, Tollcross, Cramond and Barnton, Edinburgh Old Town, New Town and Broughton Community Councils. The Old Town Community Council wished to see the Lawnmarket, Castle Hill and east end of Johnston Terrace closed to coaches and general traffic with stronger enforcement of existing traffic regulations.
  - 4.6.2 Grange and Prestonfield Community Council expressed general support for the Strategy but considered that it must integrate with the Waverley Masterplan and that the second cross-city-centre tram link needed to be part of a city-wide review of the tram network. The Heriot Row East (residents) Association raised concerns that the closure of Bank Street would restrict daily north-south car journeys for residents and disadvantage the elderly in particular.
  - 4.6.3 Grassmarket Residents' Association (GRASS) are generally supportive for the Strategy, however, GRASS raised concerns with regard to the impact of the pedestrian priority zone on Old Town residents and how traffic reduction would be achieved. The need for tourism to be monitored was highlighted and the Strategy must put residents' needs at the forefront of proposed changes. GRASS are in disagreement with the tram loop due to the narrowness of the streets and the costs for delivery.
  - 4.6.4 Edinburgh Churches Together support the proposals but raise the importance of access for faith groups to churches on Sunday and as part of their role as community hubs for special events. In addition, improvements to Sunday service bus timetables would be welcomed and ongoing dialogue is sought as the proposals develop. Greenside Parish Church and Canongate Kirk also expressed concern that access to Sunday worship may be disrupted.
  - 4.6.5 The Directorate of Public Health and Health Policy, NHS Lothian supports the Strategy's potential to deliver significant benefits for population health. Public spaces should be free from health-harming activity such as fast-food outlets or smoking and public realm enhancements should be linked with homelessness initiatives. The cycling network should focus on traffic free routes, physically segregated lanes and quiet streets that join up the city.
- 4.7 Key comments from organisations representing the transport sector, mobility and access include:
- 4.7.1 SEStran strongly support the improvement of infrastructure and improved recognition of the needs of pedestrians and cyclists throughout the transport network as laid out in the Regional Transport Strategy Refresh 2015. SEStran fully support the proposed city centre hopper bus to provide a major incentive to encourage modal shift especially for short and local cross-city journeys. Care needs to be taken to ensure that

interchange proposals do not result in an overall reduction in access to the city centre by public transport. The needs of residents and businesses for deliveries and servicing requires development, in particular, the integration of last mile delivery.

- 4.7.2 Network Rail support the Strategy's proposals, in particular the closure of Waverley Bridge to traffic to form a plaza, which aligns with the Waverley Station masterplan. Improvements to footways, public realm and the re-location of bus stops to ease footway congestion around Waverley and Haymarket stations are supported. The proposed pedestrian/cycle bridge across the Waverley valley should explore a variety of options for crossing the railway, including integration with any new station development.
- 4.7.3 Transport for Edinburgh (TfE) are supportive of the Strategy. Wayfinding, cycle infrastructure, changes to signalling, servicing and delivery must be adequately resourced. Public realm enhancements will require long-term maintenance and renewal. Further detailed modelling is required to support the introduction of a hopper bus service, which could impact on Lothian Buses.
- 4.7.4 TfE consider that any second cross-city-centre tram must form part of a review of the citywide tram network. The catalyst areas and Waverley Bridge plaza are supported, however access via Waverley Bridge should be retained for incident management and resilience. Enforcement of traffic restrictions is necessary to ensure bus priority and loss of revenue from the removal of on-street parking needs to be understood.
- 4.7.5 Lothian Buses considered that measures to rationalise bus services in the city centre to reduce congestion on central streets and footways would impact on service provision and put greater pressure on remaining stops. Many passengers make cross-city centre journeys and little space exists to form interchanges or to turn services. The response highlighted integration with Waverley Station and Edinburgh Bus Station as critical.
- 4.7.6 Lothian Buses also acknowledge that restricting general traffic at Bank Street would prioritise bus movement, however, measures elsewhere could displace traffic, congesting bus routes. Some street closures may affect service routes and resilience. The proposed free city centre hopper bus could take paying customers from the commercial network, thereby affecting viability. The Strategy overlooks many actions in Lothian Buses 2017-19 Business Plan.
- 4.7.7 Edinburgh Bus Users Group (EBUG) is keen to ensure that the Council builds on the successes of Edinburgh's prized bus network and avoids change that may risk loss of patronage or viability. EBUG recognises there is scope for further orbital routes to address in gaps service provision between non-city centre locations but considers insufficient detail has been presented on reductions to cross-city centre routes and interchange.

- 4.7.8 EBUG also indicated that a small shuttle hopper bus would not cope with the capacity of incoming services, and re-routing some fare-paying, larger service buses might be advantageous. The second cross-city-centre tram link is considered premature. Proposals to reduce the impact of coach movements on service buses are welcomed and should go further. EBUG wishes to see greater certainty over funding to deliver the Strategy.
- 4.7.9 Living Streets are supportive of the Strategy and highlight the importance of a coordinated approach with statutory plans such as City Plan 2030, the City Mobility Plan and LEZ. In addition, Living Streets feel that transformation cannot take place in the city centre alone, it has to extend across the city. Living Streets are supportive of the vehicle free measures and highlight that a change in mind-set in and around the city is required, with acceptance that the private car no longer has the priority. Specific concerns were raised around the need to improve walking conditions on Queen Street as well as the need for the pedestrian priority zone to extend further and cover the length of the Royal Mile and include Holyrood Palace /Scottish Parliament. In addition, Living Streets have highlighted that a target to reduce commercial vehicle movements should also be addressed and traffic passing through the centre should be re-routed without detriment to other areas.
- 4.7.10 Sustrans strongly support the principles which underpin the Strategy and state that it will deliver wide ranging positive impacts through an improvement in active travel infrastructure. Sustrans highlight the importance of monitoring the air quality impact of displacement and that consideration should be given to setting a wider area for the proposed Low Emission Zone. In addition, Sustrans highlight that further detail is required on how commercial vehicles will be managed. Sustrans are supportive of the catalyst areas selected and think these areas would benefit the most from a greater emphasis of place over vehicles.
- 4.7.11 Spokes comment that the ECCT Strategy, if fully delivered, will revolutionise the city centre and make it a place that people of Edinburgh can be truly proud of. The Strategy will substantially improve city centre cycle routes and make more people confident about cycling for everyday journeys. Spokes support in particular reductions to on-street parking to free up space for walking, cycling and quality public realm and the proposed street closures to general traffic. Spokes welcome the north-south links of Meadows to George Street and the new pedestrian cycle bridge which would connect cycleways on Leith Walk with the Old Town and Southside.
- 4.7.12 Spokes highlight that early action and greater clarity is needed with regard to which routes will be safe and segregated and how the pedestrian priority zone will provide for cycle safety. Spokes consider that onward connections from the city centre cycle network are unclear and that a denser network of cycle routes within the pedestrian priority zone is

needed, submitting a map of missing links. Spokes have provided detailed comments on each of the catalyst areas which are summarised in Appendix 3.

- 4.7.13 Additionally Spokes seek details on the measures to protect walkers, cyclists and residents on routes where traffic displacement may occur, such as Queen Street, Melville Drive and the Bridges. As ECCT is taken forward Spokes recommend a consistent approach to stakeholder management. The mutual enhancement of town centres as outlined in Connecting our City, Transforming our Places should not be lost, even if it is a separate programme of work.
- 4.7.14 Transform Scotland strongly support the proposals and consider them overdue. The quality of the Edinburgh city centre for pedestrians is dire, and embarrassing compared to the quality offered by other capital cities. Greater urgency is required in light of the Climate Emergency, the strategy's ten year programme delays many actions to the latter part of this period.
- 4.7.15 Transform Scotland are confident that some street closures could be implemented more swiftly and existing bus priority measures at peak hours on critical points on the city centre network could be more strictly enforced. In addition, all signal-controlled junctions within the proposed Pedestrian Priority Zone could be re-timed to reduce pedestrian waiting times.
- 4.7.16 Transform Scotland are not convinced that the proposals can be financed, even with revenues from other sources, such as a Workplace Parking Levy, Transient Visitor Levy, should they be implemented. Given the importance of Edinburgh's city centre to the Scottish economy and as a 'Strategic Place' for Scotland, Edinburgh City Centre Transformation should be promoted as a priority for funding under the Scottish Government's Strategic Transport Projects Review 2 (STPR2).
- 4.7.17 Transform Scotland are not confident that a 25% reduction in private vehicle movements is a sufficiently high aspiration to meet the overall objectives of the strategy and are not yet persuaded that the existence of cross-city bus services is a problem, although there may be merit in routing some services to Queen Street, which could be considered in association with a hopper bus service.
- 4.7.18 Paths for All support the Strategy's proposals and consider that significant modal shift to more sustainable options is required. To achieve this the links between planning and transport policy need to be strengthened urgently.
- 4.7.19 The RNIB Scotland welcome the proposed pedestrian priority, public realm and active travel enhancements but emphasise the need for ongoing consultation as detail is brought forward. To ensure access and independent journeys for people with sight loss within vehicle free streets and the pedestrian priority zone, delineation by 60mm kerbs between

pedestrians and cycle lanes with dropped kerbs at crossing points, controlled crossings with tactile or audio indicators across cycleways and roads, and easy access bus stops are required. Floating bus-stops and continuous footways pose significant accessibility concerns.

- 4.7.20 RNIB Scotland welcome accessibility improvements through public transport interchange, the spacing out of bus stops and providing longer pedestrian crossing phases. Blind and partially sighted people rely on public transport and with the rate of sight loss predicted to double by 2030, more people will rely on public transport and travel information being provided through inclusive design that works for everyone.
  - 4.7.21 Guide Dogs Scotland support the ECCT Strategy and would like to see that the concept of 'People First' is reinforced by pedestrians having dedicated safe spaces and appropriate pedestrian controlled crossings. In addition, they highlight the importance of clear delineation between spaces for pedestrians and cyclists to allow people with a visual impairment to navigate these spaces safely. Guide Dogs Scotland agree with the bus priority proposal however, highlight that clear, accessible bus timetables and information should be rolled out.
  - 4.7.22 The University of Edinburgh support the ECCT Strategy which aligns with public realm and sustainable travel improvements within its estate and considers this inter-relationship could be strengthened further. The University welcomes the Potterrow Road realignment, including demolition of the Potterrow Dome but wishes to see further detail on the proposed Transport Hub given the spatial constraints of the site and potential for this site to accommodate a building of civic importance.
  - 4.7.23 The University of Edinburgh also consider that any second cross-city-centre tram link must be carefully balanced with pedestrian, cycle and vehicular access on Lauriston Place. The University recommends that the pedestrian priority zone is extended beyond Lauriston Place to include the Meadows and the University's Central Area, where additional cycle hire and links would be welcomed. In relation to a traffic free Forrest Road, 24 hour local access must be retained to the University's trades base at Forrest Hill.
- 4.8 Key comments from organisations representing the business community and retail and leisure sector include:
- 4.8.1 Essential Edinburgh are supportive of the Strategy with the proviso that businesses can be adequately serviced. Public realm enhancements are urgently required. Proposals for Waverley Bridge plaza will positively improve first impressions of the city.
  - 4.8.2 The Federation of Small Businesses welcomes the Council's City Centre Transformation plan and its potential for a cleaner, safer and more attractive Edinburgh. The FSB wishes to see ongoing engagement with business to ensure they have sufficient time to adapt and thrive with

regard to changes to traffic movement, parking, the street environment and deliveries and servicing.

- 4.8.3 The FSB note the logistics being trialled during construction of the Tram to Newhaven and the monitoring of the Open Streets programme but recommend a detailed Business and Regulatory Impact Assessment is carried out to inform and help businesses prepare for the ECCT proposals.
- 4.8.4 The FSB recognises that businesses will need to take into account the combined effects of ECCT, the LEZ and a potential workplace parking levy. Many small businesses stock a range of goods, sourced from a variety of suppliers and with limited storage, rely on regular, just-in-time deliveries, which operational changes to deliveries and servicing must consider.
- 4.8.5 The Scottish Property Federation (SPF) are supportive of the Strategy and consider that improved pedestrian walkways and connections in the city centre will support a greater experience for residents, employees and tourists alike and add value to the attractiveness of Edinburgh as a location for businesses and investment. Further detail is required on how essential services to support businesses and residents would be maintained.
- 4.8.6 The SPF comment that the transport interchanges should bring beneficial investment to their surroundings and that connection of transport hubs with the higher education/innovation sectors should support a successful extension of the tram network to the south of the city. The proposed hopper bus is supported and SPF members have highlighted this idea in other cities across Scotland. The Waverley Bridge plaza is an exciting prospect but current benefits such as the Airlink service should not be lost.
- 4.8.7 Nuveen Real Estate generally welcome and support the Strategy's vision for the city centre, however, the Strategy's aspirations must be carefully balanced with maintaining the city centre as a commercially attractive location for retailers and investors. If not handled carefully, the city centre will be unable to compete with out-of-centre locations with ample free parking.
- 4.8.8 Edinburgh St James' off-street parking can support reductions in on-street parking and reduce the impact of displacement on residential areas. However, the Strategy's proposed traffic movements on Leith Street, in combination with the city's LEZ proposals, appear to be incompatible. The proposed pedestrian/cycle bridge, which improves sustainable access to Edinburgh St James and connections to the south of the city, and city centre hopper bus are welcomed.
- 4.8.9 Nuveen recognise that the proposals to close Waverley Bridge present opportunities to develop wayfinding, interpretation and artwork strategies linking to the St James quarter. The impact of closing Waverley Bridge and Bank Street to general traffic and the diversion of traffic to Leith Street

will need to be understood, particularly not to impact on public realm upgrades delivered through the development of Edinburgh St James. The Strategy reinforces the role of Picardy Place as a key transport interchange.

4.9 Key comments from organisations representing the environment, heritage and cultural sectors include:

- 4.9.1 The Cockburn Association agree with the Council's aim to enhance the experience of travel on foot, by bike and to improve the public realm but cannot wholly endorse the Strategy in its current form. The loss of through routes, such as Bank Street, could result in traffic displacement, and location specific proposals for accessibility and servicing are unclear. The Strategy does not effectively address the lack of cross-city concentric bus connectivity and 'fare penalties' when changing between routes and operators.
- 4.9.2 The Cockburn Association consider that a lack of maintenance of the floorscape limits Edinburgh's already walkable city centre. Reallocation of road to footway for pedestrian movement is supported using a limited palette of natural stone to re-inforce the character of the World Heritage Site. There is concern that hard cycle infrastructure increasingly compromises pedestrian priorities. Localised improvements may be appropriate but the catalyst area proposals are overblown.
- 4.9.3 The Cockburn Association consider that the Strategy does not deal adequately with the growth anticipated in residents and visitors or address climate change adaptation. A vertical link from North Bridge to Market Street/Waverley Station would be a useful piece of new infrastructure for residents and workers but links elsewhere appear to support tourist activity. The vertical connections, tram link and pedestrian/cycle bridge are uncoded, unassessed and undeliverable within a 10-year time horizon. The Waverley Bridge plaza proposal is of great potential as an entrance to the Station but can only be fully considered alongside a confirmed Waverley Station masterplan.
- 4.9.4 FoE Scotland strongly support the Strategy's proposals and the potential for the city centre hopper bus to reduce road traffic and foot traffic congestion, as a free service it would have very efficient on-boarding and off-boarding times. The impact of traffic restrictions on air quality should be considered alongside the LEZ to prevent displacement to further residential areas.
- 4.9.5 Edinburgh UNESCO City of Literature Trust are supportive of the proposals. The ECCT Strategy supports plans to create a Literature House at John Knox House, at the Netherbow area of the Royal Mile, and to develop the Literary Quarter in and around that new Literature House and the existing Scottish Storytelling Centre. This will connect residents and visitors, year-round, with our literary heritage and literary community,

provide educational benefit for schools across Scotland, and seek to improve the well-being of those who live and work in the immediate area.

- 4.9.6 The National Galleries of Scotland (NGS) welcome the proposals, which should be part of a much wider strategy to improve the public realm; manage tourism and events; integrate way-finding and make the most of our heritage assets and world-class architecture. Any reduction in carbon emissions is supported.
- 4.9.7 NGS consider the proposals would benefit visitors and staff travelling between gallery sites and improve the quality and enjoyment of the city centre for all but stress the need for well-managed access for people with disabilities and deliveries. Improved cycle links between, and cycle hire at NGS sites would be welcomed, including the Modern Art galleries which lie close to Haymarket but are poorly served by public transport. NGS agree strongly with the Waverley Bridge plaza and potential to allow visitors and residents to experience the full impact of views across East Princes Street Gardens. Parking displacement around the city centre will require careful management.
- 4.9.8 The Fruitmarket Gallery comment that disabled parking in the city centre is woefully inadequate and that further information on accessible routes is required. The Waverley Bridge proposals raise questions with regard to capacity to relocate a wide range of traffic. The taxi rank in Market Street is hugely problematic, the street is too narrow and cannot cope with rail passenger numbers. The protected delivery bays of local businesses, including those for Fruitmarket Gallery are compromised by station drop-off/pick-up.
- 4.9.9 Festivals Edinburgh agree with the overall policy of making the city centre a high quality experience for both residents and visitors, through increased pedestrianisation, active travel and provision for those with mobility impairments whilst reducing traffic emissions. As part of this, provision must be made for access for Festival set-up and servicing as a world leading Festival City and cultural capital.
- 4.9.10 Other organisations submitting comments in general support of the Strategy include:
  - 4.9.10.1 Northfield Community Growing Association;
  - 4.9.10.2 Inspiring Hillside;
  - 4.9.10.3 Portobello Amenity Society;
  - 4.9.10.4 Paths for All;
  - 4.9.10.5 Cycling UK;
  - 4.9.10.6 Cycling Scotland;
  - 4.9.10.7 Meetup Edinburgh Cycling Group;
  - 4.9.10.8 Transition Edinburgh;

- 4.9.10.9 Environmental Protection Scotland;
- 4.9.10.10 ScotCen Social Research; and
- 4.9.10.11 Edinburgh Zoo.

### **Children and Young People's Survey**

- 4.9.11 113 responses from young people ages 4-16 years were received, representing 20 of the city's primary and secondary schools. 22% walk as their main mode of travel and 8% cycle and young people wished to see widened footways and safer, segregated cycle routes.
- 4.9.12 Young people recognised the environmental benefit of reducing traffic and the opportunity to use streets and spaces for markets, planting, seating, shelter and play. Lifts were considered to be a good idea for older people or those with mobility impairments. The proposed hopper bus should be electric, colourful by design, with visitors charged a fare.
- 4.9.13 Appendix 3 details further engagement with Young People as part of Edinburgh Science Festival and in collaboration with students at Edinburgh College of Art.

### **The Council's proposed response to the issues raised**

- 4.10 This section sets out the Council's draft response to some of the key thematic issues raised through the ECCT consultation.
- 4.11 In terms of comments raised with regard to integration with related plans and strategies and ongoing communication and engagement, the Council's proposed response is as follows:
  - 4.11.1 The finalised Strategy makes greater reference to the Council's sustainability approach and target to become carbon neutral by 2030. In support of this goal, Circular Economy principles have also been incorporated as part of the Strategy's approach to place development and management.
  - 4.11.2 Programme governance arrangements for ECCT, CMP and LEZ provide for gateway review to ensure that alongside the imperative for early action to progress ECCT to support the liveability, environmental quality and economy in the city centre, delivery is aligned with emerging Plans and Strategies. It is recognised that such alignment is necessary to ensure reductions in city centre through traffic and a modal shift to sustainable travel at a city-wide and regional level. The PDP also outlines the process that will be adopted in terms of ongoing communications, stakeholder and community engagement as projects are developed.
  - 4.11.3 Reference to the Strategy's relationship and supporting policy measures in the emerging City Plan 2030, City Mobility Plan, LEZ and Active Travel Action Plan has been brought to the front of the document to re-state their alignment. The detail of how schemes are implemented will also refer to the Council's street design guidance;

- 4.11.4 At the current time, the proposed ECCT pedestrian priority zone and proposed City centre LEZ boundary are not inter-changeable. The LEZ proposals are informed by the location of legal air quality objective exceedances (based upon on-street monitoring and SEPA's Edinburgh-specific air quality model) and the need to provide clear and legible alternative routes around the boundary. ECCT's re-allocation of street space to promote walking, cycling and public transport will complement LEZ objectives, and through the PDP, co-ordination and effective communication with regard to access within the city centre will be ensured.
  - 4.11.5 Transport modelling has been undertaken within the city centre for ECCT and the LEZ project, to understand the impact that the street closures proposed by ECCT will have on the operation of the city centre road network, combined with emissions-based restrictions through the LEZ . Further modelling is being undertaken to understand the related air quality impacts that may occur as a result of displaced traffic from LEZ proposals. An LEZ update report is scheduled for Committee in October.
  - 4.11.6 The Council continues to be represented through the partnership approach taken to develop the Waverley Station Masterplan and will continue to liaise with Network Rail with regard to feasibility for the proposed pedestrian/cycle bridge across the Waverley valley, review of taxi rank provision in conjunction with the Council's Regulatory Committee and relocation of the Airlink bus service through creation of Waverley Bridge plaza.
- 4.12 In terms of comments raised with regard to inclusive access for all, walking and cycling proposals, the Council's proposed response is as follows:
- 4.12.1 New content on inclusive access has been highlighted within relevant sections of the Strategy to reflect the importance of inclusive design and management of our streets. The Strategy's Integrated Impact Assessment has identified recommendations to ensure where streets are closed to general traffic that nearby access is provided for dedicated disabled parking, taxi drop-off and connections by public transport.
  - 4.12.2 Plan graphics have been updated to clarify where cycle segregation is proposed for key routes across the city centre and where further segregation would be desirable subject to project level feasibility and design. Additionally, information on wayfinding and cycle hire has been added to the City Operations and Management section. As set out in the Lothian Road catalyst area proposals, a key early action will be to review improvements to pedestrian and cycle movements across the Princes Street / Lothian Road junction to address immediate safety and operational concerns.
  - 4.12.3 The proposed vertical connections have been further scoped, costed and benchmarked with infrastructure in other cities. Detailed design would

seek to reduce impacts on the built and natural environment and involve ongoing liaison with heritage bodies and Waverley Masterplan.

- 4.12.4 In response to comments received from the University of Edinburgh, Living Streets and others, the proposed pedestrian priority zone will be extended to the north side of the Meadows and eastwards to include the Canongate and parts of Southside.
- 4.13 In terms of comments raised with regard to public transport services, the Council's proposed response is as follows:
  - 4.13.1 ECCT has been developed in dialogue with Lothian Buses and seeks to prioritise bus movements where practicable through bus stop rationalisation (without compromising accessibility standards) and optimising traffic signal phases, recognising the significant contribution bus travel makes to public transport within the city and wider region. Bus lanes are not affected by street-space re-allocation and proposals to enforce kerbside regulations, regulate loading and servicing, coach and tour bus operations and to provide segregated cycle infrastructure will seek to reduce disruption to public transport services. The Strategy does not promote the overall removal of cross-city centre bus services, rather it seeks to ensure vital cross-city centre services are retained but are unhindered by congestion on Princes St. This would be achieved through selected services stopping at convenient interchange points around the city centre, thereby benefiting public transport flows and the enjoyment of the street for pedestrians.
  - 4.13.2 The proposed changes to traffic management have been subject to multi-modal transport modelling demonstrating no significant traffic displacement issues. The proposed city centre hopper bus would be subject to a trial to demonstrate its costs/benefits in terms of connecting communities around the city centre and reducing congestion. Cost estimates in the PDP are based upon a 76 passenger capacity electric hopper bus operating on a 10 minute frequency. Buses will continue to be the predominant mode of travel within the city centre and the Council will continue to engage with Lothian Buses, Edinburgh Bus Users Group and other interested parties in taking forward the PDP.
  - 4.13.3 In response to comments received and discussion with the National Museum of Scotland and the University of Edinburgh, the Finalised Strategy sets out further details of how public transport interchanges would operate, including at Potterrow/Nicolson Street where potential for new public space and built form exists linking the Museum and University's campus. These locations have been selected as they allow sufficient space to turn bus services and integrate with other modes such as bike hire, taxi, tram and shop mobility. Interchange proposals will be further developed in dialogue with relevant stakeholders as set out in the PDP.

- 4.13.4 The proposed second cross-city-centre tram link is set out as a long-term safeguarding measure. It is a consideration identified through the development of the Strategy that would complement delivery of Tram Line 3 to the southeast of the city and provide extra capacity to cross the city centre once Tram to Newhaven increases the frequency of scheduled tram services running along Princes Street. This recommendation will only be progressed as part of any review of the wider tram network and on the basis the supporting measures in City Mobility Plan and City Plan 2030 are able to reduce traffic levels.
- 4.13.5 The Strategy recognises that Taxis and other door to door services form part of the overall transportation provision for the City. Within the existing streetspace there are a number of existing Taxi Ranks which have not been reviewed for some time. The next stage of the programme will therefore require to consider the space allocated to Taxis Ranks and whether the locations and space available within the ranks continues to meet the needs of the City. This work will require to be done in conjunction with the Regulatory Committee which has statutory responsibilities for appointing or varying any taxi rank.
- 4.14 In terms of comments raised with regard to the allocation of streetspace, private and commercial vehicle movements, parking and operational management, the Council's intended response is as follows:
- 4.15 Based upon the responses to the ECCT survey and Meadows to George Street consultation and detailed multi-modal traffic modelling, the Council intends to take forward the following street closures:
  - 4.15.1 Bank Street (except buses and taxis);
  - 4.15.2 Candlemaker Row (except bus);
  - 4.15.3 Cockburn Street;
  - 4.15.4 Forrest Road;
  - 4.15.5 High Street between North Bridge and St Mary's Street;
  - 4.15.6 Victoria Street; and
  - 4.15.7 Waverley Bridge (phased alongside Waverley Masterplan).
- 4.16 As part of ECCT, delivery of the Meadows to George Street scheme would only permit use of Bank Street by buses, licenced black cab taxis, cycles, access for the businesses on the street and access for residents to properties from the street. This will enable:
  - 4.16.1 Safe, cycle segregation to be provided on the narrow section of Bank Street with traffic restricted to a shutting operation, which would not be possible with current levels of through traffic;
  - 4.16.2 Wider footways to be re-allocated from traffic lanes to pedestrians on key city centre walking routes;

- 4.16.3 People friendly streets – with reduced traffic, new public spaces, improved crossings and space for seating, greening and spending time, including pedestrianisation of Forrest Road; and
- 4.16.4 Public transport prioritised to and through the area (including licensed taxi access to Waverley Station) enabled by lower levels of general traffic.
- 4.17 The closure of Bank Street to general traffic will represent a major change for one of the city's key north-south routes to deliver the Meadows to George Street scheme. This is central to increasing the city's modal share for travel by bike, providing comfort through segregation from traffic to support more people of all ages and abilities to take up and gain health benefits from cycling as part of their daily routine. It will enable cycle routes to the south of the city to connect with the main east-west strategic cycle link at George Street. Short-trips across the city centre will also be supported by the proposed city centre hopper bus.
- 4.18 In addition to these proposals, the Council aspires to take forward further studies and trials through inter-related projects in order to improve public transport priorities, better integrate city centre proposals and public realm enhancements and to manage general traffic.
- 4.19 To reduce the potential for unintended traffic flows as a result of the Bank Street closure to general traffic, following implementation of the Meadows to George Street scheme, it is proposed that Market Street would not provide a through-route across the city centre to general traffic. Private access to Waverley Station for drop-off would be possible from the north via the Mound and Market Street and from the south via the Pleasance.
- 4.20 As a result of the closure of Bank Street, it is further recommended that at the east end of Princes Street, there is no left turn to general traffic from North Bridge. This would allow for a reduction in general traffic, alongside wider public realm improvements on Princes Street and outside Waverley Station and Waverley Mall. This, alongside the changes to Waverley Bridge, would also allow for an extension to the City Centre West-East Link to connect to the Station and North Bridge, as originally planned. Access for taxi drop-off to the Station and loading for the Balmoral Hotel would be retained but potential exists to create a high quality public space reflecting the setting of surrounding buildings including General Register House.
- 4.21 Based upon responses to the survey, pedestrian safety and surfacing conditions, it is also recommended that the Lawnmarket is included with the network of traffic-free streets within the Old Town and closed to general traffic. Until such time as a coach management strategy is in place, managed access will be retained to Edinburgh Castle and Johnson Terrace. To support the closure of the High Street to general traffic between North Bridge and St Mary's Street, managed access is proposed for the Canongate and Cowgate. This will permit local access, bus and taxi with street design measures to reduce through traffic. Further monitoring from the Summertime Streets temporary street closures will feed into these proposals.
- 4.22 To support greater integration of the City Centre West-East Link with the George Street and First New Town proposals, it was reported in May that through ECCT that the west flank of St Andrew Square could be reduced to two-lanes (with three

lanes for bus stops on the approach from North and South St David Street). In addition, potential exists to limit North/South Charlotte Street from five to three lanes on the east flank of Charlotte Square, to improve both pedestrian access/egress to the Square and to facilitate ease of cycles crossing to George Street.

- 4.23 All street closure proposals will be progressed in dialogue with local communities, business and venues in order to provide alternative local access for residents, blue badge holders, deliveries and servicing and to maintain access for emergency services and network resilience. Following this engagement, the Traffic Regulation Order and/or Redetermination Order process will provide further opportunity for any unresolved matters to be heard. Through the Open Streets programme and design projects such as George Street and First New Town, the Council has liaised closely with local faith groups and will continue to ensure potential changes to access are communicated early and understood in terms of impacts upon places of worship.
- 4.24 The IIA has highlighted that potential exists for an initial negative economic impact on businesses as customers adapt to the new access arrangements. In support of the FSB comments, the Council will continue to monitor the impact of street closures through evaluation of the Open Streets programme and Summertime Streets. The IIA also recommends that public realm enhancements be taken forward in conjunction with homelessness initiatives.
- 4.25 The PDP sets out in further detail how changes to operational management in the city centre will be progressed including residents' access, dedicated disabled parking, changes to on-street parking, servicing and delivery will be progressed.

### **Programme Delivery Plan**

- 4.26 Comments raised with regard to funding and delivery, are outlined below under the Programme Delivery Plan and Financial Impact.
- 4.27 The PDP provides the project management framework to deliver completion of the Strategy's interventions. Whilst projects will be developed individually, they will follow a consistent approach and reporting structure to ensure scrutiny of progress, expenditure, risk and change management, through the established joint board for ECCT, City Mobility Plan and LEZ.
- 4.28 The PDP includes gateway reviews to ensure alignment of ECCT with the emerging City Plan 2030, City Mobility Plan, LEZ and Active Travel Action Plan. It integrates project delivery with existing city centre schemes such as George Street and First New Town redesign, City Centre East-West Link and Meadows to George Street – Places for People.
- 4.29 Section 5 of the Proposed Strategy included an indicative timeline for delivery. This has been revised to take into account the further developed scope of each proposal, construction phasing and traffic management and the packaging of works to ensure these are market facing in terms of procurement. The PDP also outlines the future process for stakeholder engagement and project communications.

- 4.30 The PDP sets out in some detail the estimated ECCT budget, funding strategy and approach to cost management with regard to Council considerations and cashflow. This is set out in section 6 below.

### **Tracking Progress**

- 4.31 Progress towards successful delivery of the ECCT Strategy will be measured against a set of indicators linked to the Scottish Government's National Performance Framework (NPF). The approach to monitor delivery through indicators is two-fold, including:
- 4.31.1 Perception-based indicators, such as the Scottish Household Survey (SHS), Edinburgh People Survey (EPS) and Annual Population Survey (APS), supplemented as necessary by additional survey work; and
  - 4.31.2 Real-world indicators, such as travel times, bus patronage, levels of physical activity, modal share for travel to work and vehicle movements in the city centre and surrounding neighbourhoods.
- 4.32 Section 6 of the Finalised Strategy sets out this commitment to monitoring and evaluation in further detail. Through the PDP and Project Board, the final set of indicators will be co-ordinated with the City Mobility Plan and LEZ.
- 4.33 It is forecast that the implementation of the ECCT Strategy could bring about £420m of monetised benefits over a 25 year period based upon £314m invested, alongside significant, related benefits that cannot be readily quantified. This is calculated based on the positive effect of the proposals on wellbeing, health, economic activity and reduction in accidents.
- 4.34 As per recommendation 1.1.6, it is intended to provide six monthly updates to Committee for monitoring and evaluation with key gateway PDP reviews in years 3, 5, 7 and 10.

## **5. Next Steps**

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- 5.1 Subject to approval of the Finalised Strategy and PDP, a formal launch of the ECCT Programme is proposed for autumn 2019 and an executive summary will be available to publicise the strategy. Mobilisation and resourcing plans will be developed by December 2019, in anticipation of delivery commencing in early 2020.
- 5.2 Following submission of successful funding applications to Sustrans Scotland's 2019/20 funding round for the 'Places for Everyone' grant scheme, the ECCT Programme will progress three early initiatives identified in the PDP:
- 5.2.1 £0.08m to develop the business case and feasibility for introducing filtered permeability for vehicle traffic in the Old and New Towns to support creation of a pedestrian priority zone, where vehicles are treated as 'guests' and improvements to the liveability, safety and support for businesses within residential streets are achieved. For the selected street

closures set out in section 3.2 of the Strategy, the preparation of Traffic Regulation Orders will also be progressed.

5.2.2 £0.340m to develop the business case, options appraisal, concept design, transport modelling, consultation and baseline monitoring for street space re-allocation on Lothian Road to create a multi-modal boulevard, following the principles set out in section 4.2 of the Strategy. This would include improvements to junctions including at the West End and enhancements to adjacent public spaces; and

5.2.3 £0.1m towards feasibility of routing a pedestrian and cycle bridge across the Waverley valley, complementing parallel north-south enhancements for safe and segregated walking and cycling routes via Meadows to George Street and the proposed Lothian Road boulevard treatment. This will include consideration of access to and integration of the proposals with the emerging Waverley Station masterplan and engagement to develop the ideas collaboratively with communities of interest.

5.3 From January 2020, an operation and management plan will also be developed as an early action of this Strategy addressing:

5.3.1 Traffic and Parking Management – including operating plans for the control and management of traffic within the city centre, including traffic signal co-ordination, traffic restrictions (to be supported by TROs developed at project / street level) diversion routes during events, and information dissemination to drivers of available parking and traffic restrictions. A review and allocation of on-street parking for resident, pay & display, blue-badge, motorcycle, city car club and shared spaces;

5.3.2 Bus and coach management – review and allocation of loading, staging and standing areas for city bus, regional bus, tour bus and coach fleets (in light of proposed CCT changes) including time restrictions;

5.3.3 Taxi – review and allocation of taxi ranks;

5.3.4 Electric vehicle charging – proposals for roll-out of additional spaces and management of their use;

5.3.5 Waste collection – operating plans for residential, commercial and public waste collection, including operators, vehicle restrictions, time restrictions and consolidation; and

5.3.6 Freight, Deliveries and Servicing – plans for the development and operation of freight consolidation centre(s) (or facilitation thereof for the private sector), and operating plans for deliveries and servicing of residential, commercial and public building and spaces, including vehicle type, size, and time-based restrictions.

5.4 These operational changes will be considered alongside review of on-street enforcement activities, maintenance of the public realm and counter-terror measures.

- 5.5 To benefit from data driven innovation, an early action will be to review ECCT's overall approach and governance in terms of data collection, management, monitoring and other usage throughout the ten year programme. This data strategy will also feed into scoping the specification to develop a City Operations Centre to monitor and co-ordinate the city operations described in the Strategy.

## 6. Financial impact

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- 6.1 The ECCT programme is broadly split into three phases that will run concurrently over the next ten years.
- 6.2 Phase 1 includes the following projects that are currently at varying stages of development, for example:
- 6.2.1 City Centre West to East Link;
  - 6.2.2 Meadows to George Street;
  - 6.2.3 Charlotte Square;
  - 6.2.4 George Street and First New Town;
  - 6.2.5 Rose Street;
  - 6.2.6 St Andrew Square Phase 2;
  - 6.2.7 Picardy Place.
  - 6.2.8 Bicycle Hire Scheme Development (E Bikes)
- 6.3 The projected cost of these projects is £65.35m with completion anticipated over the next five years. Funding packages for these projects comprise a mixture of developer contributions, match funding grants from Sustrans and the Council's Capital Programme.
- 6.4 George Street and First New Town and Charlotte Square both have identified funding gaps of £12.3m and £1.3m respectively. Funding for these projects will be considered as part of the transport capital allocation process for 2020 onwards.
- 6.5 Phase 2 of the CCT programme consists of design and feasibility studies for projects in Phase 3. The cost of this is estimated at £1.5m with £0.5m of funding being secured from Sustrans Scotland's 'Places for Everyone' grant scheme. Further submissions to Sustrans for the remaining £1m are to be made in the Autumn so that funding can be secured to complete Phase 2.
- 6.6 Phase 3 consists of a package of projects to be delivered over the next 10 years as and when funding is identified to deliver them. The projects are set out in more detail within the ECCT Strategy and Programme Delivery Plan documents in Appendices 1 and 2.
- 6.7 Based on cost planners estimates, the indicative costs of Phase 3 including allowances for optimism bias and risk are projected at today's prices as £310.6m of capital costs and £4m of revenue costs. A full development programme for the cost plan will be undertaken during phase 2.

- 6.8 To ensure the programme will be both deliverable and affordable, the sourcing of funds will be suitably phased during project set up. Research on potential additional funding contributors, including third-party, will continue throughout the Programme. Potential sources of funding for Phase 3 include:
- 6.8.1 S.75 Developer Contributions – interventions that can be demonstrated as arising as a result of growth within the city can be partially funded through contribution from developers;
  - 6.8.2 Capital Programme – additional funding that may be made available to fund Council priorities along with potential future realignment of current budget allocations;
  - 6.8.3 Strategic Transport Projects Review (STPR2) – STPR 1, published in 2008, was a review of large-scale inter-regional transport projects that led to Scottish Government funding towards projects such as the Forth Replacement Crossing and the duelling of the A9. In 2018, a second review was agreed by the Scottish Government and it is expected that bids for elements of ECCT Phase 3 will be made; and
  - 6.8.4 Scottish Government/Transport Scotland/Sustrans – continuation of applications to Sustrans and other grant funding organisations to receive match funded grants.
- 6.9 Projects within the ECCT programme will involve removal of parking from various locations within the city centre. Whilst this represents a loss of future Council parking income from bays at specific locations, the financial implications of this must be understood within the context of the reprofiling of the Council's parking service and income. Across the city, the structure of Council controlled parking service is evolving, in step with the city-wide changes in parking demand and availability being identified through strategic parking reviews. The City's Parking Strategy will reprofile the Council's parking income streams, linked to realigned and expanded Controlled Parking Zones that respond to changing pressures. A clearer understanding of the net implications of the various changes to the parking income profile will be reported to Transport and Environment Committee as part of a separate report.
- 6.10 The resource requirements for the delivery ECCT are being developed. It is expected that ECCT will continue to require a Programme Director, supplemented by project management staff, commercial oversight, stakeholder engagement and project support staff. Team competencies will require to reflect the complexity of the transformation programme and to continue the collaborative and innovative approach taken toward the Strategy's development. On an interim basis, until the Strategy has been established and implementation is commencing, this support will be provided by on-going consultancy support and Council officers.

## 7. Stakeholder/Community Impact

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- 7.1 The phase 2 ECCT consultation commenced on 20 May and ended on 7 July. The consultation was originally scheduled to end on 28 June, however it was extended to allow residents, community groups and other interested parties further time to provide feedback.
- 7.2 3,056 responses were received on the Council's consultation hub.
- 7.3 A children and young people's survey was issued to all primary and secondary schools in Edinburgh to ensure young people have a say in the proposals. 113 responses were received. Further details of the responses received is shown in Appendix 3.
- 7.4 As well as allowing members of the public to feedback via consultation hub, the project team organised a series of three public consultation events, one at City Art Centre and two at the National Museum of Scotland. The project team also organised two pop- up events across the city centre. The feedback from the events was largely positive, with over 400 individuals engaging with the project team at the National Museum of Scotland public consultation events.
- 7.5 In addition, the project team engaged with young people at the Edinburgh Science Festival at the National Museum, where young visitors were able to experiment with the Sustrans 'Streets Ahead' activity, redesigning some of Edinburgh's key streets using scale models to create new cycle lanes, seating areas and greenspace.
- 7.6 The consultation was promoted heavily throughout the city via a series of marketing efforts which comprised of: paid for social media, non-paid for social media, lamp post wraps, radio adverts, phone box adverts and projections of the artistic visualisations around the catalyst areas mentioned in the strategy. In addition, the consultation was promoted extensively throughout the Council's internal systems.
- 7.7 Considerable work was undertaken to encourage hard to reach groups (EH1/EH2 residents, ethnic minorities, over 65s, under 25s and people with disability and mobility issues) to participate in the consultation as there was limited response from these groups during the first round of consultation in autumn 2018.
- 7.8 Respondents were asked to give their main mode of travel, with 29.50% walking, 21.44% cycling, 28.15% mainly using public transport and 17.67% driving a car or van. The analysis highlights that majority of respondents living in the city centre travel on foot, public transport and bicycle. With distance from the city centre, car or van and public transport is the most popular method of transport.
- 7.9 The ECCT Proposed Strategy also informed the context for stakeholder discussions with the retail sector for the Council's draft revised Supplementary Guidance for the City Centre Retail Core (reported to Planning Committee on 7 August).

### **Impact Assessment**

- 7.10 Appendix 4 provides the Revised Environmental Report and Appendix 5, the Integrated Impact Assessment (IIA) for ECCT.

- 7.11 ECCT is subject to Strategic Environmental Assessment under Section 5(3) of the Environmental Assessment (Scotland) Act 2005. The draft Environmental Report identified, described and evaluated the likely significant effects on the environment of implementing the Proposed Strategy. The draft Environmental Report was submitted to the SEA Consultation Authorities through the SEA Gateway and subject to public consultation and for six weeks commencing 27 May.
- 7.12 Scottish Natural Heritage, SEPA and Historic Environment Scotland submitted formal responses through the SEA Gateway. There were no additional comments related to the draft Environmental Report submitted by members of the public.
- 7.13 As a result of the responses received from the Consultation Authorities set out in Appendix 4, a number of changes to the narrative and points of clarification have been made to the Revised Environmental Report. However, there are no new, removed, or significantly altered interventions.
- 7.14 The SEA concludes that ECCT would have a predominately positive effect across the SEA topics including air quality, population and human health due to reductions in traffic and modal shift to more sustainable transport modes, including improved and safer walking and cycling routes.
- 7.15 Localised negative effects were identified where interventions could impact on natural or cultural heritage designations. It was determined that mitigation would be put in place as detailed proposals develop.
- 7.16 Subject to approval of the ECCT Strategy by Committee, the Council will publish the Strategy and its Environmental Report, alongside a post-adoption statement which will detail the measures that are to be taken to monitor the significant environmental effects of implementing the Strategy.
- 7.17 The SEA baseline and objectives have been aligned with the City Mobility Plan and City Plan 2030, which will ensure effective co-ordination and monitoring as these plans and strategies are developed.
- 7.18 The Proposed Strategy is subject to IIA to ensure proposals take account of equality, diversity and human rights, it includes an assessment of poverty, health inequality and environmental impacts. The IIA has been reviewed to take account of the consultation findings and forecasts of the Strategy's economic benefits. There are no substantive changes from an environment and sustainability perspective.
- 7.19 Recommendations added to the IIA to include:
- 7.19.1 a commitment to work with key stakeholders to develop a disabled parking plan for the city centre as part of a city operations plan;
  - 7.19.2 acknowledgment of the need to improve vehicular access to Waverley station for disabled users;
  - 7.19.3 broadening shop mobility services to include 'driven' vehicles which provide access to traffic free streets, many of which have steep gradients; and

7.19.4 a commitment to work with stakeholders to improve the user experience for people with physical and sensory impairments at new transport interchanges;

7.20 The IIA's assessment of economic impacts has been updated to acknowledge the potential of enhanced public transport access to provide better access to job opportunities for people from deprived communities. A small number of IIA monitoring indicators have been identified linked to those tracking delivery of the Strategy.

## **8. Background reading/external references**

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- 8.1 ['Edinburgh: Connecting our city, Transforming our places' Findings of Public Engagement and Next Steps](#), report to Transport and Environment Committee, 28 February 2019.
- 8.2 ['Edinburgh City Centre Transformation – Proposed Strategy'](#), report to Transport and Environment Committee, 16 May 2019.

## **9. Appendices**

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- 9.1 Appendix 1 - Finalised ECCT Strategy and Executive Summary
- 9.2 Appendix 2 - ECCT Programme Delivery Plan
- 9.3 Appendix 3 - ECCT Report of Consultation
- 9.4 Appendix 4 ECCT Revised Environmental Report
- 9.5 Appendix 5 - Integrated Impact Assessment



# Introduction

“ **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** ”

*Edinburgh CCT Vision*

Edinburgh City Centre Transformation is an ambitious plan for a vibrant and people-focused capital city centre which seeks to improve community, economic and cultural life.

It outlines a programme to enhance public spaces to better support life in the city, by prioritising movement on foot, by bike and by public transport. Across the whole of the city centre, changes over the next ten years, will deliver:

1. A walkable city centre with a pedestrian priority zone and a network of connected, high-quality, car-free streets
2. High-quality streets and public spaces
3. A connected network across the city centre of new segregated and safe cycle routes including the provision of a new walking and cycling bridge connecting the Old Town and the New Town
4. Improved public transport journey times, a free city centre hopper bus and public transport interchanges making it easier to switch between rail, bus, tram, taxi, bike and walking routes
5. An accessible city centre where people of all ages and abilities can explore with lifts, shop mobility and wayfinding
6. A reallocation of space in the city centre through a significant reduction of on-street parking with greater priority given to residents and blue badge parking

ECCT will be aligned with the Council’s new Low Emission Zone, City Mobility Plan and City Plan 2030.

The case for change in Edinburgh City Centre is social, economic and environmental:

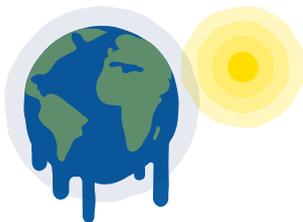
- A changing climate with the City’s target to be carbon neutral by 2030
- Rising health concerns from inactive lifestyles and poor air quality
- A growing and ageing population, alongside high numbers of visitors
- Keeping the city centre as a liveable place for residents
- Making it easier to move around for older people, those with physical and sensory impairments and young children
- Supporting the economy and our outstanding heritage through sustainable travel and high quality public spaces



## The Need for Change

### A changing climate

Climate change will carry real economic costs in terms of risk to life and overall well-being, alongside direct loss in city revenues, for instance from the cancellation of events like Hogmanay.



### Air pollution problems

Road transport is responsible for the illegally high levels of air pollution in the city centre. It is damaging to resident and visitor health. The city centre is the worst area for air quality in Edinburgh with the highest concentrations of NO<sub>x</sub>.



### A growing and ageing population

Having grown 13% in the ten years to 2017, future forecasts for Edinburgh's population points to a 5% increase by 2021 and 15% increase by 2041.

Demand for certain types of services will change with the growing proportion of population aged 65+ which is due to increase by 5% by 2041.



**Increase  
of 77,000  
by 2041**

### A growing tourism economy

Edinburgh has seen significant growth in tourism numbers in recent years, with overall growth between 2013 and 2017 of 28%. Visitor expenditure in 2016 was £1.5billion.



## Edinburgh at a glance

 **513,000**  
people live in Edinburgh

 **26,000**  
people live in the centre of the city

 **77%**  
highest employment rate in Scotland

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

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

 **4.9m**  
tourism visits in 2017

## The Value of Change

Edinburgh is commonly ranked as one of the most liveable cities in the world, it has high rates of employment, a highly educated workforce, strong levels of economic growth, low crime rates and its citizens benefit from higher well-being levels on average than people living in other major UK cities.

To ensure that Edinburgh remains competitive, retaining its appeal as a great city for investment, talent retention and innovation, the city must match and exceed best practice globally. The quality of the urban environment is a vital factor for this, however, currently the city's public realm does not reflect Edinburgh's outstanding built and natural heritage.



### Accident Prevention

Walking and cycling around the city centre will be safer and less stressful, leading to greater enjoyment of the city centre and a reduction in accidents.



### Active Travel Increase

Improved infrastructure and less vehicle traffic will encourage more people to walk and cycle to and around the city centre. This will provide health benefits and improve the quality of people's journeys.



### Increased Accessibility

People of all abilities will be able to move freely around Edinburgh's city centre, which benefits society as well as the individual. This will be made possible through lifts in key locations, improved crossings, expanding shop mobility and wayfinding.



### Enhanced Public Spaces

Removing traffic from streets, widening footways and improving the quality of public spaces (benches, bus stops, lighting) will allow people to dwell and enjoy Edinburgh as part of daily life.



### Increase in Economic Activity

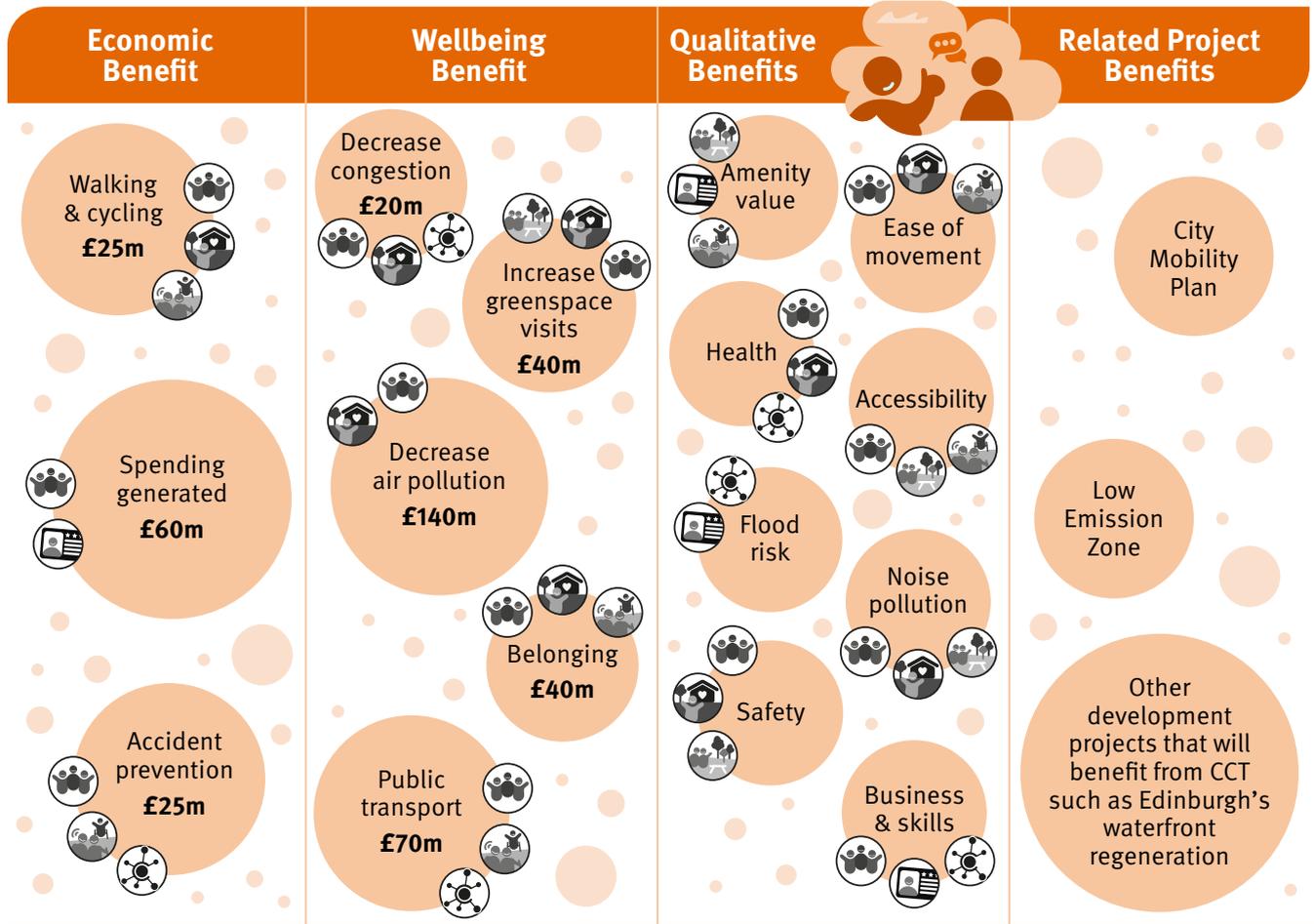
More people will be able to enjoy Edinburgh's city centre as more space is given back to people (such as wider footways, cycle lanes, and pedestrianised areas). This increased footfall in the city centre will generate extra economic activity.



### Air Pollution Reduction

The Strategy will lead to less traffic in the city centre which currently has some of the worst air pollution in the city. This decrease in traffic will directly lead to cleaner air and less noise. This will have multiple benefits including health, well-being, and increased amenity value.

# Wellbeing and Economic Benefit



PEOPLE FIRST 
 LIVEABLE 
 ENHANCED OPEN SPACES 
 UNIQUE CHARACTER & IDENTITY 
 INCLUSIVE & ACCESSIBLE 
 INTEGRATED POLICIES & PROJECTS

# The Principles of Change

The Strategy will help to deliver Edinburgh's 2050 Vision through six principles to guide change in the city centre.

## People First



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

## Unique Character & Identity



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

## Inclusive & Accessible



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

## Liveable



“ A better environment will be created for city centre residents by enhancing local centres and reducing traffic within the city centre, improving air quality. ”

## Enhanced Open Spaces



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

## Integrated Policies & Projects



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

# Appetite for Change

The Strategy has been shaped by two-stages of public consultation to test initial ideas in autumn 2018 and to seek comments on the detailed plans in summer 2019.

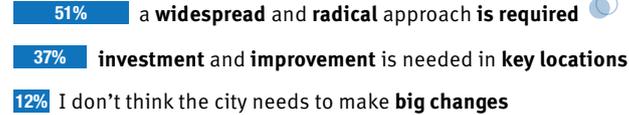
Overall, it is clear that there is a real appetite for change in the city centre and that the proposals put forward by this strategy are supported by the public.

The top priorities for consultees were:

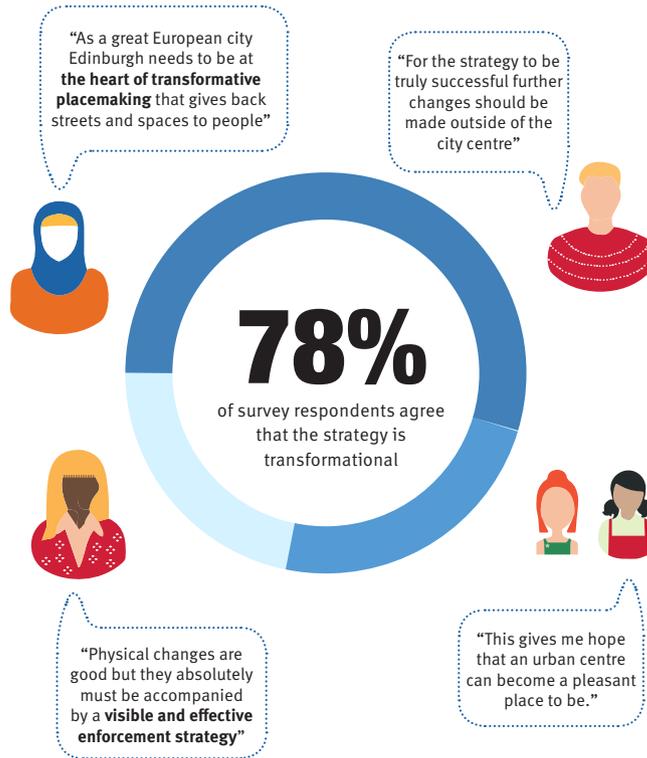
1. **The creation of a walkable, accessible city centre**
2. **Creating a more active city, with public spaces where people enjoy spending time**
3. **Ensuring that cycling and public transport improvements in the city centre are extended to surrounding neighbourhoods**

As each project in the Strategy is taken forward, there will be ongoing dialogue with local stakeholders and communities.

How ambitious do you think Edinburgh needs to be to deliver a CITY that works for you?



This strategy is designed to be transformational. Do you believe it is?

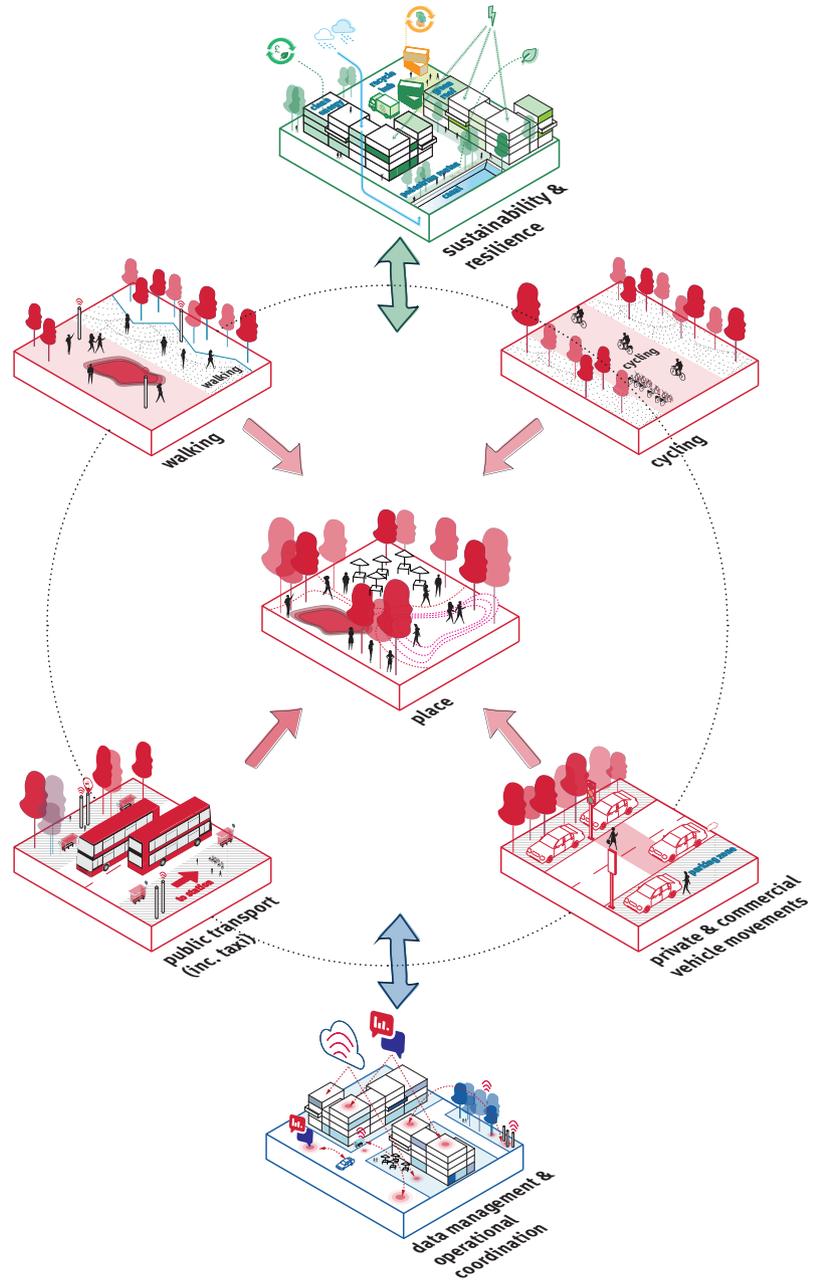


2018

2019

# The Strategy

The Strategy focuses on people, place and movement to create transformational change. By setting out how it will reprioritise the use of our public spaces, roads and streets, the Strategy provides a clear framework to create a more active, resilient and inclusive city centre.



# Spatial Framework

The spatial framework shows how and where across the city centre changes will be made.

The spatial framework provides a holistic view of movement and quality of place across the city centre townscape. It gives a snapshot of how the Strategy will benefit pedestrians, cyclists, public transport passengers and operators – including taxis, as well as those who use private and commercial vehicles to get around. Improvements to accessibility and inclusive mobility that will enhance the experience of the city centre for people with physical or sensory impairments are embedded in the Strategy.

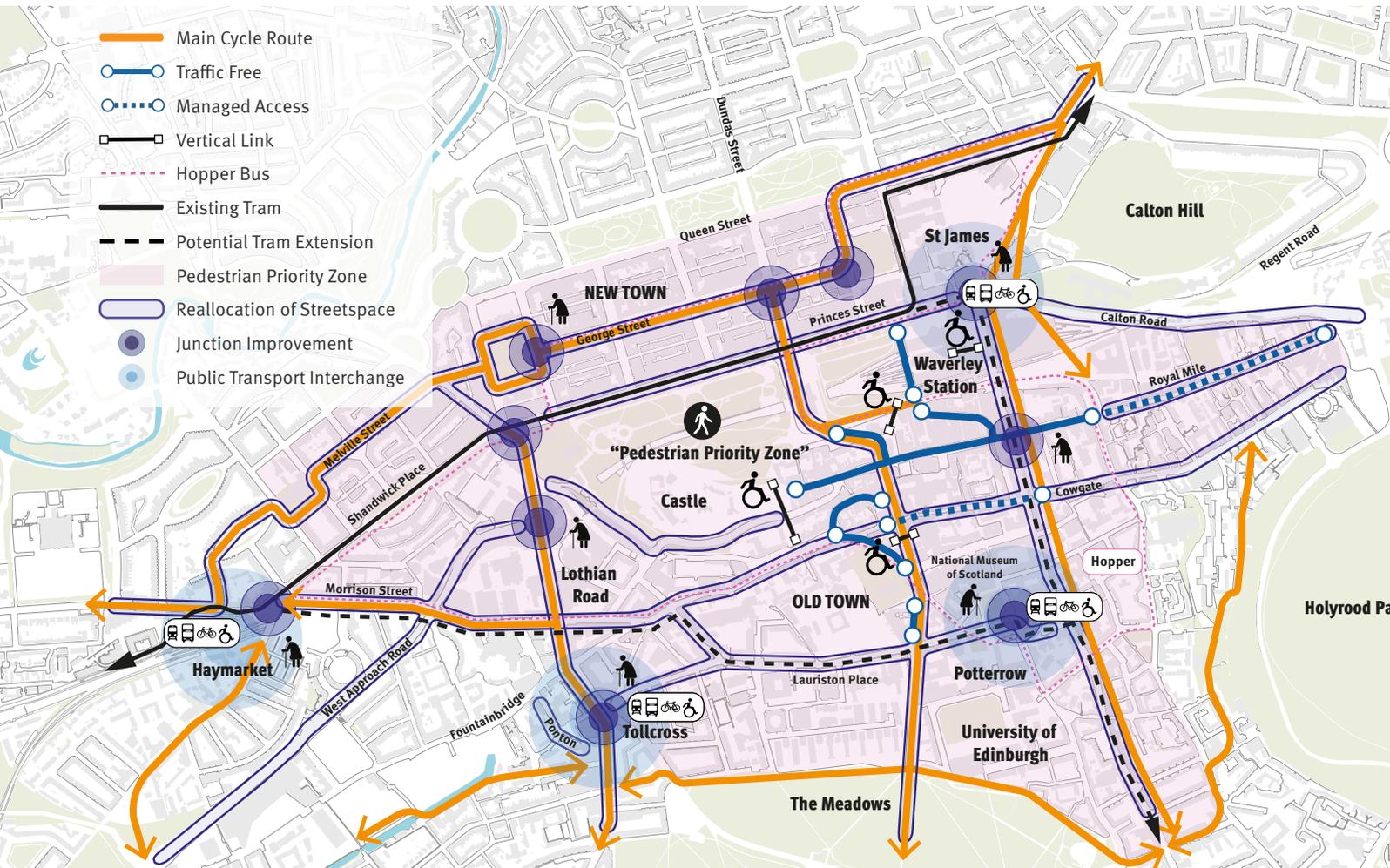
## Key Elements

“ **People first:**  
pedestrian & cycling movement ”

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

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

-  Main Cycle Route
-  Traffic Free
-  Managed Access
-  Vertical Link
-  Hopper Bus
-  Existing Tram
-  Potential Tram Extension
-  Pedestrian Priority Zone
-  Reallocation of Streetspace
-  Junction Improvement
-  Public Transport Interchange



## Interdependencies

To be truly effective, the implementation of this strategy will need to be supported by policies and interventions across the whole of Edinburgh. This strategy has therefore been developed in close collaboration with the preparation of the City Plan 2030, City Mobility Plan and Low Emission Zone projects.

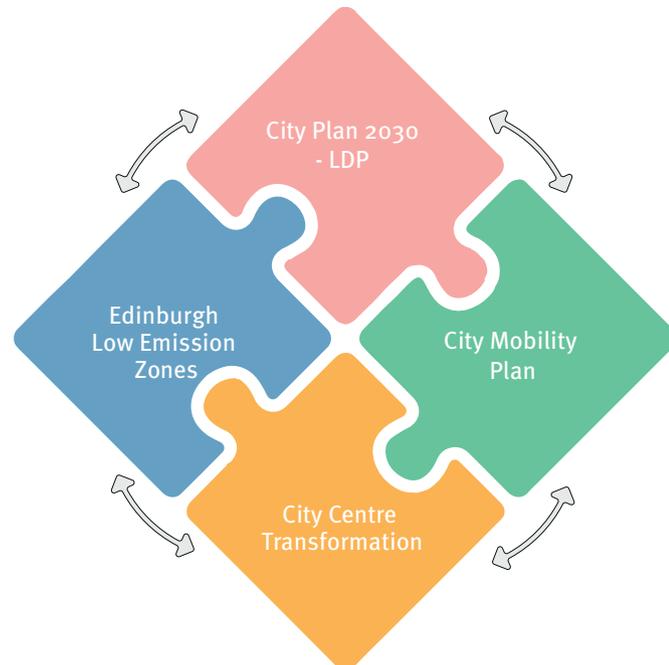
- **City Plan 2030 – the updated Local Development Plan that will ensure co-ordinated land and transport development across the city**
- **City Mobility Plan – the strategic framework for the effective movement of people and goods across Edinburgh, with associated action plans**
- **Low Emission Zone – the definition of restrictions that will apply to high polluting vehicles to improve air quality outcomes in the city**

Within this context, overarching aims and objectives have been developed for CCT that flow from the Edinburgh 2050 Vision and which are fully aligned to the three projects above.

From these aims, six Principles that guide the changes being driven by the strategy are set out in the Case for Change that follows.

This combined approach will ensure that the interventions within the city centre identified by this strategy are complemented by the wider measures needed across the rest of the city to make effective change. This will also ensure that the impacts of each project (such as the re-routing of traffic) can be effectively managed and mitigated at a citywide level.

Each of these projects has been informed by a common understanding of public opinion through an extensive consultation exercise that was undertaken in 2018, which is summarised in the Case for Change that follows. Each project has then been developed using shared baseline data and analysis, a common approach to Strategic Environmental Assessment and an overarching process of governance within the Council's Place directorate, which have all ensured a fully integrated outcome.



# Key Projects

The first phase of Edinburgh City Centre Transformation will see delivery of a number of key city centre projects co-ordinated within the ECCT spatial framework.

## George Street and First New Town redesign



This project will deliver an exceptional street environment that is welcoming and accessible for all users, on George Street, Castle, Frederick, Hanover Streets and the junctions with Charlotte and St Andrew Squares.

The proposal will renew George Street's prime role within the New Town and strengthen links to the West End and St James quarter, making it more attractive for people of all ages to visit, shop, rest, and make active and sustainable travel choices whilst celebrating the New Town's unique heritage.

## City Centre East-West Link



The City Centre West to East Link (CCWEL) consists of footway, cycleway and street improvements from Roseburn to Leith Walk. It will provide a family-friendly cycle link from west-east across the city centre and part of National Cycle Network (NCN) route 1.

Part of the project will run through the redesigned George Street with new public space created at Melville Crescent and further public realm enhancements within the city centre at Haymarket, Randolph Place and Charlotte Lane.

## Meadows to George Street



Meadows to George Street will transform the quality of walking, cycling, public spaces and improve access for all on some of Edinburgh's busiest historic streets: Hanover Street, the Mound, Bank Street, George IV Bridge, Candlemaker Row, Forrest Road, Bristo Place and Teviot Place.

This will create safer, more attractive places to travel through and spend time in, including pedestrianisation of Forrest Road and linking cycle routes from the south of the city with CCWEL at George Street.

## Catalyst Areas

The Strategy identifies six places in the city centre, where change could bring about the greatest benefits for people, our environment and the local economy.

**Haymarket** | Morrison Street



**Lothian Road** | Tollcross Junction



**Old Town** | Victoria Street



**New Town** | Princes Street



**Waverley – Calton** | Waverley Bridge



**Innovation Mile** | Teviot Place



# Delivery Plan

The Strategy's Delivery Plan provides a detailed and costed programme of projects over a 10-year period from 2020. This will ensure that the Strategy is taken forward in a cost-efficient, logical and sustainable way. The Delivery Plan will guide:

1. How the principles of this strategy will be embedded in individual projects and how consultation exercises for those projects will be carried out
2. How individual project decisions will be managed, including the development of business cases that build on the collective benefits identified in this strategy
3. How the Council's procurement approach will support the key themes of inclusion, sustainability innovation and collaboration
4. How the implementation of projects will be sequenced to achieve the greatest benefits and to minimise disruption
5. How risk and change will be managed
6. How data and technology will help support infrastructure and gathering will be developed and utilised in decision-making processes
7. How progress and outcomes will be reported

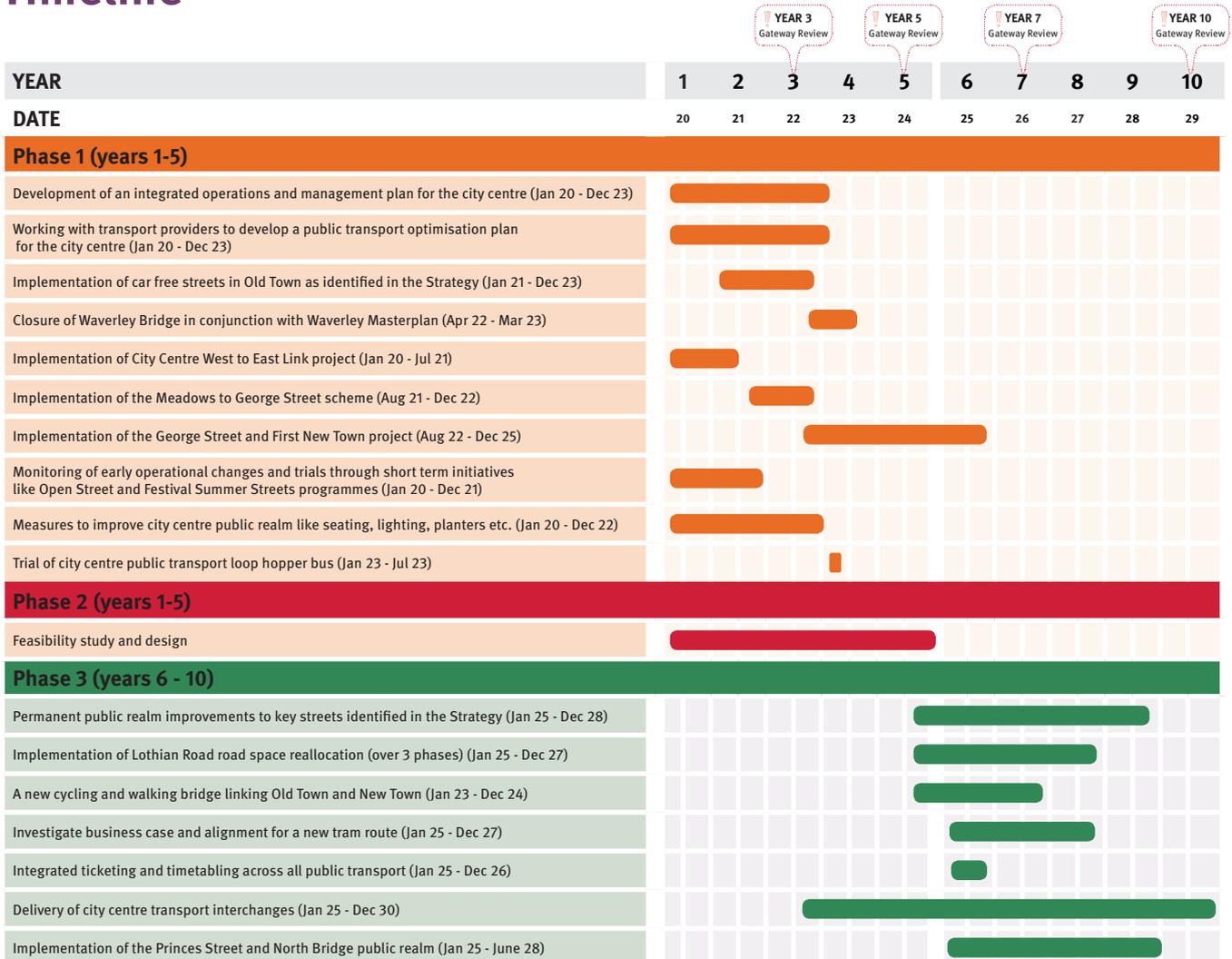


## Cost, Funding and Procurement

The Delivery Plan contains a detailed cost estimate for the delivery of the strategy. The overall cost estimate to implement the strategy over a 10 year period is £314m.

The projects to be delivered over the first five years of the strategy are broadly fully funded and funding has also been secured for feasibility and design work for the projects in the second five years of the delivery programme alongside potential sources of funding.

# Timeline



The programme will ensure that the strategy is delivered in a logical sequence, that critical projects are delivered within the first three years and the construction periods cause minimum disruption. It is phased so that funding pressures are managed across the 10 years and so that it is aligned with the delivery of other major projects.

# Call to action



To make the most of the opportunities presented in this strategy, **behavioural change will be critical**. Edinburgh's citizens have made huge strides; for instance, in walking and cycling levels, public transport use, and car ownership. However, to enable further improvements, behavioural change must be supported at every level.

- The Council is uniquely placed to provide **leadership** which **integrates city activities** with sustainability
- Businesses, employers and education providers can do more to promote **sustainable transport** to their employees, students and suppliers
- **Communities and schools** have the opportunity to drive desired outcomes locally through on-the-ground activities and events
- Above all, individuals can continue to use their **influence** and **make personal choices** which support the **delivery of real change** in the city centre

This will not only ensure that the travel mode choices required to make a success of the strategy are taken, but that everyone using the improved infrastructure of the city centre does so with a full appreciation and sense of respect for their fellow users, regardless of how they choose to travel.



You can get this document on Audio, in Braille, large print and various computer formats if you ask us. Please contact City of Edinburgh Council Interpretation and Translation Service (ITS) on 0131 242 8181 and quote reference number 19-5312. ITS can also give information on community language translations.

# Edinburgh City Centre Transformation

Final Strategy | September 2019





**This report presents the outcomes of a yearlong project and extensive public and stakeholder consultation. It responds to feedback from the consultation process of Summer 2019.**



### Stay tuned & engage further

You can explore specific issues in more detail by viewing the Delivery Plan that accompanies the Strategy. See: [www.edinburgh.gov.uk/citycentretransformation](http://www.edinburgh.gov.uk/citycentretransformation)

You can also stay up to date and share your ideas with others on social media:

-  @edinburghcouncil
-  @plannededin
-  @plannededinburgh



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# Foreword

Edinburgh is one of the best cities in the world to live, work and visit – vibrant with culture, history and opportunity. However, with our population set to expand rapidly over the next 20 years, we must act now to chart a course for future success. It is clear that we can't be complacent if we want to ensure Edinburgh continues to thrive in a truly sustainable way.

Our vision for Edinburgh's city centre is ambitious, informed by best practice and is firmly grounded in the aspirations of the people of Edinburgh. Through recent consultations, people have called for significant change to the way the city centre operates, placing outcomes for people at the heart of future change. We all benefit from a city centre that is inclusive, healthy and accessible.

Our proposals help focus attention on key areas of the city centre where radical change will help transform the way the city moves and operates. The proposals show what is possible, based on extensive research, to deliver the kind of city centre that people have told us they want. Our interventions set out the steps required to achieve transformative change: by improving city centre spaces for everyone, embracing active travel solutions, and refocusing the way key parts of the city function, we can create a city centre that will deliver economic, social and environmental benefits for all.



We have the opportunity to change Edinburgh for the better. We've seen how other cities around the world have improved their social fabric, quality of life and economy by transforming their city centres, and involving citizens in those changes. I am committed to delivering a successful city for our current and future population, by adopting a strategic and cooperative approach. I therefore invite you to help us finalise this strategy and vision through our consultation taking place during May and June 2019. We will then complete our City Centre Transformation Strategy and 10-year implementation plan, which will be published later this year.

I would also like to express my gratitude to everyone who has taken time to give their ideas and feedback so far, and look forward to ongoing dialogue with you as this project progresses.

A handwritten signature in black ink that reads "Lesley Macinnes".

Councillor Lesley Macinnes  
Transport and Environment Convener  
September 2019





# 1 Introduction

This Edinburgh City Centre Transformation (CCT) Strategy is the ambitious plan for a vibrant and people-focused capital city centre which seeks to improve community, economic and cultural life.

*The vision: '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.'*

It outlines a programme to enhance public spaces to better support life in the city, by prioritising movement on foot, by bike and by public transport in central streets while improving access and opportunity for all. This is key to sustaining a thriving economy, and celebrating the city's unique heritage.

Most of the enhancements in this Strategy are focused in six catalyst areas, where significant changes can achieve the greatest improvement in outcomes.

Across the whole of the city centre, changes over the next ten years, will deliver:

- **A walkable city centre** right at the heart of the World Heritage Site, enabled by a **pedestrian priority zone** and a **network of connected, high-quality, car-free streets**
- **High-quality streets and public spaces** where improvements allow for people to be inspired by the city's unique heritage while they interact, relax or play
- A connected network across the city centre of **new segregated and safe cycle routes** to link communities and destinations, including the provision of a **new walking and cycling bridge** connecting the Old Town and the New Town

- Enhanced **bus priority** measures through the city centre, with improved traffic signal priority and rationalisation of bus stops to reduce bus congestion on key streets
- **A free city centre hopper bus** to support people moving around a city without a car, linking city centre communities
- The creation of public transport interchanges at key nodes of the city centre, to improve connectivity between rail, bus, tram and the new hopper service
- An accessible city centre where people, especially those with mobility restrictions, can overcome the city's steep hills and explore its different street levels through **lifts or other forms of vertical connections** at key points in the city
- A reallocation of space in the city centre to reduce the impact of vehicles and free up space for other users, through a significant **reduction of on-street parking** with priority given to residents and blue badge parking where appropriate

These changes will make a direct contribution to addressing the challenges of climate change and poor air quality. As a result, they will support the goals of the Low Emission Zone project. They are supported by the City Mobility Plan and City Plan 2030, which will aim to implement complementary measures to significantly reduce unnecessary vehicle journeys through the city centre. In addition, the City Plan 2030 will aim to introduce policy measures, such as those to support residential communities in the city centre by restricting short-term letting services and promote a balanced approach to new residential and employment growth.



## Call to action



To make the most of the opportunities presented in this strategy, **behavioural change will be critical**. Edinburgh's citizens have made huge strides: they walk and cycle more, have increased their use of public transport and reduced their levels of car ownership. However, to enable further improvements, behavioural change must be supported at every level

- The Council is uniquely placed to provide **leadership** and a **governance** structure which **integrates city activities** with a view to maximising benefits
- **Organisations** are ideally placed to change the way they operate and interact with the city and its users. The climate emergency creates a real drive for organisations to become carbon neutral
- Businesses, employers and education providers can do more to promote **sustainable transport** to their employees, students and suppliers
- **Communities and schools** have the opportunity to drive desired outcomes locally through on-the-ground activities and events
- Above all, individuals can continue to use their **influence** and **make personal choices** which support the **delivery of real change** in the city centre

This will not only ensure that the travel mode choices needed to make a success of this strategy are taken, but that everyone using the improved infrastructure of the city centre does so with a full appreciation and sense of respect for their fellow users, regardless of how they choose to travel.

## Interdependencies

To be truly effective, the implementation of this strategy will need to be supported by policies and interventions across the whole of Edinburgh. This strategy has therefore been developed in close collaboration with the preparation of the City Plan 2030, City Mobility Plan and Low Emission Zone projects.

- **City Plan 2030** – the updated Local Development Plan that will ensure co-ordinated land and transport development across the city
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Within this context, overarching aims and objectives have been developed for CCT that flow from the Edinburgh 2050 Vision and which are fully aligned to the three projects above.

From these aims, six Principles that guide the changes being driven by the strategy are set out in the Case for Change that follows.

This combined approach will ensure that the interventions within the city centre identified by this strategy are complemented by the wider measures needed across the rest of the city to make effective change. This will also ensure that the impacts of each project (such as the re-routing of traffic) can be effectively managed and mitigated at a city-wide level.

Each of these projects has been informed by a common understanding of public opinion through an extensive consultation exercise that was undertaken in 2018, which is summarised in the Case for Change that follows. Each project has then been developed using shared baseline data and analysis, a common approach to Strategic Environmental Assessment and an overarching process of governance within the Council’s Place directorate, which have all ensured a fully integrated outcome.



**“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”**

*Edinburgh CCT Vision*

The first phase of Edinburgh City Centre Transformation will see delivery of a number of key city centre projects co-ordinated within the ECCT spatial framework.

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**Meadows to George Street**



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2

# The Case for Change



“ We want everyone to share in Edinburgh’s success. Reimagining our city centre and its purpose will help make this happen. Our innovative and inclusive approach highlights the powerful ambitions our residents have for Edinburgh. ”

*Cllr Adam McVey, Council Leader*



## 2.1 The Context for Change

Edinburgh is commonly ranked as one of the most liveable cities in the world, putting it ahead of competitors such as London, Singapore and Frankfurt. Its citizens benefit from higher well-being levels on average than people living in other major UK cities. It also has high rates of employment, a highly educated workforce, strong levels of economic growth and low crime rates. The centre of the city is home to a resident population of around 26,000 people, Scotland's Parliament, universities and colleges and global institutions. It attracts almost 5 million tourism visits each year, with visitors coming for its World Heritage Status, cultural offer and distinctive urban form.

The city contributes significantly to the Scottish economy, particularly through the financial and insurance services sector and the information and communications sector, which together employ about 50,000 people. Edinburgh attracted more digital technology investment in 2016 than any other UK city outside London. This, alongside the investment available through the City Region Deal and the strength of the knowledge economy, supports Edinburgh's ambition to become the data capital of Europe. It is also a top performer across Europe in its ability to attract foreign direct investment and is a gateway to Scotland for all sectors of the economy, including for tourism.

To ensure that Edinburgh remains competitive, retaining its appeal as a great city for investment, talent retention and innovation, the city must match and exceed best practice globally. The quality of the urban environment is a vital factor for this. However, currently the city's outstanding built and natural environment is not matched by the quality of its public realm. This is where people meet, spend time, collaborate and enjoy themselves. An increasingly mobile investment community and workforce will gravitate to cities offering a high quality of life, with excellent public realm and mobility opportunities. For instance:

- Princes Street and George Street must become attractive places for people to spend time if they are to survive and thrive as retail and leisure destinations.
- Lothian Road requires an environment to rival the great cultural and business destinations of Europe if it is to fulfil its potential as a cultural hub and business district.
- The corridor between Bristo Square, Lauriston Place and on to Fountainbridge, which includes the Quatermile redevelopment and University of Edinburgh, presents a placemaking opportunity to cluster technology and creative sector investment, delivering high-quality job growth and attracting talent to the city.



## 2.2

## Transforming Edinburgh for the Future

Similar to other global cities, Edinburgh faces a number of challenges which need to be addressed to deliver a sustainable future:

- A changing climate requires us to decarbonise, adapt and build resilience into the city's built environment and ensure that future development in Edinburgh is sustainable as well as economically viable and socially just.
- The speed of population growth and demographic change: greater pressure on all aspects of the city's resources, if not managed, will limit the potential of the city.
- The pressure for space for people walking in the city centre: many people find visiting or using parts of the city centre a less than enjoyable experience, and some find it stressful and difficult to move around. Alongside car dominance on key streets and increasing visitor numbers, safety issues are at a critical level at certain times of the year.
- Rising health concerns resulting from poor air quality and physical inactivity cannot be addressed if private and commercial vehicle usage remains prioritised within the city centre.

Strong leadership, collaboration between the public and private sector and transparency are key factors in maintaining Edinburgh's future. At present, the operation and management of the city is complex and, at times, unwieldy. Going forward, Edinburgh must strengthen relationships between key agents responsible for operating in the city centre, with greater recognition of defined roles and responsibilities. There are tremendous opportunities to share data and work collaboratively on a common and lasting vision.

Making the city work better for everyone, providing a high-quality environment with places people want to be in and providing transport networks which enable safe movement in a sustainable way will help the city centre to remain the beating heart of a vibrant local and national economy – one in which it is desirable to live, work and visit.

Climate Impact Projections for Edinburgh, 2050. Low Carbon Resilient Cities, 2015, Jacobs

	Summary of Climate Impact Projections for EDINBURGH	Change in Values	
Climate Impacts	Sea level rise	Increased in extreme tide levels	+ 0.20m
	Flooding (tidal)	Increases in severity of 1:100 annual return flood event	+ 1,200 severity
	Flooding (storm)	Increases in severity of 1:100 annual return flood event	+ 1,200 severity
	Drought	Reduction in hydrological water availability (low groundwater)	+ 20%
	Storms and high winds	Potential increase in severity of 1:20 annual return extreme gust (Floodwaters and wind contribution)	+ 1:100 severity
	Heat waves	Potential increase in the chance of a heatwave in any one year from almost negligible at present to	+ 1 in 10
	Extreme cold days	Reduction in number of frost days per year Reduction in number of heating degree days per year	+ 22 + 50
	Tree and greenery impacts	Increases in extreme growing (frost) season days. Reduction in winter period loss	+ 60 + 20-60

■ Significant Negative Impact    
 ■ Moderate Negative Impact    
 ■ Limited Positive Impacts

## 2.3 The Need for Change

Overall, Edinburgh has high levels of well-being but it has a number of challenges.

### A growing and ageing population

Having grown 13% in the ten years to 2017, future forecasts for Edinburgh’s population points to a 5% increase by 2021 and 15% increase by 2041. Demand for certain types of services will change with the growing proportion of population aged 65+ which is due to increase by 5% by 2041.

**Increase of 77,000 by 2041**



### A growing tourism economy

Edinburgh has seen significant growth in tourism numbers in recent years, with overall growth between 2013 and 2017 of 28%. Visitor expenditure in 2016 was £1.5 billion. Given Edinburgh has exceeded its own tourism projection set in 2012, it can be expected that tourism numbers and expenditure will continue to grow.



### Edinburgh at a glance

**513,000**  
people live in Edinburgh

**26,000**  
people live in the centre of the city

**77%**  
highest employment rate in Scotland

### A changing climate

By 2050 in Edinburgh, there will be a rise in sea level; an increase in severity of floods, storms and high winds; and an increased chance of drought and heatwave in any given year.

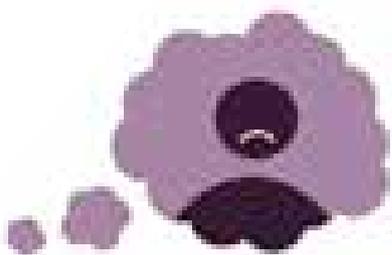
These changes will carry real economic costs in terms of risk to life and overall well-being, alongside direct loss in city revenues, for instance from the cancellation of events like Hogmanay.





### Air pollution problems

Road transport is responsible for the illegally high levels of air pollution in the city centre and across the region. It is damaging to resident and visitor health. The city centre is the worst area for air quality in Edinburgh with the five highest concentrations of NO<sub>2</sub>.



## Local Challenges

### Community inclusion

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



### A reliance on cars

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



### Safety

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

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



## 2.4 The Appetite for Change

The need for change that has been set out in this Strategy so far has been validated by extensive consultation exercises undertaken in 2018 and 2019, taking in the views from a wide range of stakeholders. The 2018 consultation established the willingness of Edinburgh’s citizens to embrace the scale of change that has now been developed by this strategy. The 2019 consultation then sought views on the strategy’s detailed proposals.

Overall, it is clear that there is a real appetite for change in the city centre and that the proposals put forward by this strategy are supported by the public. The strategy has been refined to account for the detailed feedback and suggestions received through the 2019 consultation, and it is also clear that the public are keen to be kept updated on progress as the strategy is implemented in the coming years.

The top priorities for consultees were:

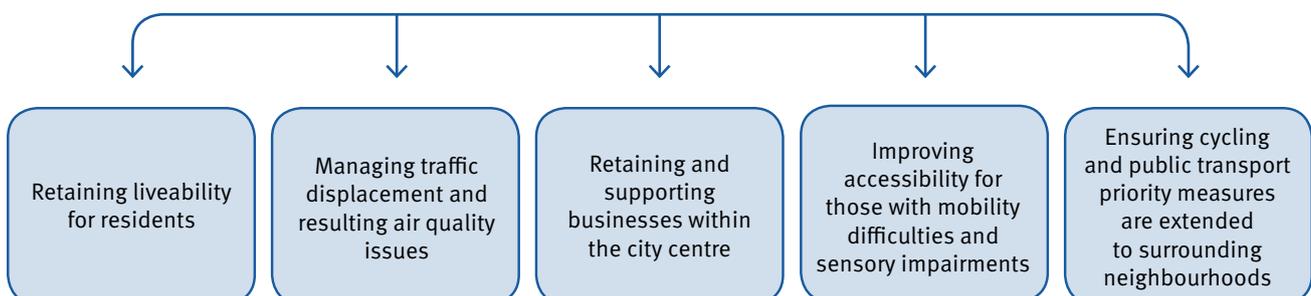
- 1. The creation of a walkable, accessible city centre**
- 2. Creating a more active city, with public spaces where people enjoy spending time**
- 3. Ensuring that cycling and public transport improvements in the city centre are extended to surrounding neighbourhoods**

The Strategy will be delivered with respect for the views and rights of children and young people at its the heart; and embedded within all further consultation and design processes.

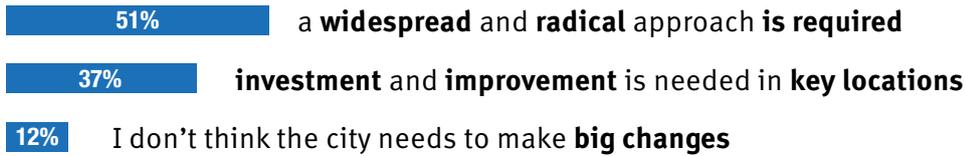
The consultation also identified a number of important considerations on how transformation of the city centre should occur, and how its impacts can be managed, which are addressed in detail in this strategy.



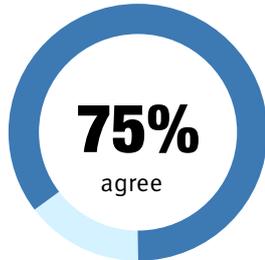
### Important Considerations



How ambitious do you think Edinburgh needs to be to deliver a CITY that works for you?

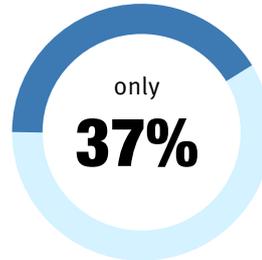


Safe and attractive walking - cycling routes



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

Quality Central Public Spaces



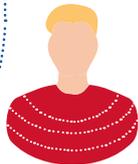
of survey respondents **are satisfied** with the quality of **central public spaces**

2018



This strategy is designed to be transformational. Do you believe it is?

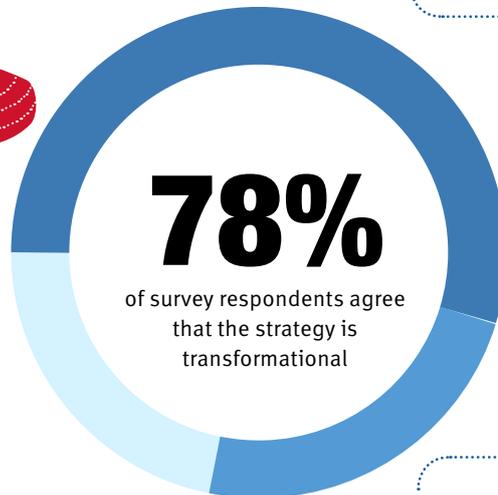
"For the strategy to be truly successful further changes should be made outside of the city centre"



...and **this is a start** but you need to go further and quicker to make the difference needed



"It's an important and overdue step to improve the liveability or Edinburgh and improve the environment. It's not an option to do nothing"



"This gives me hope that an urban centre can become a pleasant place to be."



"As a great European city Edinburgh needs to be at the **heart of transformative placemaking** that gives back streets and spaces to people"



"You must address **pollution and climate breakdown...**"



"Unlikely to transform because integration will, on past performance, not happen"



"Physical changes are good but they absolutely must be accompanied by a **visible and effective enforcement strategy**"

2019

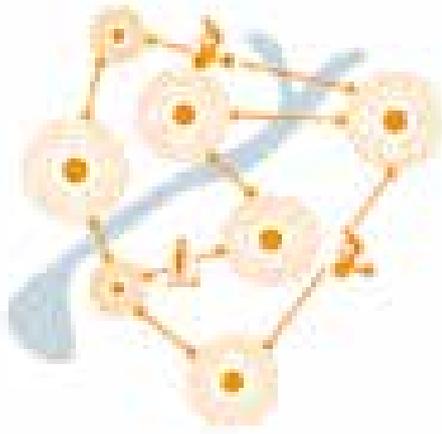
## 2.5 The Principles of Change

This Strategy will deliver the aims and objectives of the Edinburgh 2050 Vision through the six Principles shown here which respond to the Need for Change described so far.





### People First



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



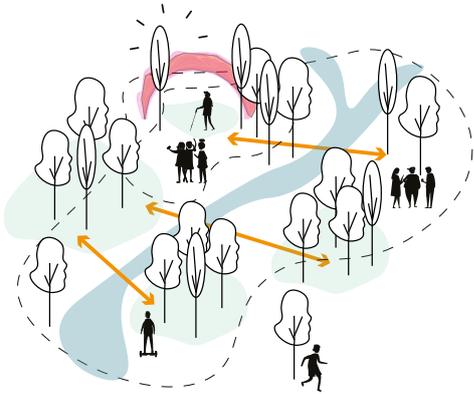
### Unique Character & Identity



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



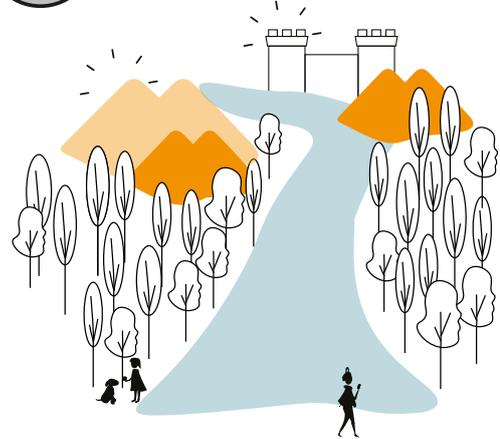
### Inclusive & Accessible



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



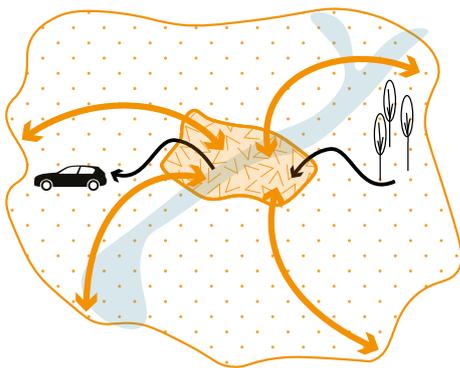
### Enhanced Open Spaces



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



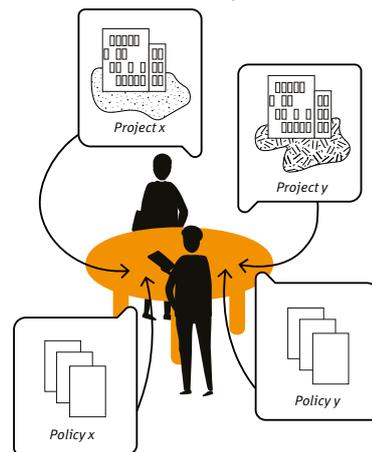
### Liveable



**“** *A better environment will be created for city centre residents by enhancing local centres and reducing traffic within the city centre, improving air quality.* **”**



### Integrated Policies & Projects



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

## 2.6 The Value of Change

The benefits of this Strategy are largely drawn from how a transformed city centre can improve the health and wellbeing of Edinburgh's residents and visitors and add to their quality of life. This map provides a summary of these benefits with the next page providing more detail on the value of change.

### Increased Accessibility

People of all abilities will be able to move freely around Edinburgh's city centre, which benefits society as well as the individual. This will be made possible through a range of interventions set out in this strategy, such as lifts, improved crossing opportunities, shop mobility, wayfinding and improved access routes.

### Accident Prevention

Walking and cycling around the city centre will be safer and less stressful, leading to greater enjoyment of the city centre and a reduction in accidents.

### Increase in Economic Activity

More people will be able to enjoy Edinburgh's city centre as more space is given back to people (such as wider footways, cycle lanes, and pedestrianised areas). This increased footfall in the city centre will generate extra economic activity.





### Active Travel Increase

Improved infrastructure and less vehicle traffic will encourage more people to walk and cycle to and around the city centre. This will provide health benefits and improve the quality of people's journeys.



### Quality of Public Spaces Improvement

Removing traffic from streets, widening footways and improving the quality of public spaces (benches, bus stops, lighting) will allow people to dwell and enjoy Edinburgh rather than rushing down a busy street to escape crowds and traffic.



### Air Pollution Reduction

The Strategy will lead to less traffic in the city centre which currently has some of the worst air pollution in the city. This decrease in traffic will directly lead to cleaner air and less noise. This will have multiple benefits including health, well-being, and increased amenity value.

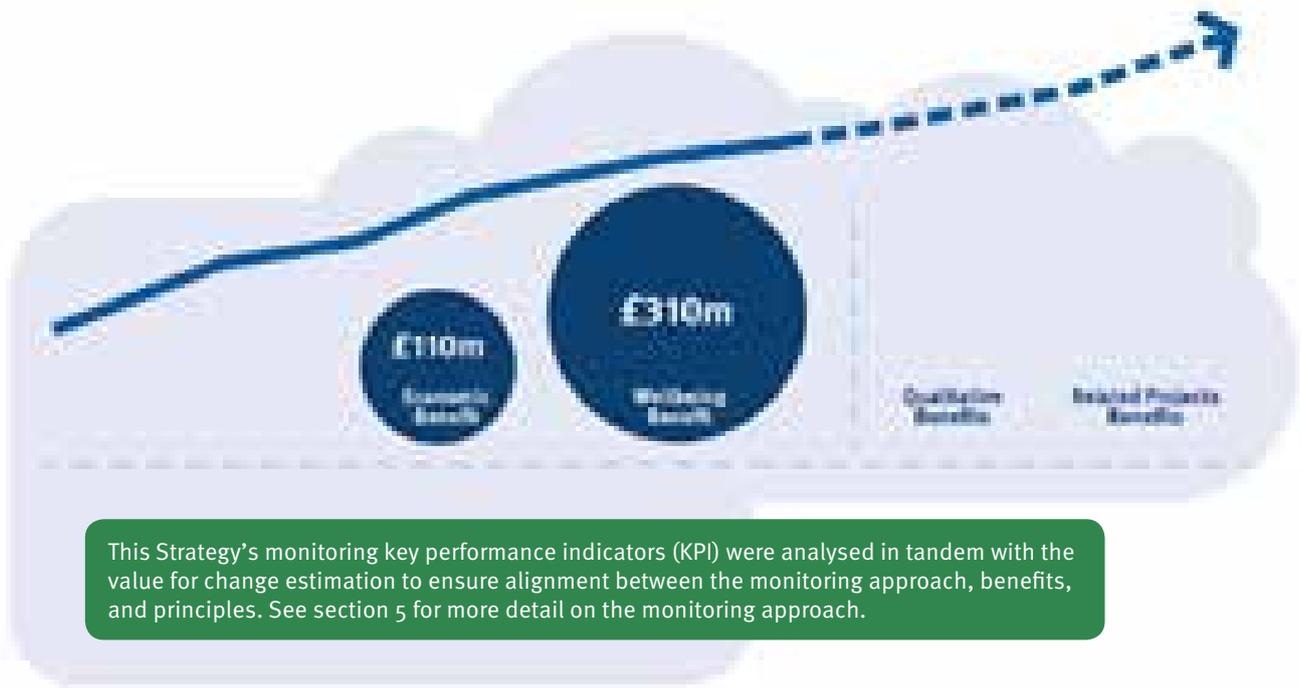


This page presents more detail on the different type of benefits and the value that the Strategy will add to the city. Over a 25-year period the Strategy will create approximately £420m in quantifiable benefits plus other benefits that are harder to value, but are still very important to consider.

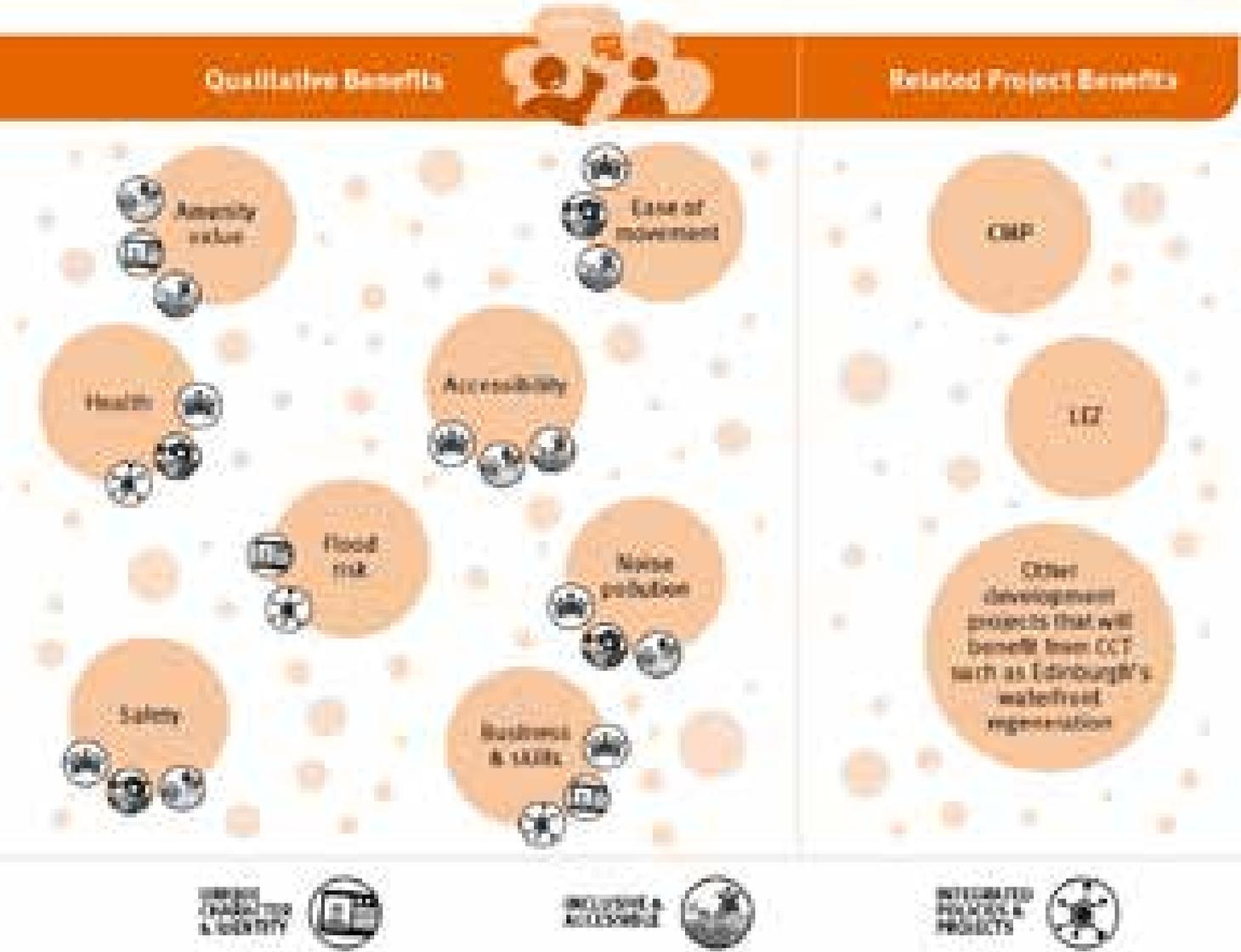
The value of change associated with this Strategy is shown through different types of benefits. Quantifiable benefits, divided into economic and well-being benefits, have been estimated using best-practice professional modelling of expected change. The figure below outlines the different benefits and their size over the 25-year period.

Quantifiable benefits represent a significant value of change (approximately £420m) but other benefits that are harder to monetise are described below as additional, qualitative benefits. The Strategy will also benefit the outcomes of directly related projects such as the CMP and LEZ as well indirectly benefiting some prospective developments.





This Strategy's monitoring key performance indicators (KPI) were analysed in tandem with the value for change estimation to ensure alignment between the monitoring approach, benefits, and principles. See section 5 for more detail on the monitoring approach.



# 3

## The Strategy

The **Strategy** focuses on **people, place** and **movement** to create **transformational change**. By setting out how it will reprioritise the use of our public spaces, roads and streets, the Strategy provides a clear framework to **create a more active, resilient and inclusive city centre**. This framework is bounded by the **six Principles of Change**.

The Strategy is set out as three distinct, but inter-related components. A **spatial framework** across the city centre sets the context and provides an overview of the approach. A series of **layers and related interventions** then focus on the changes to how people move within the city centre. **Six catalyst areas** of transformation then provide a vision of how our city centre would look and feel over the next few years.

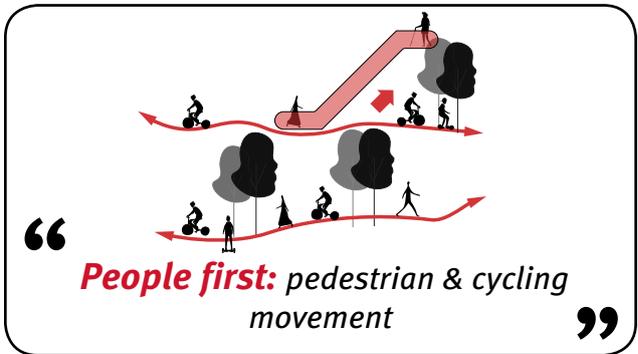




### 3.1 Spatial Framework

The spatial framework shows how and where across the city centre changes will be made. This is then broken down into ‘movement’ and ‘place’ layers to enable users of the city centre to fully appreciate the scale and location of the proposed changes, in the context of how they move and use the city centre. Movement changes are critical enablers of place improvements. For the city to deliver on its wider data driven innovation ambitions, as set out as part of the Edinburgh City and Regions City Deal, this Strategy is underpinned by a layer of data which will be developed to support the city’s wider data driven innovation ambitions.

#### Key Elements

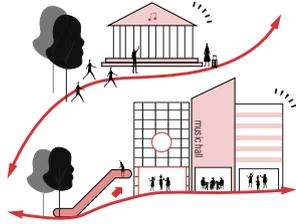


Improvements to accessibility and inclusive mobility that will enhance the experience of the city centre for people with physical or sensory impairments, parents and carers are embedded in the Strategy. These are highlighted in subsequent sections.

- Main Cycle Route
- Traffic Free
- Managed Access
- Vertical Link
- Hopper Bus
- Existing Tram
- Potential Tram Extension
- Pedestrian Priority Zone
- Reallocation of Streetspace
- Junction Improvement
- Public Transport Interchange



“



**Places for People:** play, visit, live & work

”



“

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

”



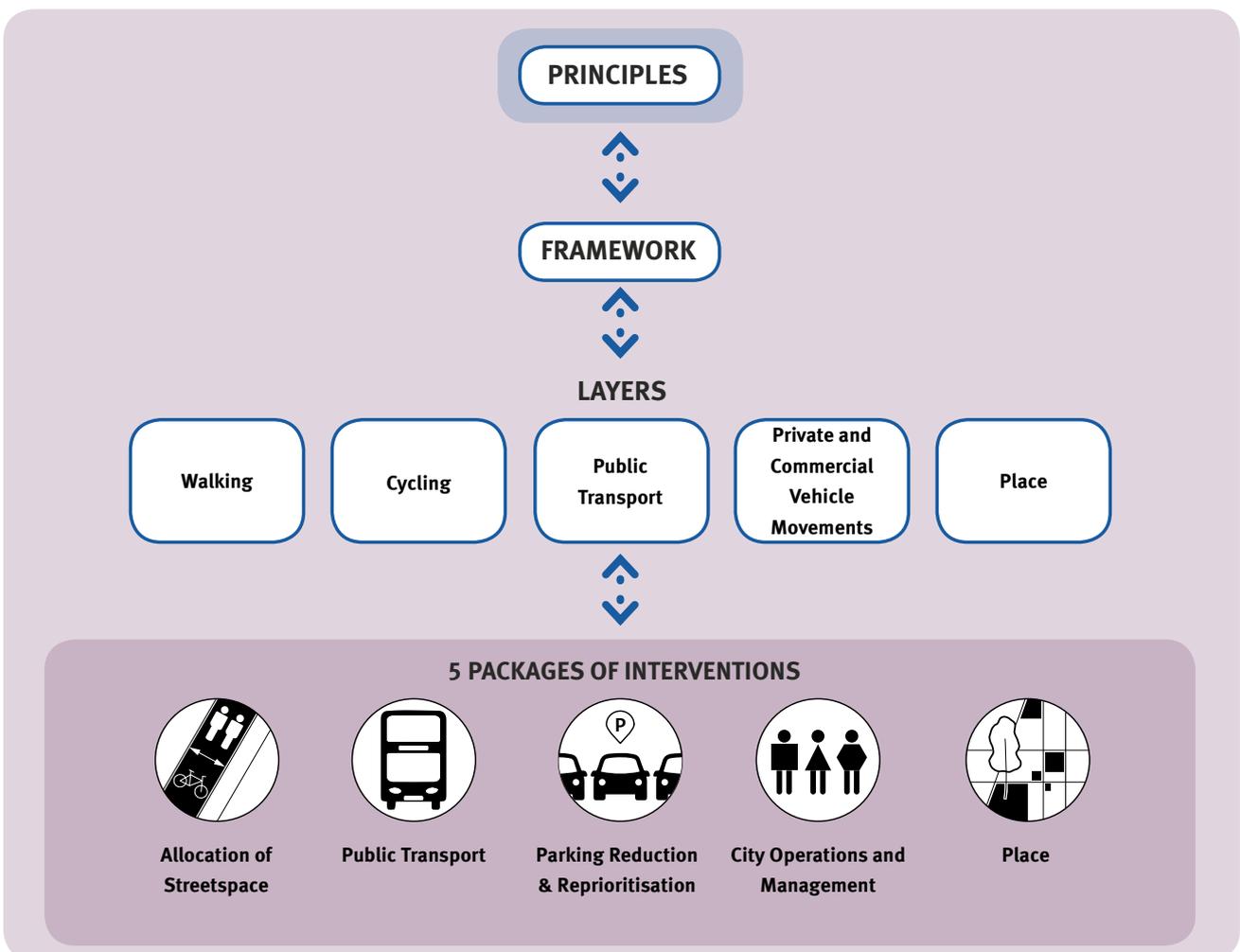
### 3.2 Layers and Interventions

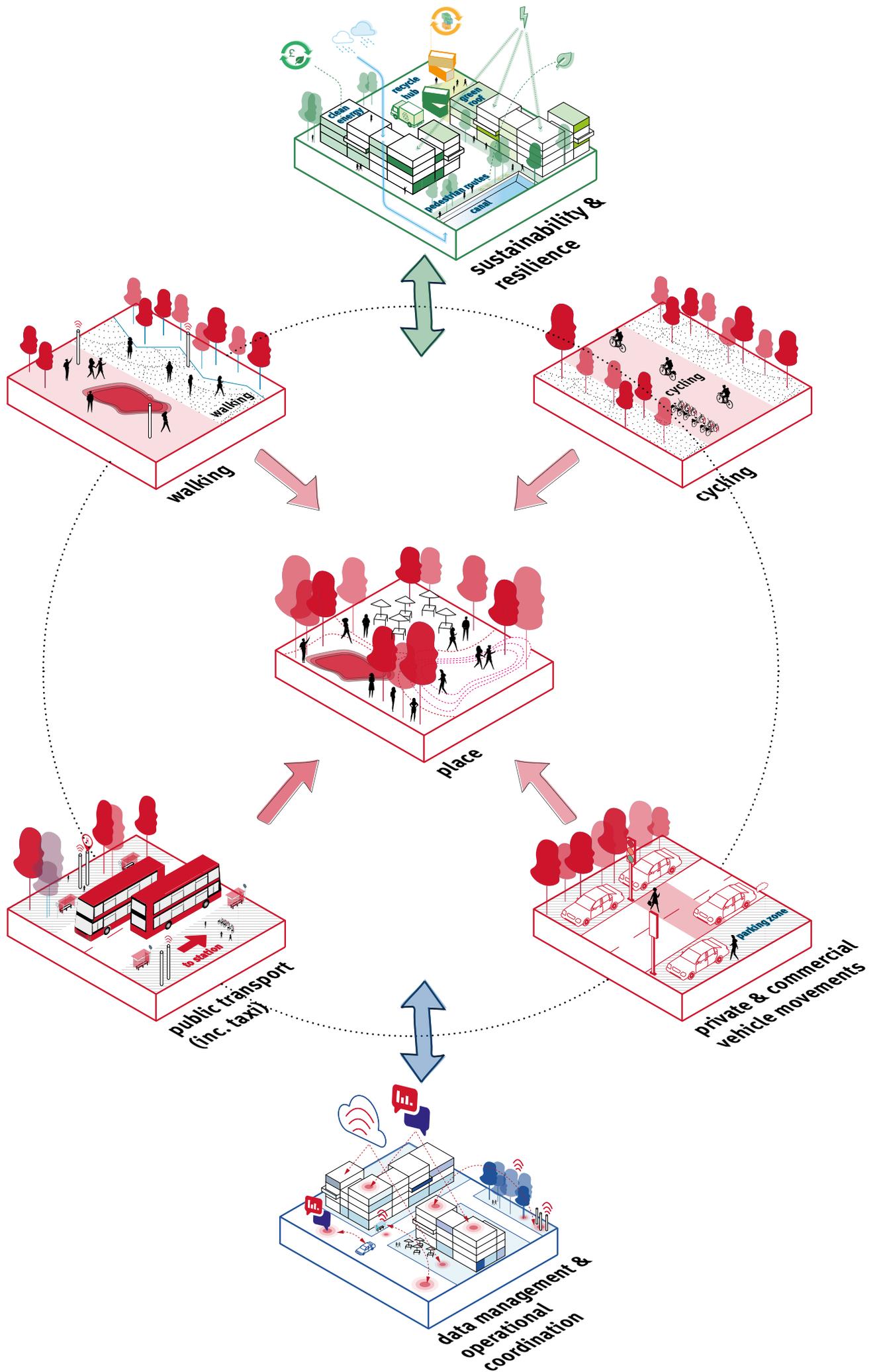
Edinburgh is a modern capital city with a unique urban form and heritage, which makes it a complex place. In order to understand this better, the Strategy is built up in layers based on how people use and interact with the city and what they do there. To enable the city to operate and deliver for the people in it, the relationships between the layers need to be clearly understood.

The interventions, or actions, required to deliver these changes are grouped by type of activity and shown associated with the appropriate layers. The interventions relating to ‘movement’ are shown first as they will free up the space to enable the ‘place’ related actions to be delivered.

All layers and interventions are underpinned by:

- Accessibility – as set out in the spatial framework, to ensure equality of access and opportunity across the city centre
- Sustainability and resilience – to ensure that the Strategy responds to the climate emergency and builds resilience to tackle future challenges
- Data management – to ensure that the city operates as efficiently as it can, based on effective data and information





## Walking

**Edinburgh’s unique layout** of two distinct historic areas, the Old and New Towns, gives the city its distinct character. This should be reinforced by a **world-class walkable city centre**. However, traffic levels are a safety threat and can be a visual and sensory distraction. Some footways are too narrow and waiting times at junctions can be lengthy.

As the population of residents and tourists grows, a radical shift in the distribution of public space is needed so that the city centre can accommodate this growth and make walking more attractive, safer and more relaxed.

For walking, the Strategy will deliver:

- A cohesive network of pedestrian priority and car-free streets connecting Waverley with key areas of the Old Town
- Widened footpaths on key pedestrian routes by removing traffic lanes to make more space for people and to reduce the stress associated with overcrowding, and improved crossing opportunities throughout
- A pedestrian priority zone in the core of the city centre where people have priority and vehicles are guests, which is achieved through a series of junction improvements, traffic control and behaviour change
- Fully accessible vertical connections at key locations to improve access for those with mobility and other impairments, parents and carers, which will reduce dependency on private vehicle movements

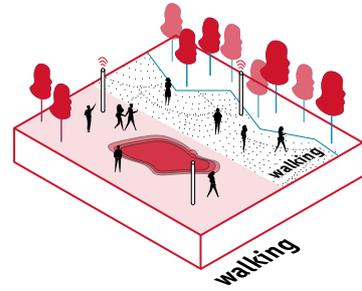
Combined, these measures will allow the hierarchy of movement (people on foot first, followed by those on bicycles, public transport and private vehicle) to be implemented within the city centre in a way not yet



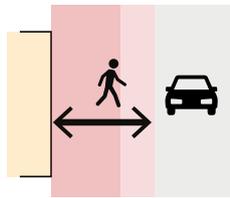
In addition to the above measures, specific improvements for those with mobility impairments, parents and carers include a greater roll-out of dropped kerbs at crossings, enhanced wayfinding and vertical connections to overcome level differences

### Key Elements





“



**Widening of footways** on key pedestrian routes

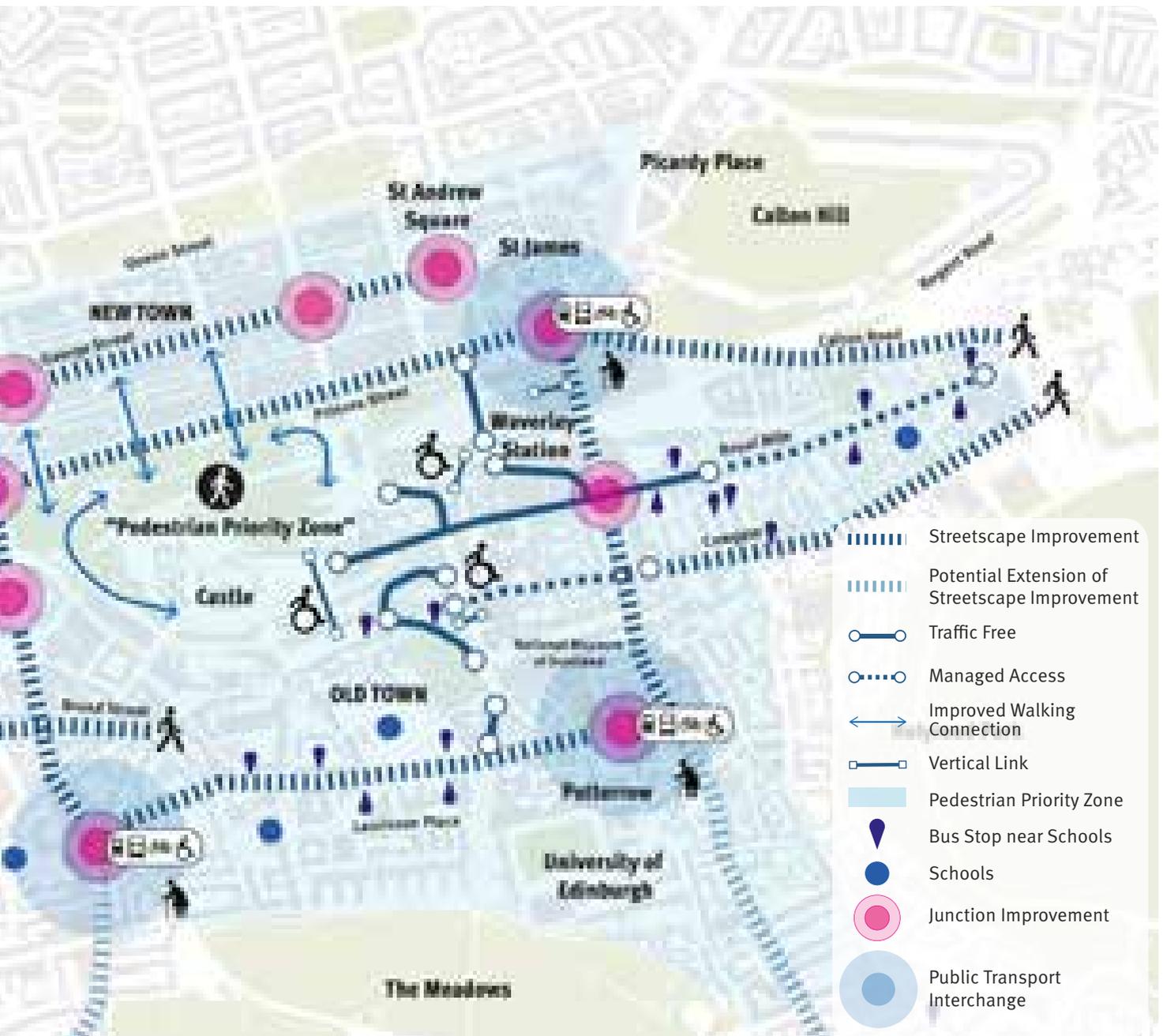
”

“



A **pedestrian priority area** where people have priority and vehicles are guests

”



## Cycling

The delivery of Edinburgh’s Active Travel Action Plan continues to provide improved walking, cycling and wheeling routes across the city. However, further transformation is needed in the city centre to enable the changes in behaviour and travel modes which are fundamental to the success of the Strategy.

For cycling and wheeling, the Strategy will deliver:

- A new pedestrian and cycling bridge from Jeffrey Street to Calton Road across Waverley Station connecting to the wider network to provide a dedicated, vehicle-free, north–south link
- New segregated and safe cycle routes to provide a connected network across the city centre, improving north–south and east–west connections and connecting key public transport hubs
- A ‘pedestrian priority zone’ which will create the conditions for comfortable on-street cycling between segregated routes and final destinations within the city centre. Supported by streetspace allocation and public transport services measures

Segregated cycle routes will form the backbone of the network for getting across the city centre on north-south and east-west routes, and onward linkages to surrounding neighbourhoods.

The potential to develop segregated routes on other key corridors such as the Bridges, Morrison Street and West Approach Road will be examined in detail as the Strategy is implemented, recognising the need to balance the walking and public transport priorities of this strategy.

Where fully segregated routes cannot be formed alternative cycling provision will be provided to address safety issues at specific junctions, and high-quality alternative routes will be provided on parallel routes.

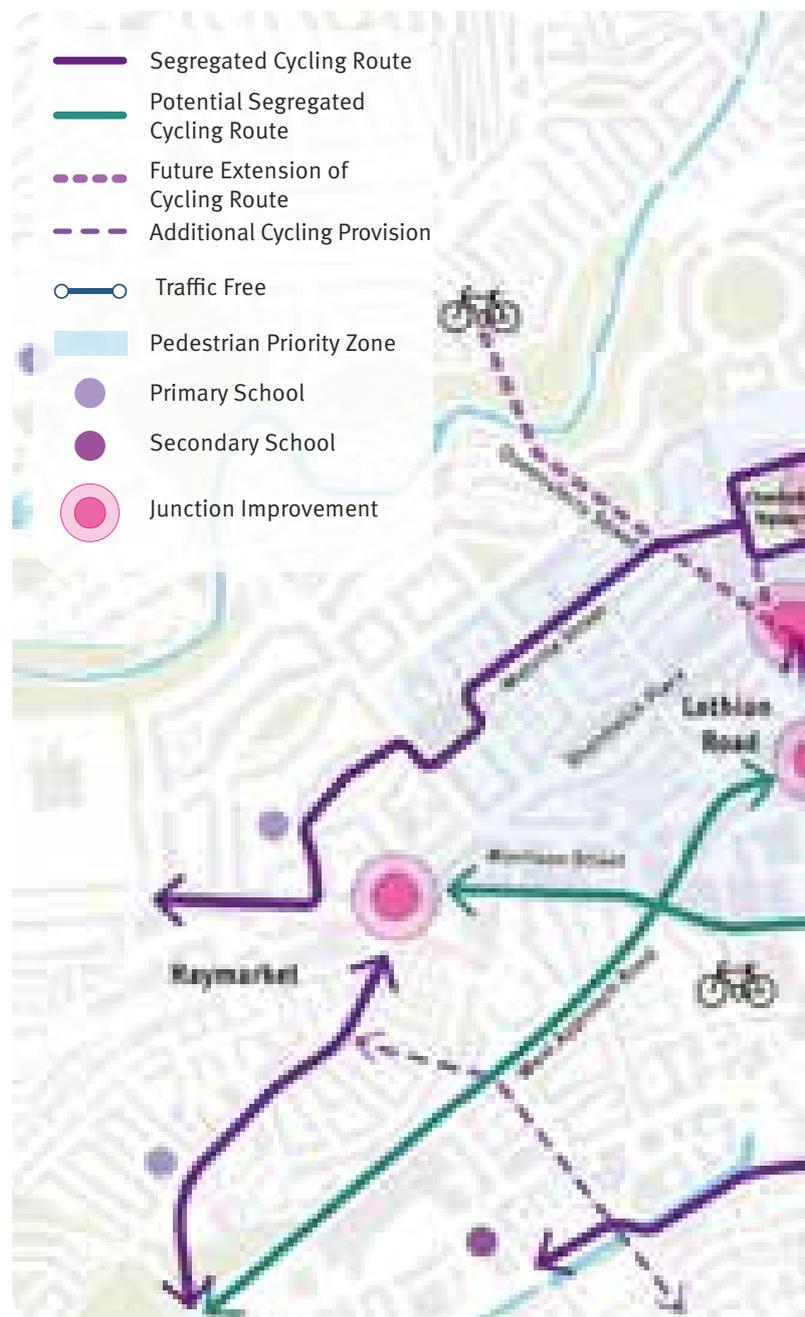
Street spatial accessibility - cycling scale (5 km)

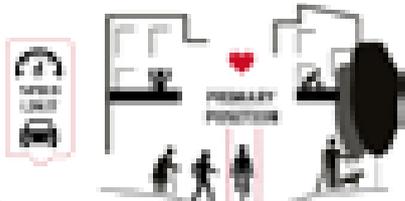
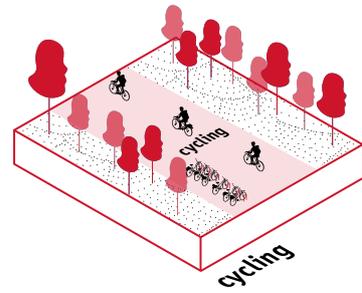


### Key Elements



“ Provision of **new segregated & safe cycles routes** to provide a **connected network** ”

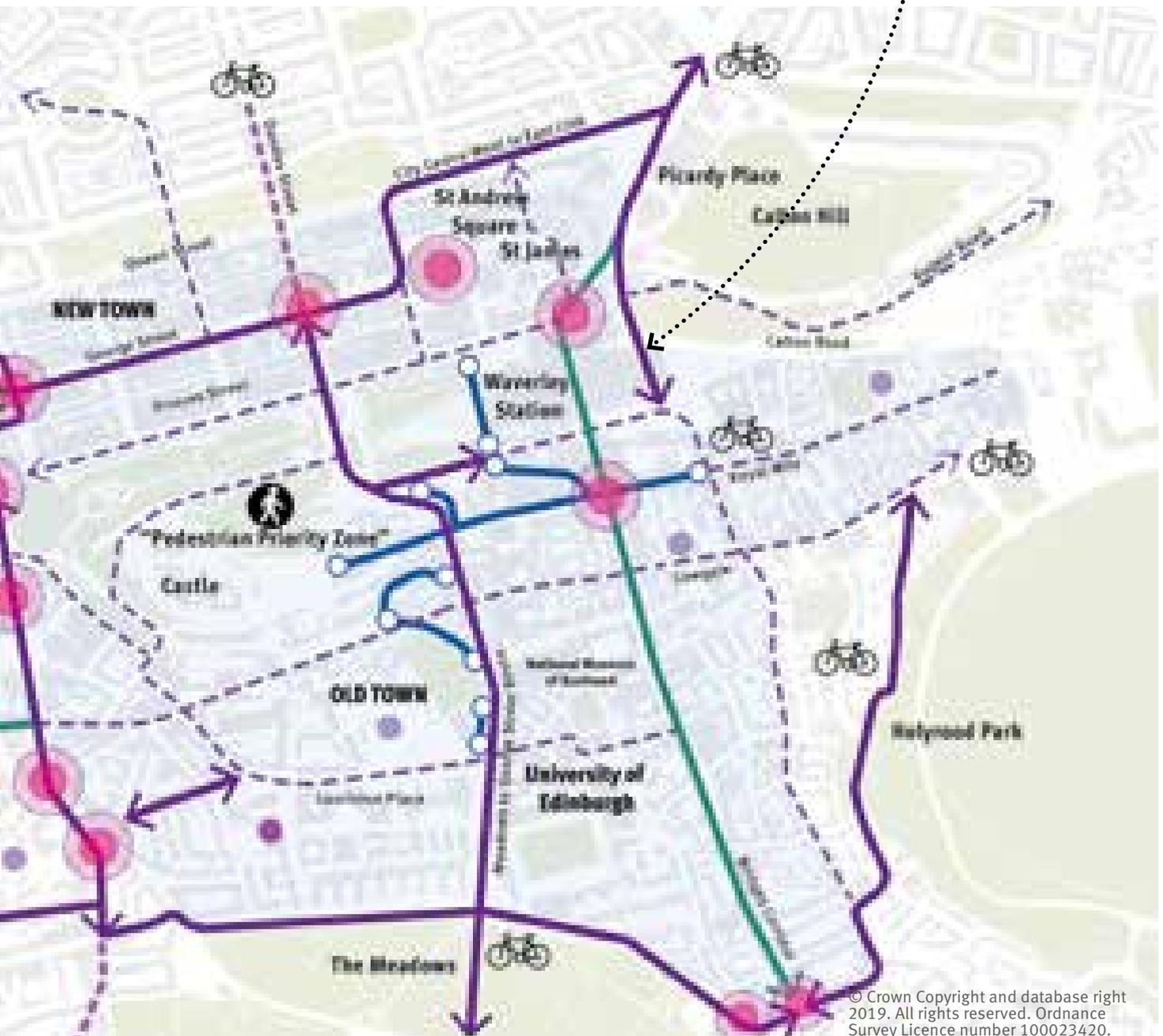




“ A **pedestrian priority area** which creates the conditions for comfortable cycling ”



“ A **new pedestrian & cycling bridge** from Jeffrey Street to Calton Road ”



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# Allocation of Streetspace Interventions



The package of interventions focuses on the removal of traffic from key city centre streets and the reallocation of space to people on foot, those on bikes and public transport users. Removal of traffic is focused on streets where the greatest benefit to city centre residents and visitors can be realised, and space is reallocated where it allows for a more sustainable use of space for the increasing number of people on these streets. These interventions are supported by local junction improvements that provide more footway space and more effective road crossing opportunities for people on foot, and the development of a full, cohesive and high-quality cycling network across the city centre that is fully aligned to Edinburgh's Street Design guidance.

## Reasons for selection

- Improved setting of city centre heritage assets and ability to appreciate them
- Improved road safety and personal security through reduced vehicle conflict
- Improved walking facilities in a cohesive, high-use central street network through improved footway space and reduced conflict, particularly assisting those with mobility impairment
- Increased priority for cyclists through a cohesive and connected network
- Contribution to more reliable public transport journey times through reduced levels of city centre traffic delivered by these measures and other packages
- Contribution of these measures to creating 'pedestrian priority zone' conditions will lead to improved residential amenity through reduced vehicle noise and improved air quality

## Impacts to be managed

- Traffic displacement and any associated air quality impact, particularly from Bank Street to the Bridges corridor but also potentially on other routes, to be mitigated by the cumulative impact of wider Strategy measures
- Limitations on local resident and business access by car, which will require detailed consideration of traffic management, access and parking measures on the immediate surrounding network
- Potential or perceived loss of pass-by vehicle trade to local businesses, off-set by increased footfall evident in many locations where pedestrianisation has been delivered
- Restrictions on waste management and other local services access, to be mitigated through combined city operation and management measures, and permitted access at certain times of day
- Ensure suitable access to Waverley Station is maintained particularly for users with mobility impairments
- Integration of interventions with historic environment and designated heritage assets



Reallocation of traffic lanes



Bus routes



Designated cycle lanes

### Street closure

- Bank Street (except buses and taxis)
- Candlemaker Row (except bus)
- Cockburn Street
- Forrest Road
- High Street between North Bridge and St Mary's Street
- Lawnmarket (expect coaches in the short term)
- Victoria Street
- Waverley Bridge
- Additional opportunities on southside of the city centre, such as West College Street

### Reallocation of traffic lanes

- Cowgate
- The Bridges corridor
- Calton Road
- Johnston Terrace
- Lothian Road
- Morrison Street
- Ponton Street
- West Approach Road
- Princes Street
- Charlotte Square
- St Andrew Square
- Lauriston Place

### Junction Improvements

- Tightening of junction geometry to provide wider footways and one-stage pedestrian crossings at Tollcross and the Lothian Road/West Approach Road junction
- Pull back stop-lines and provide wider pedestrian crossings (potentially including diagonal crossings) on High Street/North Bridge junction
- Tightening of Hanover Street/George Street junction
- Turning restrictions to reduce general traffic and ease congestion for public transport at the east end of Princes Street
- Improved crossing facilities for pedestrians and cyclists at the junction of Princes Street / Lothian Road and Princes Street / North Bridge

### Safe cycle routes

- Full implementation of current Active Travel Action Plan programme, including the City Centre West to East Link (CCWEL) and the Meadows to George Street scheme
- Lothian Road from CCWEL (Charlotte Square) to Tollcross and connecting to the Meadows
- Princes Street and Lothian Road cycle safety improvements
- Leith Street to Jeffrey Street, including new pedestrian and cycle bridge from Calton Road to Jeffrey Street developed in line with the Waverley Masterplan

### Traffic management and street improvements

- Creation of a 'pedestrian priority zone' bounded by segregated cycle routes and/or tram routes, within which people on bikes feel comfortable to share roads with traffic. This will include junction treatments and crossing improvements, supported by street closures, parking restrictions and behavioural change initiatives
- 'Filtered permeability' or 'Managed Access' zones within the Old and New Towns to reduce cross-city centre traffic including at the east end of Princes Street and at Market Street adjacent to Waverley Station
- 'Local' Street Design Guidance measures to provide traffic calming around city centre schools and within the pedestrian priority zone
- Improved footway surfacing through the application of 'innovative' principles from the Street Design Guidance to catalyst areas and other prioritised streets

## Public Transport

Edinburgh already boasts a strong public transport system, with a successful and highly regarded bus network and a growing tram service. Taxis supplement these networks providing a door-to-door transport mode.

Nevertheless, public transport journey times are slow when compared against similar sized European cities with larger fixed rail networks, which limits Edinburgh's competitiveness. An increasing population will put further pressure on transport infrastructure, potentially slowing journey times even further.

For public transport the Strategy will build on the success of the current network by delivering:

- Improved journey times and efficiency for those on buses accessing the city centre
- Reduced volume of buses crossing the city centre without a loss in the routes served, to improve the speed and reliability of bus journeys and to create an improved public realm in the city centre for those on foot and bike, including bus users
- The creation of new easily accessible interchange locations at key points with enough space to allow for easy interchange between rail, tram, bus, and onward trips into the core of the city centre by foot, bike or mobility aid
- A free city centre hopper bus to make interchanging easier and to improve local community connections

Separately, but linked to this Strategy, a second cross-city tram that could be developed in association with further expansion of the network, would provide fast, reliable and high capacity access to the city centre on appropriate radial routes. The route shown is indicative and this would be subject to route section and consultation.

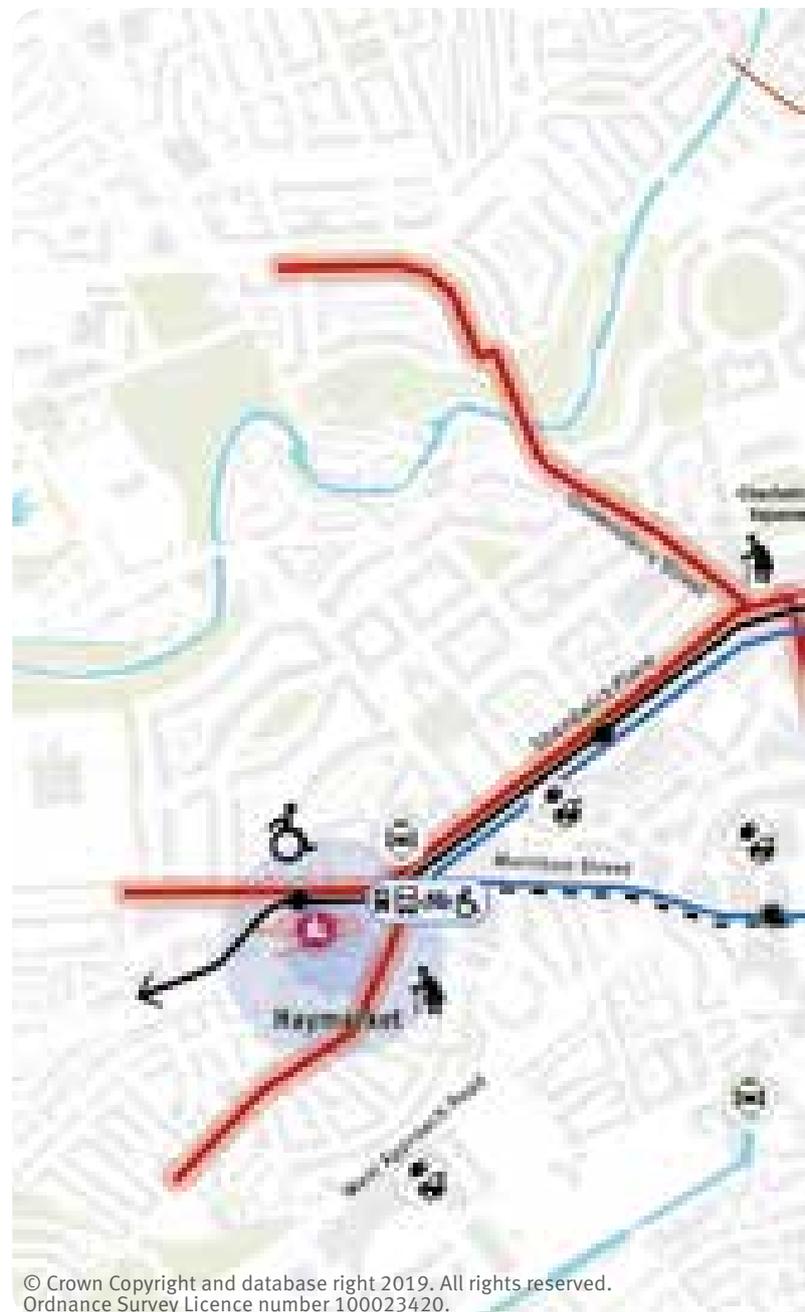
In combination, the Strategy will deliver the enhanced capacity needed to meet growing public transport demand for access to the city centre.

Taxis and other door-to-door services are an important element of the overall transport provision for Edinburgh, particularly for those with mobility restrictions or other impairment. The pedestrian priority outcomes desired for the city centre will be delivered in a way to ensure that taxis are able to access critical locations for city centre passengers, including some streets (such as Bank Street) which will permit access by taxi and bus only.

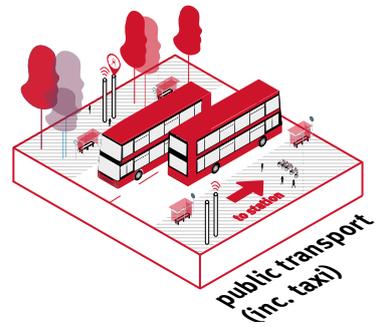
### Key Elements



“Improve **journey times & efficiency** for the buses accessing the centre”



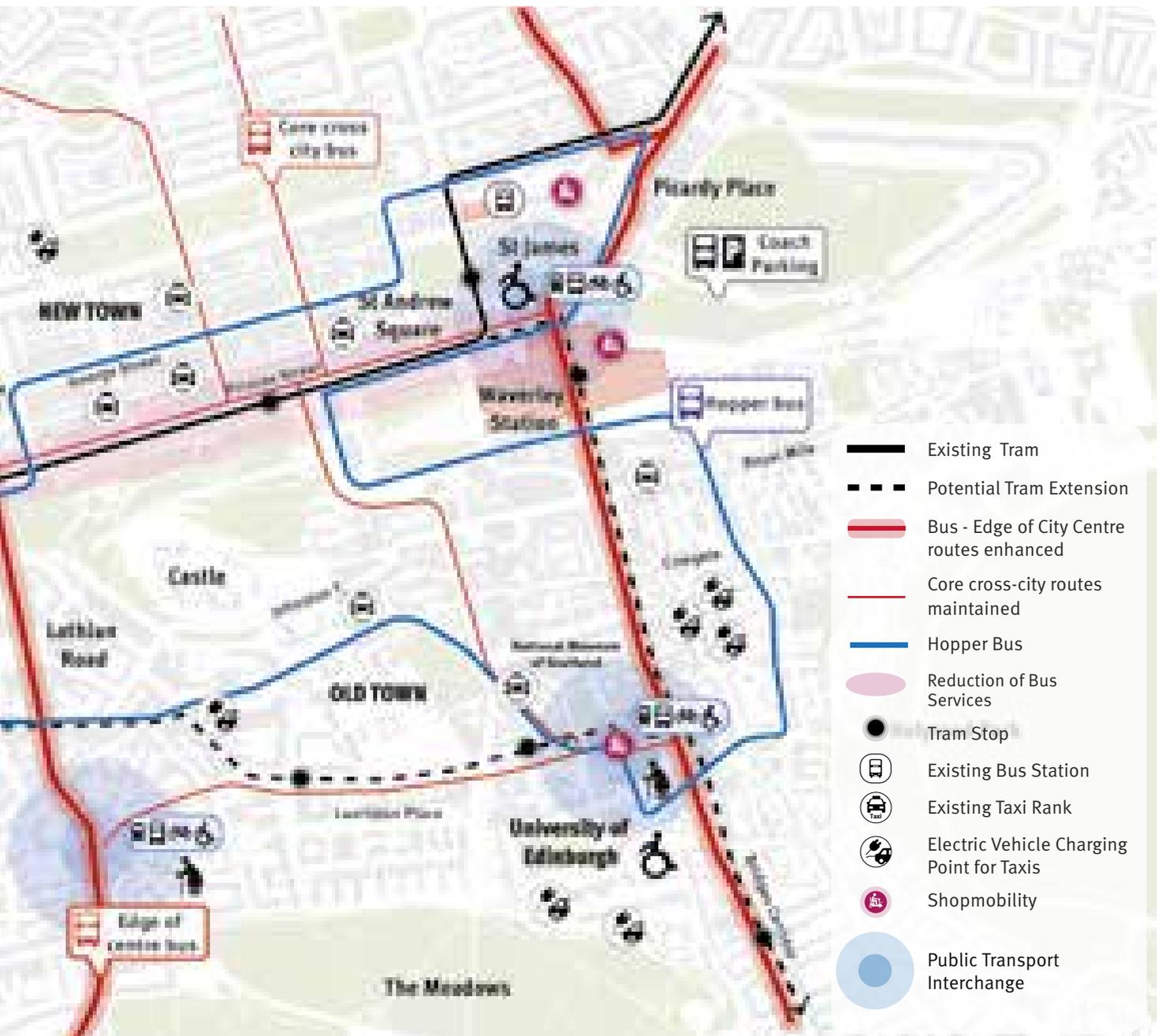
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“ Reduced **volume of buses** crossing the city centre ”



“ **Interchange locations at key points** to support the pedestrian priority area ”



# Public Transport Interventions



The package of interventions addresses the significant challenge of increasing public transport demand within the city centre by allowing for higher capacity and more reliable bus services. In time, these services will be supplemented by additional tram capacity and well-defined interchange points. This will complement other interventions by defining a clear city centre zone within these interchanges where walking and cycling takes priority.

## Reasons for selection

- Improved reliability of bus journey times
- Contribution to ‘pedestrian priority zone’ conditions within the city centre by reduced cross-city bus movements and a greater definition of a city centre core within a hopper bus loop/potential new tram loop
- Reduction in waiting/interchanging bus passengers on narrow footways to reduce conflict with increasing pedestrian flows
- Contribution to reduced traffic levels within the city centre by providing high-quality alternatives
- Improved air quality and noise reduction from fewer cross-city bus movements and additional tram services
- Improved accessibility to overcome topographical challenges, particularly for those with mobility impairment and a growing elderly population

## Impacts to be managed

- The potential for greater distances between certain bus stops or services, mitigated to some degree by the city centre hopper service
- Longer term, the potential for additional conflict between trams and people on foot or on bikes will need to be controlled by careful design to minimise any potential risk



Tram route



Rationalisation of bus services



Haymarket Station

### Bus priority

- Enhanced bus priority through changes to traffic signals
- Rationalising of bus stops on Princes Street, Lothian Road and the Bridges corridor

### Rerouting of existing bus services

- Reduction in volume of buses stopping on Princes Street
- Rerouting of selected cross-city services to ‘kiss’ city centre
- New public transport interchanges, with assistance and information provision:
  - West End at Haymarket/West Approach Road
  - Southeast at Potterrow/Nicolson Street
  - Southwest at Tollcross
  - Northeast at Picardy Place/St Andrew Square

### Additional and enhanced services

- Provision of a free, circular hopper bus service that links the transport interchanges, vertical connections (described under Place heading) and key city centre locations. A detailed operational study will define the route and level of service, which will be trialled within the early years of the Strategy
- Separately, but linked to this Strategy, examine the potential for second cross-city centre tram service as future extensions to the city’s trams network are explored over the lifetime of this Strategy (subject to full route selection, assessment and consultation)
- Work with tram operators and others to develop guidance on how to ensure the design of future tram and cycle infrastructure minimises conflict risk
- Support transport operators to develop clean emission solutions and integrated public transport ticketing solutions

### Taxi rank review

- Consider the space allocated to taxis ranks and whether the locations and space available within the ranks continues to meet the needs of the city, in conjunction with the Regulatory Committee

## Private and Commercial Vehicle Movements

While continuity of access for residents and essential business servicing is vital, a significant reduction (about 25%) in private vehicle movements within the city centre – particularly cross-city centre movements – is needed. This will require a range of bold measures in the city centre, but critically, it will also need supporting measures in the wider city and region. These supporting measures will be taken forward through the City Mobility Plan, associated Action Plans and wider regional strategies, which will keep the traffic reduction target under review.

For vehicle movements within the city centre, the Strategy will deliver:

- Selective street closures in the Old Town together with a wider core area of ‘filtered permeability’ – local movement restrictions which allow for residential access and servicing businesses, but which restrict and discourage through-movements. Access to places of worship will also be considered
- Reduced vehicle movements and loading restrictions on primary, secondary and local access routes, reinforced by wider city measures to support improvements in local amenity and reduce cross-city movements
- Reduced on-street parking, which would free-up space for those on foot and bike and discourage travelling by car to the city centre
- Parking for residents and disabled drivers will be prioritised in key areas, and greater Council control of off-street parking will be sought
- Loading and delivery will be rethought. Within the city centre core, restrictions will be placed on the timing and type of vehicle allowed to carry out kerbside activity
- A partnership approach to consolidating deliveries outside the city centre and using cargo bikes and other low or zero emissions vehicles for ‘last-mile’ delivery will be developed where possible



For those with disabilities that require access by private car, the proposals will include dedicated disabled parking close to amenities. Reductions in through traffic will also make it safer for those with physical or sensory impairments to get around on widened footways and to cross roads

### Key Elements

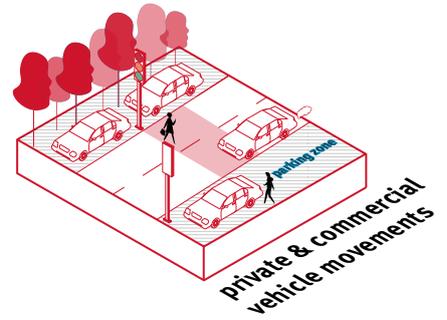


“

**Traffic Free Streets** in the Old Town

”





  
 residential - business servicing  
**only**  


“ Local movement restrictions which permit **residential & business servicing** ”

on-street parking  



“ Phased reduction in **on-street parking** while protecting resident & blue badge parking & access ”



# Parking Reduction and Space Reprioritisation Interventions



In addition to the interventions noted above around streetspace, to support the ‘place’ related improvements and the overall reduction in vehicle numbers, these measures seek to significantly reduce the availability of on-street car parking within the city centre and to prioritise critical provision of resident and blue badge parking. The Council might support this by assuming management responsibility or greater influence over key off-street car parks (allowing it to set priorities for the flexible use of these spaces). In addition, wider policy interventions, including the baseline review and development of a well-designed workplace parking levy, would collectively contribute to a disincentive for non-resident private vehicle access to the city centre.

## Reasons for selection

- Provision of space for improved footways and enhanced public realm
- Prioritisation of resident permit and blue badge parking
- Protect benefits of bus and cycling priority
- Contribution to a reduced level of traffic within the city centre
- Improved road crossing opportunities and reduced conflict between users

## Impacts to be managed

- Revenue losses from current on-street parking supply, but these could be off-set by new charges and greater control of off-street parking
- Detailed consideration of the retained resident and blue-badge parking opportunities, and the need for dedicated disabled parking spaces close to unique or critical social and health services facilities



Street parking provision



Royal Mail cargo bicycle



Electric vehicle charging points

### On-street parking removal

- Removal of all on-street parking on streets being closed to general traffic
- Selective removal of spaces on Chambers Street, Blackfriars Street and St Mary’s Street as needed to support new cycleways and bus priority
- Trial a “Parking Free Day” where existing spaces are used for alternative uses one day per week, decided through community request

### Resident permit parking

- Consider revisions to permit zones with more concentrated areas of on-street resident permit parking to mitigate lost spaces above, at the expense of pay-and-display spaces.

### Off-street parking

- The Council to take management responsibility for New Street and Castle Terrace parking lots or negotiate flexible use of this space
- Refocus, and where appropriate review, overall volume of off-street supply, allowing resident priority of spaces and using remaining space more flexibly to support last-mile distribution and other city operation measures, including working with stakeholders to develop a disabled parking plan to ensure enhanced access for blue-badge holders to key city centre destinations
- Require all major developers to prepare an off-street parking management plan for city centre developments

### Parking charging

- Baseline review of city centre workplace parking levy, with a view to designing a scheme and proposing suitable exemptions
- Supported by wider controlled parking zones extending from city centre to Leith and other local town centres

### Electric vehicle charging

- Prioritisation of city centre electric charging points for residents, taxis, car clubs, last-mile freight and the Council’s fleet

# City Operations and Management Interventions



The interventions included here seek to support the management of the city more effectively through optimising technology. The Strategy will be supported by a new form of infrastructure for the city, the data layer, where data can be captured and analysed, and actions taken increasingly closer to real time. This will allow for positive changes or outcomes to be sustained through continuous adjustments to the management and operations activities such as waste management, deliveries and servicing, shared mobility and sustainable tourism management.

## Reasons for selection

- Impacts can be significant and provide early and tangible benefits to city centre users
- Increased priority for people on foot, on bikes and public transport users through supporting maintenance and enforcement measures
- Contribution to a reduction of vehicles within city centre
- Ease of access to shared mobility services and improved accessibility
- Improved opportunities for better use of public space through management and maintenance plans
- Increased residential amenity
- Increased accessibility for all, including a growing elderly population
- More efficient management of services

## Impacts to be managed

- Logistics and revenue implications for improved operations to be carefully managed
- Communication with city centre users to allow them to fully understand how changes to operations and management activities will affect them
- Access to key destinations by those with mobility and other impairment



Coach services in the city centre



Lack of bicycle storage provision



Introduction of electric car infrastructure

## Specific interventions

- Create an integrated transport and data management centre, supported by enhanced data collection from on-street sources and open source partnerships. This will allow all aspects of transport and network operations to be co-ordinated and controlled, improving the efficiency and resilience of the network as it faces future challenges
- Use these data sources to review real-time traffic management plans as other interventions are implemented, to ensure efficient management of traffic movements in the transformed city centre
- Develop an operations management plan for the city centre which will detail:
  - Roles and responsibilities of key organisations involved in city centre operations
  - Method of communicating changes with stakeholders and people using the city centre
  - Details of enhanced maintenance of footways, cycleways and public realm and enhanced enforcement of kerbside restrictions
  - Details of a traffic diversion protocol to improve communications with communities and others affected by roadwork related diversions and to reduce effects on sensitive residential areas
  - Improvements to the way in which footway and carriageway excavations and utility works can be co-ordinated to minimise disruption
- Management of commercial bins to:
  - Reduce street clutter, optimise the position of public litter bins and provide visible public recycling bins across city centre
  - Implement an optimised waste collection system
- Create micro-consolidation centres on the periphery of the city centre (potentially within Castle Terrace multi-story parking lot) with last-mile distribution by electric vehicles or cargo bikes
- Expand and promote shared mobility services, including bike hire and car clubs, ‘shopmobility’ schemes at key public transport and retail hubs, and accessible electric buggies on selected streets closed to traffic. Transport for Edinburgh’s hugely successful cycle hire scheme already utilises data to improve its hire point network for bikes and eBikes, and will be expanded to better connect the city centre to the wider city region
- Promote shared services for loading and building servicing, initially for the Council estate, with a view to providing an evidence base to encourage others to do the same
- Develop a coach management strategy to reduce the impact of coach movements on Regent Road, Johnston Terrace and Waverley Bridge, with a view to being able to close Lawnmarket to general traffic in the future. This is linked to the development of the public transport interchanges and the need to relocate bus and couch tours from Waverley Bridge and Lawnmarket. As part of this process, the location of the bus station in the long term will also be considered
- Continue transition of Council’s fleet vehicles to electric and alternative fuels
- Implement these operational measures alongside an enhanced enforcement and behaviour change programme, to ensure benefits are fully realised as the city centre population grows

### Image Reference -

- 1) Edinburgh Coach Lines - <https://edinburghcoachlines.com>
- 2) Paul Downey- <https://creativecommons.org/licenses/by/2.0/legalcode>

## Place

Edinburgh is a city rich in green and civic spaces. However, the accessibility and function of these spaces is not always optimal, with the main public spaces within the city centre commonly fulfilling a variety of functions throughout the year. Over time, this has led to some spaces becoming focused on events, sometimes at the expense of the day-to-day experience of people within the city centre. In addition, the quality of the streetscape does not match that expected of a globally competitive city centre, like Edinburgh, that is recognised through its World Heritage status.

These interventions also respond to the need to create places where people want to linger: places where children and young people are welcome and are free to enjoy and spend time, where people want to come and support the local businesses and shops, and that communities can make their own. To capitalise on the unique topography in the city centre, new vertical connections would be provided that link key city centre streets. This would improve accessibility for people on foot and on bikes and those with mobility impairments.

For place, the Strategy will deliver:

- Public realm schemes for Princes Street, George Street, George IV Bridge, Lothian Road, South Bridge, Morrison Street and Ponton Street, with future improvements to Cowgate, Canongate and other streets
- Public realm improvements to the streets where closures are in place
- In line with the outcomes of the Green Space Audit where appropriate, open and green spaces will be networked and given clarity of purpose (for communities, events and festivals, or as quiet, relaxed spaces)
- Wayfinding, providing improved identity and profile to spaces and increased access as appropriate, specifically considering the need for accessibility mapping for those with mobility impairments
- Management plans, which will include consideration of the key purpose of a space, access provision and facilities, its uses and how heritage, arts and play will be integrated into it

The improvements delivered through these changes are vital to support the ambition set out here with regards to high-quality placemaking. These ambitions are set out in more detail in the catalyst areas section.

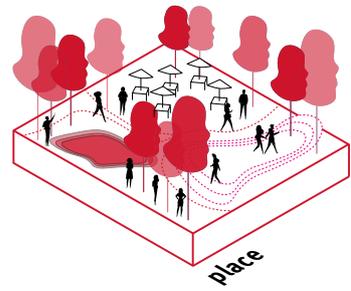
### Key Elements



“**Public Realm Schemes** for Princes St, George St, Lothian Road, South Bridge, Morrison St & Ponton St”



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“ **Public Realm Improvements** to the streets where closures are in place ”

“ Open & Green space **networked** & given clarity of purpose as community, events, festivals & quiet spaces ”



# Place Interventions



The package looks to optimise the diverse range of spaces within the city centre and create a network of streets and spaces which will provide a range of opportunities for use and a variety of environments for all to engage with. The aim is the realisation of a rich tapestry of open space types which enhance biodiversity, encourage community engagement, provide both vibrant and quiet spaces, encourage dwell and are rooted in storytelling, play and education. These spaces must be accessible to all, with appropriate access, opportunities for seating, good lighting and quality facilities, and fully aligned to Edinburgh's Street Design Guidance where appropriate.

## Reasons for selection

- Improved quality of public spaces, alongside increased access, connectivity and usability of these spaces
- Enhanced attractiveness of walking and cycling across the city centre
- Enhanced safety and personal security
- Enhanced residential and visitor amenity
- Clarity of purpose for key spaces with some being quiet spaces, community spaces, event spaces and some being flexible spaces
- Opportunities for enhanced biodiversity
- Opportunities for improved resilience, for instance in terms of permeability for surface water management

## Impacts to be managed

- Impacts on Designated Sites, Local Nature Conservation Areas, the city centre heritage assets, the geological designation of Castle Rock or local habitats, particularly for vertical connections in the Old Town, and other habitats to be controlled through careful and sensitive design
- Ensure spaces are designed and managed to optimise waste management and cleansing
- Interpretation of greening working with historic environment and designated heritage assets



St Andrew Square



Princes Street Gardens



The Meadows

## Specific interventions

- Maximise the potential of public spaces by creating a network and allowing for pop-up activities, interactive public art, play space, water features, seating, shelter and public toilet facilities, to attract more young families to spend time in the city centre – delivered through public realm scheme in key locations
- Enable temporary or time-restricted closures of roads to allow for community-based activities
- Create green links through the greening of public space and open up key and secondary routes and shortcuts for those on foot and on bikes, with a focus on improving poor quality existing spaces identified through the Green Space Audit
- Create a lighting hierarchy to identify priority areas for improved functional, architectural and playful lighting
- Improve accessibility and permeability of Princes Street Gardens, including the improvement of the children's play park at the west end of the gardens
- Develop management plans for key spaces linked to the overall strategic objectives which reflect the expected changes over time delivered by the Strategy
- Provide new vertical connections (urban lifts or other enclosed motorised connections):
  - Waverley Station to North Bridge (as part of the Waverley Masterplan)
  - Market Street to St Giles' Street
  - Cowgate to George IV Bridge, and
  - The Grassmarket to Edinburgh Castle
- Improved physical and digital wayfinding to improve navigation and interpretation of city centre attractions, including Transport for Edinburgh's wayfinding project which will enable residents, commuters and visitors to make more informed choices through tailored transport and visitor information services that support CCT interventions



## Circular Economy opportunities

All interventions identified above and on the preceding pages have the potential to contribute to a more sustainable, local way of using materials and resources when delivering projects, and minimising waste (a 'Circular Economy'). These can be supplemented by community and city-wide initiatives, such as:

- Community platforms aimed at sharing energy consumption, shared workshop and business space, and community bike repair initiatives
- Construction techniques that allow for sustainable construction materials, modular design and pre-fabricated off-site assembly, linked to efficient last-mile delivery
- Efficient energy solutions including off-peak electric vehicle charging and battery storage, and district heating initiatives
- Sustainable water solutions including the recycling of run-off water for street cleaning purposes, harvesting of rainwater for public toilets, and green building roofs to reduce discharge volumes into the city's drainage system

The Delivery Plan sets out how Circular Economy principles will be embedded in project delivery.

Image Reference -

1) This is Edinburgh - City of Edinburgh Council - <https://edinburgh.org>

## 4 Catalyst Areas





## 4 Catalyst Areas

The catalyst areas show how the layers and interventions can combine to deliver transformational change across the city centre. There are six defined areas described over the following pages, each one building on the existing characteristics and supporting present and future uses. Each of the six catalyst areas explores the existing situation, outlines the strategic approach and highlights the interventions that will be combined, relating them to specific locations within each area.

These areas have been identified as critical to the achievement of the outcomes sought by the Strategy. However, the specific proposals shown are examples of what could be achieved in these locations and are not fixed or designed plans for these locations. Detailed proposals will be developed for these locations in close consultation with Edinburgh World Heritage and other relevant stakeholders to ensure the designs of the interventions are appropriate and in keeping with the World Heritage Site.



Catalyst Areas



**Haymarket** | Morrison Street



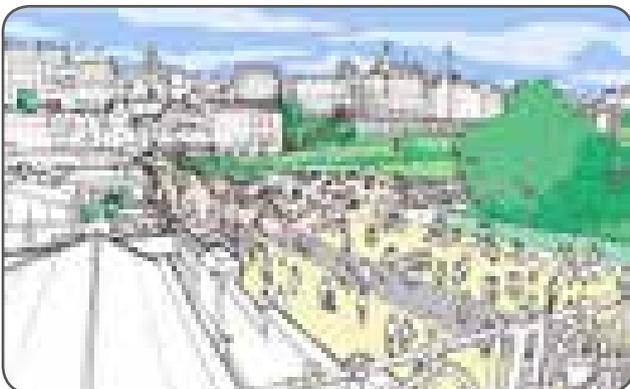
**Lothian Road** | Tollcross Junction



**New Town** | Princes Street



**Old Town** | Victoria Street



**Waverley - Calton Road** | Waverley Bridge



**Innovation Mile** | Teviot Place

## 4.1 Haymarket

The west of the city centre, between Lothian Road and Haymarket, provides the focus for this catalyst area. It is a key arrival ‘gateway’ into the city centre from the west and provides interchange between rail, tram, bus and taxi as well as walking and cycling. The area is a focus for significant financial, legal and associated support services employment, located around Exchange Crescent, Morrison Street and Rutland Square/Lothian Road. The area continues to grow rapidly with a number of major future developments proposed.

The Haymarket area has a rich transport and industrial heritage which remains an important part of its identity; this is illustrated by the restoration and associated investment around the Union Canal and Fountainbridge areas.

Haymarket is connected by a network of pedestrian routes and spaces, some introduced through recent development

in the area, as well as a more established urban realm. These routes provide a ‘hidden’ permeability through the area that allows a variety of routes to be explored. However, some spaces lack character and identity and are not immediately apparent. This could be remedied through effective wayfinding, interpretation and artwork strategies. Morrison Street provides a key pedestrian route from the station area into the city, but it is dominated by vehicles to the detriment of the considerable number of commuting pedestrians.

The West Approach Road allows private vehicle and bus access but is also a significant barrier to the north–south movement of people between Viewforth/ Fountainbridge and the West End/ Haymarket.

Haymarket context



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- Key Streets
- Tram Route
- Existing Buildings
- Green Space



**Key challenges and opportunities identified within this area:**

- A lack of unity and legibility within the area. Navigation between key arrival points such as Haymarket and employment areas are not clear
- A network of spaces and routes that could be better promoted and connected
- Severance issues across the West Approach Road and at key junctions
- Limited good quality public spaces, which lack comfort and do not encourage dwell, such as Festival Square
- Pedestrian infrastructure could be significantly improved, for example between Haymarket and Exchange Crescent/Morrison Street and at the east end of Dalry Road
- Strong interchange between public transport and bike at Haymarket, but there are few connected safe cycling routes in the area
- The main routes through the area are dominated by traffic and vehicle focused infrastructure, for example Morrison Street, West Approach Road, Semple Street and Haymarket
- Increasing public transport is helping to reduce general traffic volumes, creating an opportunity to reconfigure traffic movement across the area
- There is an opportunity to build on the rich history of the area to create a more cohesive positive identity, reflecting the rich history of the area

## Strategy

This catalyst area looks to build on the existing public transport arrival into the city centre from the west while improving pedestrian connectivity, permeability and interchange between various transport modes.

Car use will be reduced, which will improve the area for people who

live and travel in the area. Effective and legible pedestrian links to other transport modes and key areas within the West End of the city will be delivered. Permeability will be improved by addressing barriers to movement.

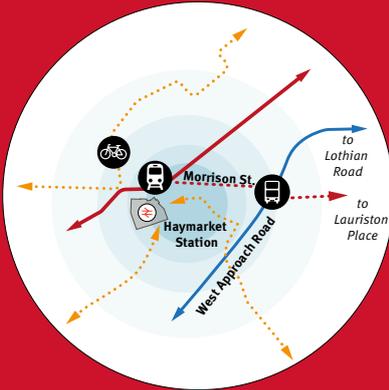
### Haymarket Strategic Plan



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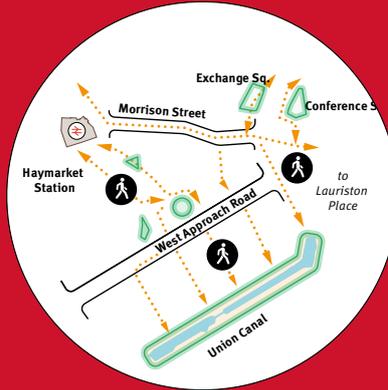
- |                     |                          |                     |                    |
|---------------------|--------------------------|---------------------|--------------------|
| Boulevard Street    | Potential Tram Extension | Planned Development | Canal Permeability |
| Active Travel Route | Transport Hub            | Key Building        | Station Entrance   |
| Existing Tram Route | Public Realm Improvement | Community Space     |                    |

## Key principles



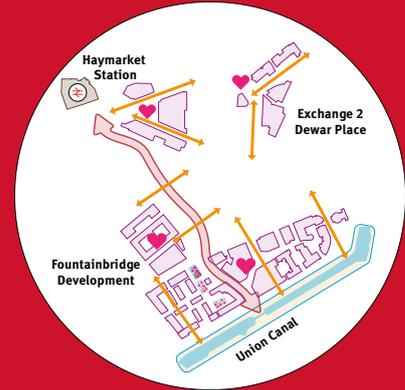
### Haymarket Interchange

- Better connections to the employment areas at Morrison Street, Exchange Crescent and Lothian Road
- Allowance for a future tram route along Morrison Street creating a second cross-city-centre tram link
- Improved bus and coach interchange/termination



### Promotion and development of through block pedestrian routes

- Enhanced lighting and wayfinding
- A review of open space/public space
- Enhancement of pedestrian connections towards the city centre and within the local area

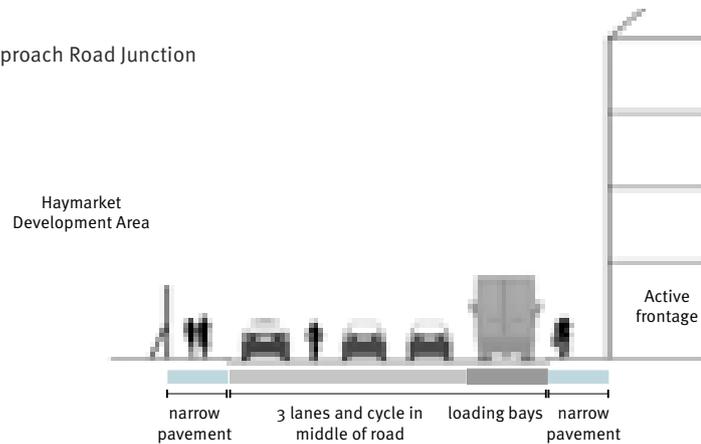


### Integration of development through placemaking opportunities

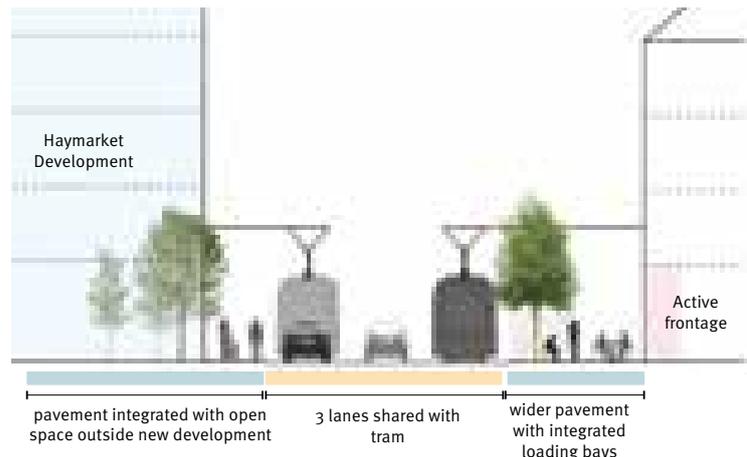
- Reallocation of road space to provide a safer and more comfortable environment for people travelling by foot or on bike, for example Morrison Street, Semple Street and Haymarket
- Public realm improvements to key routes enhancing the quality of the environment, particularly Morrison Street, including de-cluttering, surface treatments, sustainable drainage systems, lighting, wayfinding and tree planting
- Reinforcing place and identity through storytelling and interpretation opportunities

## Existing

Location: Morrison Street/West Approach Road Junction



## Strategy



**The strategy for this catalyst area includes:**

- Reinforcing Haymarket’s function as a key interchange across all modes of travel with an improved experience for all users
- Introduction of a high-quality pedestrian connection between Haymarket and Lothian Road along Morrison Street, including improved public realm and the reallocation of road space to the benefit of pedestrians
- A review of the junction at Haymarket to the benefit of people on bike and foot, and the development of a place-led public realm scheme
- A review of the existing one-way loop on Torphichen Street/Morrison Street and the introduction of a safe cycling route connecting from Haymarket towards Rutland Square
- The promotion of safe and legible connections across West Approach Road wherever possible
- Introduction of coherent wayfinding to city destinations while also helping to create a more cohesive district, promoting links between office, retail, heritage and residential areas
- A review of open space to best serve local needs
- Promotion of opportunities to highlight the history and historic uses of the area through interpretation, public space design and artwork
- Allowance for a possible tram route along Morrison Street as part of a wider tram expansion
- Using space on the West Approach Road as an arrival for coach/bus with enhanced pedestrian links towards the city centre

**Allocation of Streetspace**

- Reallocation of traffic lanes at Morrison Street and West Approach Road
- Full implementation of current Active Travel Action Programme (ATAP)

**Public Transport Services**

- Rerouting of selected cross-city services to ‘kiss’ city centre
- New public transport interchanges at West End – Haymarket/West Approach Road
- Enhanced bus priority through optimized traffic signal plan
- Allowance for second cross-city-centre tram link connecting Nicolson Square to Haymarket

**Place**

- Maximise the potential of public spaces by creating a network – includes opportunities across the West Approach Road and around the Union Canal
- New art work and interpretation, focusing on the unique heritage of the area

**City Operations and Management**

- Consider shopmobility aid scheme at Haymarket
- Expansion and promotion of shared mobility services including bike hire
- Integration of Haymarket within a wider coach management strategy

## Current



## Short term

- Removal of railings and street clutter
- Temporary planters increasing the pavement width
- Introduction of wayfinding



## Medium term

- Road space re-allocation increasing pavement provision
- Future proofing for tram through reallocation of road space



## The Future

Potential tram connecting Haymarket and Nicolson Square

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





Current - Morrison Street

Wayfinding to Haymarket and Old Town

Public realm improvements - Pavillion



## 4.2 Lothian Road



Lothian Road is a busy pedestrian and traffic route connecting the west end of Princes Street with areas to the south including Tollcross, Bruntsfield, Marchmont and Morningside. This north–south route is varied in use along its length, but characterised by office, retail and café/restaurant uses during the day and theatres, cinemas, bars and restaurants during the evening and into the early hours of the morning. The area also provides key connections to other parts of the city centre, with routes leading east–west between Haymarket/ Fountainbridge and Grassmarket/ Old Town.

A significant proportion of space is allocated to vehicles to the detriment of pedestrians and cyclists. Lothian Road is up to six lanes wide in places, creating 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 and signals. Bins for trade and residential waste are also present within the street.

Lothian Road has minimal tree planting; Festival Square and incidental tree planting associated with office developments provide only limited green elements visible from the street. The nature of the street and dominance of vehicles result in an environment with little comfort for pedestrians, and little incentives for people to dwell. This is at odds with the culture, leisure, retail and employment uses that define the street.

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### Lothian Road Context

-  Key Streets
-  Tram Route

-  Existing Buildings
-  Key Building

-  Green Space



**Additional challenges identified within this area include:**

- Poor and underpromoted pedestrian connections into adjacent areas and streets, for example Princes Street Gardens, King's Stables Road, West Port/Grassmarket, Festival Square, Fountainbridge and the Meadows
- A lack of safe cycling routes. Where provision does exist, it is discontinuous and lacks clarity at key junctions
- Key intersections with east–west routes are dominated by vehicles to the detriment of pedestrians and character of place, for example Princes Street, Bread Street, Fountainbridge and Tollcross
- Underperforming major spaces such as Festival Square and Tollcross which lack character and a sense of place

## Strategy



Lothian Road will be transformed to provide a safe and comfortable environment that supports the existing uses and encourages further development of the street as a focus for vibrant culture and leisure uses, spreading the focus from the east of the city centre. Lothian Road becomes a boulevard with new tree planting on each side of the street providing a green link that extends between Princes Street Gardens and the Meadows. This strong green spine is punctuated with rejuvenated spaces at key points along Lothian Road including Festival Square, Bread Street, Fountainbridge and Tollcross junctions.

Importantly, improvements to pedestrian and cycle movements across the Princes Street / Lothian Road junction will be a key early intervention of the strategy in this area to address immediate safety and operational concerns.

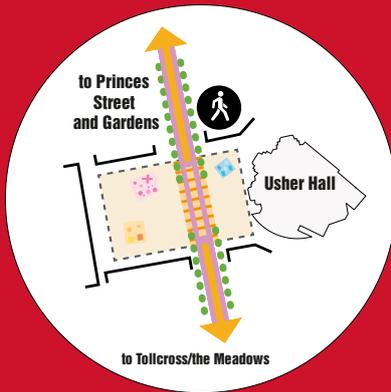
King's Stables Road becomes an important route, upgraded to better link Lothian Road with the rear of Princes Street Gardens and to West Port and the Grassmarket.

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Lothian Road Strategic Plan

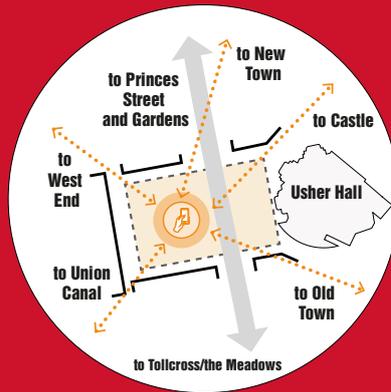
- |   |                     |   |                          |   |                      |
|---|---------------------|---|--------------------------|---|----------------------|
|  | Boulevard Street    |  | Potential Tram Extension |  | Key Space Activation |
|  | Active Travel Route |  | Transport Hub            |  | Key Building         |
|  | Existing Tram Route |  | Public Realm Improvement |  | Community Space      |

## Key principles



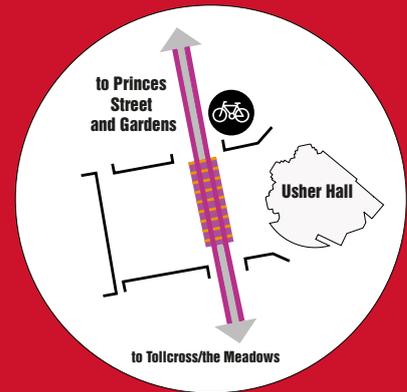
### Lothian Road as a tree lined boulevard

- A new green connection between two of the most significant city centre green spaces
- A more comfortable environment for pedestrians and those on bike
- An environment that encourages dwell and supports economic activity along Lothian Road and around Tollcross



### Rejuvenation of key urban spaces

- The place-led design of key nodes along Lothian Road such as Tollcross and Festival Square/Usher Hall
- The promotion of pedestrian connections into adjacent areas of the city
- The provision of comfortable places that people can enjoy and dwell

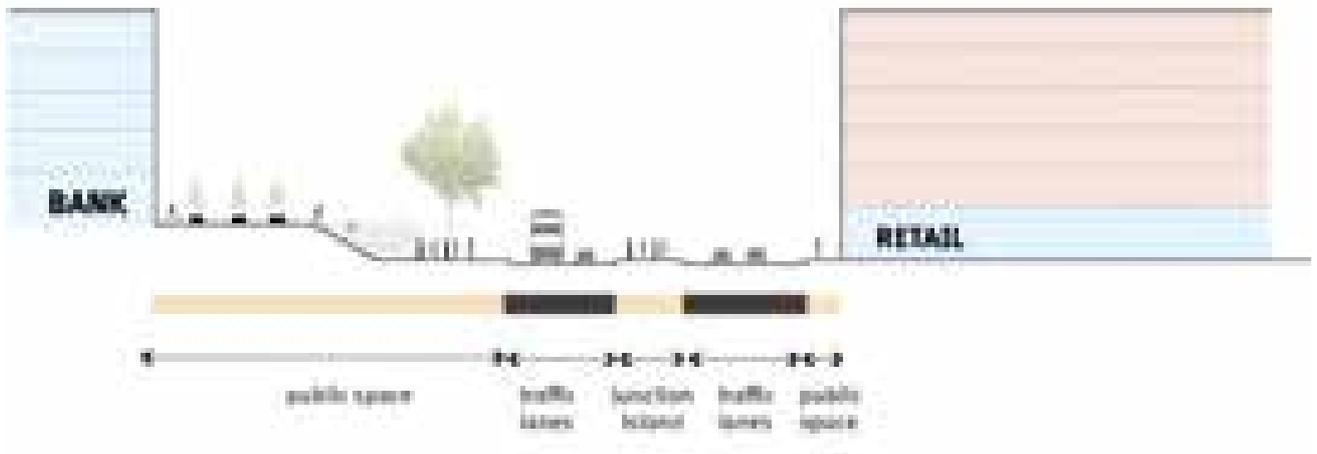


### Implementation of safe cycling routes

- Introduction of a safe cycling route between the west end of Princes Street and the Meadows
- Design at key junctions that prioritises cycle safety
- The provision of cycle parking in locations that encourage people to choose cycling when visiting Lothian Road

## Existing

Location: Tollcross Road Junction



## Strategy



**The strategy for this catalyst area includes:**

- The rationalisation of traffic lanes to the benefit of people on foot and bike, and the implementation of boulevard tree planting, green infrastructure and the incorporation of sustainable drainage systems
- The widening and decluttering of footways to provide a more legible pedestrian environment
- The introduction of a segregated north–south safe cycling route and connections to the Meadows to Canal cycle scheme
- Bus stop rationalisation and enhanced traffic signal technology to improve bus journey times
- The enhancement of the Usher Hall/Festival Square space with a narrowed carriageway and use of public realm materials to reinforce a unified space. To include the consideration of other uses and potential built form within Festival Square to enhance the everyday offer and encourage dwell
- The creation of an improved space at Tollcross, using the opportunity offered by rationalising traffic movements and road space to benefit pedestrians, the environment and the local economy
- Supporting existing uses and rejuvenating the current space at Tollcross as a key node that marks:
  - The crossing point between the ‘innovation mile’ and Lothian Road green corridor
  - A ‘gateway’ between Lothian Road and the Meadows (Melville Drive)
  - Connections towards Fountainbridge, including a potential new community space at West Tollcross
- The promotion of key connections into adjacent areas of the city at Princes Street, King’s Stables Road, Castle Terrace, Festival Square, Usher Hall, Bread Street, Fountainbridge and Tollcross. This includes wayfinding and interpretation.

**Allocation of Streetspace**



- Reallocation of traffic lanes at Lothian Road, Morrison Street, West Approach Road and Ponton Street
- Tightening of junction geometry to provide wider footways and one-stage pedestrian crossings at West Approach Road, Morrison Street, Fountainbridge and Tollcross and improvements for pedestrian and cycle

- movements at the West End junction
- Full implementation of current Active Travel Action Plan (ATAP), including City Centre West to East Link (CCWEL), the Meadows to George Street scheme and the Meadows to Canal
- New segregated safe cycle route from CCWEL/Princes Street to Tollcross

**Public Transport Services**



- Rationalising of bus stops on Lothian Road
- Enhanced bus priority through optimized traffic signal plan

- Allowance for possible tram route across Lothian Road as part of a future second cross-city-centre tram link connecting Nicolson Square to Haymarket

**Parking Reduction & Reprioritisation**



- The Council to consider taking greater management control for Castle Terrace car park or negotiate flexible use of this space, and consider additional locations

- Consider revisions to permit zones to protect residents parking
- Continue to provide blue badge and short-term parking to support the local economy

**Place**



- Festival Square and the area around the Usher Hall will be reimagined with new activity to promote dwell, reflection and enjoyment.
- At Tollcross, widened footways will enable a much-enhanced public realm and provide the space to support vibrant street activity. Public art and

- seating will help create an improved sense of place.
- West Tollcross will become a green community space with an improved link towards Tollcross and Ponton Street, improving the environment around Tollcross Primary School

**City Operations and Management**



- Expansion and promotion of shared mobility services including bike hire and car clubs
- Enhanced maintenance of footways, cycleways and public realm

- Development of a coach management strategy to reduce impact of coach movements on Johnston Terrace, linked to public transport interchanges

## Current



## Short term

- Community gardens and activity on High Riggs Street
- Removal of unnecessary street clutter



## Medium term

- Road space re-allocation, increased pavement allocation and the introduction of safe cycle routes along Lothian Road
- Increased space programmed for activity, including a location for pavilions and events



## The Future

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

Safe cycle routes

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





Current - Tollcross Street

Public realm improvements - square maximising the location opportunities

Community urban gardens in High Riggs Street



### 4.3 First New Town

Princes Street is one of the most iconic streets in Europe. Its south-facing aspect provides superb views across Princes Street Gardens towards the Old Town and the Castle. Located in the heart of the World Heritage Site, it has historically been the prime retail area in the city centre and remains at the core of the public transport network.

There is much to be celebrated about Princes Street, but it also has significant challenges. As a long single-sided street, it does not offer an optimal retail experience. In a challenging retail environment, this is likely to become an even more significant issue in future. And yet the unique characteristics of Princes Street are also its key asset. The setting naturally inspires, and while the existing streetscape characteristics do nothing to encourage people to linger, the potential for revitalisation is clear. The proposed investment under the Strategy is aimed at supporting a much wider mix of uses including retail, leisure, café and restaurant developments. Indeed, the use of Princes Street has changed throughout its history. The Strategy for Princes Street is to encourage the adaptation of use to continue, while retaining and enhancing the key characteristics of the street.

There have been several important studies carried out that have addressed Princes Street previously, including Jan Gehl’s ‘Public Spaces – Public Life’ (1998) and the follow up document ‘Edinburgh Revisited’ (2010). These highlighted issues relating to the pedestrian experience including noise, lack of walking space, interrupted footpaths, lack of space for dwell and the poor quality of public realm. The report also identified the domination of buses, the lack of the feeling of safety, monofunctional nature and lack of comfortable places as all detracting from the pedestrian experience. These are all still relevant issues.

Alongside these previous studies, there are other current projects that will have a heavy influence on Princes Street. These include the Meadows to George Street scheme, the Waverley Station Masterplan, The Galleries and The Quaich Project.

Investment in Princes Street is being delivered alongside major improvement schemes for George Street, City Centre West to East Link (CCWEL) and Rose Street. Taken together, these will deliver a step-change in the quality of the urban realm across the First New Town.

Princes Street and New Town Context



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- Key Streets
- Tram Route
- Other Key Routes
- Existing Buildings
- Key Building
- University/Education
- Green Space
- Park Entrance
- Sculpture/Statue



**Key challenges and opportunities for Princes Street include:**

- Heavy reliance on retail for activation when the sector is facing significant change and challenges, particularly towards its western end – this includes wider trends but also the influence of city centre developments such as Edinburgh St James
- A generally poor pedestrian experience due to noise, lack of opportunity for dwell, poor seating provision and the heavy influence of bus and tram
- The street does not make best use of the southerly aspect and view, with little spill out opportunities from the few cafés and very few opportunities to sit
- The materials used for the public realm are generally low quality and in poor condition, not befitting a primary street within the World Heritage Site
- Connections into Princes Street Gardens are relatively infrequent, are not promoted or immediately evident and do not provide accessible routes
- Poor cycling infrastructure and safety concerns between trams, buses and cyclists, especially at the West End junction
- The street provides a world-class setting for transformation
- There are signs of new investment and uses emerging in the West End

## Strategy

The strategy for the First New Town catalyst area is to build on the work being delivered under the George Street New Town and the Meadows to George Street schemes to provide a high-quality pedestrian focused environment across Princes Street, Rose Street and George Street and both Charlotte and St Andrew Squares that reinforces its unique qualities.

Proposed investment will deliver a comfortable and safe environment, encouraging a range of new activities and helping enhance wider economic vitality.

By reinforcing place and creating a quality environment for all, the uses along the street can adapt and change over time.

Princes Street together with Princes Street Gardens can become a place that all can enjoy and engage with. Opportunities for play, exploration and storytelling will be delivered to create a place that all will want to come to and enjoy.

Additional space will also be reallocated from the road carriageway to allow for the safe movement across the First New Town by bike. Traffic restrictions at the east end of Princes Street will limit through movements and allow for a more pedestrian focussed environment at this key location, which will also create opportunities to improve connections for cycle movements through this part of the city centre.

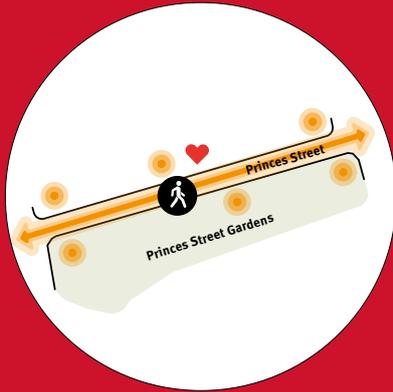
### First New Town Strategic Plan



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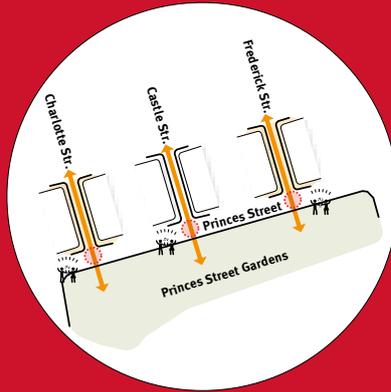
-  Boulevard Street
-  Existing Tram Route
-  Planned Development
-  Active Travel Route
-  Community Space
-  Key Building
-  Improved Accessibility
-  Public Realm Improvement
-  Community Space

## Key principles



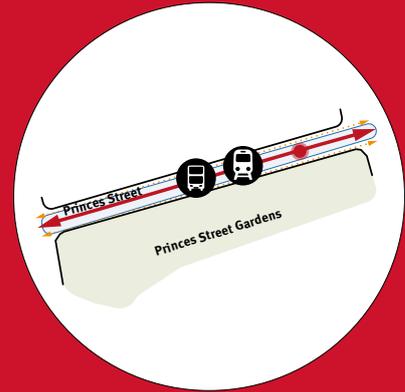
### Improvements to the pedestrian experience

- A comfortable and safe pedestrian environment
- Improved pedestrian connections both along and across Princes Street
- Opportunities for seating and dwell
- A rebalancing of priority from vehicles to people



### Providing an adaptable environment through a place-led approach

- Enabling usage to change through implementing a high-quality flexible environment
- In combination with initiatives such as The Quaich Project and The Galleries, create a place that all will want to come to and enjoy
- Improve permeability to Princes Street Gardens and connections across Princes Street linking to George Street



### Optimisation of bus movements

- Selective rationalisation of bus routes and movements in order to improve operation and efficiency and to help create a more balanced pedestrian environment

## Existing

Location: Castle Street, Princes Street and West Princes Street Gardens



## Strategy



improved pedestrian and cycling experience

improved pedestrian experience and street activation

The Quaich Project

**The strategy for this catalyst area on Princes Street and Gardens includes:**

- The development of a new place-led public realm that maximises the pedestrian experience. The high-quality environment will help create a fitting stage from which to experience the world-class backdrop of the Castle and Old Town
- Supporting the provision of improved footways and paving, feature lighting, seating, wayfinding and interpretation
- Selective service/stop rationalisation, as part of a wider project to optimise public transport, which will improve public transport journey times and efficiency
- The provision of enhanced pedestrian connections at the junctions between each ‘block’ including Castle Street, Frederick Street, Hanover Street and South St David Street. This includes consideration of pedestrian movements east–west along Princes Street and south into Princes Street Gardens. This could include locally narrowed carriageways, wider pedestrian crossings, use of public realm materials and the creation of ‘pocket spaces’ to encourage people to spend time.
- Junction improvements at Princes Street/Lothian Road and across Hope Street aimed at addressing safety issues between trams, buses and cyclists
- Improvements to the entrances into Princes Street Gardens, enhancing accessibility and promoting the movement of people between the Gardens and Princes Street. This should be carried out in coordination with planned activities at West Princes Street Gardens
- The exploration of all opportunities for play, storytelling and placemaking, using this to better connect the boundary between street and park
- Proposed improvements on Princes Street would complement the current George Street and First New Town project and Rose Street urban realm schemes. These together with the CCWEL project will help deliver a cohesive place-driven streetscape befitting of the World Heritage Site

**Allocation of Streetspace**



- Reallocation of traffic lanes on George Street, Princes Street, Charlotte Square and St Andrew Square
- Tightening of Hanover Street/George Street junction
- Full implementation of current Active Travel Action Programme ATAP programme, including CCWEL and Meadows to George Street Scheme
- Safe cycle routes: Princes Street/Lothian Road cycle safety improvements
- Filtered permeability zones within the New Town to reduce cross–city centre traffic



**Public Transport Services**

- Selective optimisation of bus services and stops on Princes Street
- Enhanced bus priority through optimized traffic signal plan



**Parking Reduction & Reprioritisation**

- On-street parking removal as needed to support new cycleways and bus priority
- Consider revisions to permit zones to maximise parking turnover while protecting blue badge and resident parking



**Place**

- Improve accessibility to and permeability of Princes Street Gardens



**City Operations, Management & Behavioural Change**

- Create micro-consolidation centres on the periphery of the city centre with last-mile distribution by electric vehicles or cargo bikes

## Current



## Short term

- Removal of street clutter and rationalisation of bus stops
- New street furniture for seating opportunities
- Introduction of wayfinding



## Medium term

- Road space re-allocation with increased pavements where possible
- Promotion of pedestrian crossings through increase in width and use of surface materials
- Widening of entrances into Princes Street Gardens



## The Future

Reactivation of public realm along Princes Street and Castle Street

Seating and greening opportunities in Princes Street and the New Town





Current - Princes Street

Rationalisation of bus stops and removal of excessive clutter

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



## 4.4 Old Town

The primary aim of this catalyst area is to enhance the experience for pedestrians and support the heritage value of the Old Town by reducing the impact of vehicles.

Edinburgh’s Old Town is one of the most renowned medieval cityscapes in the world, and for many is the primary city centre experience. The contrast between the Old Town and New Town is what gives Edinburgh’s city centre its unique character and is central to its World Heritage Status. As such, the Old Town is a focus for visitors and is highly symbolic to those that live and work in the city centre. There are many streets, closes and spaces of significant and diverse qualities that combine to provide a rich experience for all navigating through the Old Town.

With the Castle at the top and Holyrood at the foot, the Royal Mile is the primary route through the Old Town – running along a ridge, it provides the ‘spine’ for the medieval ‘fishbone’ pattern of streets and closes that extend from it. It is defined by historic buildings of great heritage value and is a focus for cultural activity, with the street becoming a venue for performances and events during the various festivals throughout the year.

A major influence on the character of the Old Town is the topography. With the Royal Mile occupying the ridge from the Castle to Holyrood, there are significant level changes to the north and south that occur through the various streets and closes that connect the Royal Mile to the Waverley Valley, Cowgate and Grassmarket. This character is further reinforced through the north–south routes that bridge over lower streets. George IV Bridge and South Bridge both connect into the Royal Mile and demonstrate the level change over Cowgate. While a significant and positive part of its character, the topography can be a barrier to the wider exploration of the Old Town.

At present, the experience of this area of the city centre is mainly focused on the upper end of the Royal Mile between the Castle and Jeffrey Street. There are key streets and spaces that are well used, including Cockburn Street, Victoria Street and the Grassmarket, but the wider Old Town is less well promoted and explored, including Cowgate and the lower end of the High Street towards Holyrood. Throughout the Old Town, the presence of vehicles erodes the quality of the pedestrian environment and the fabric of the World Heritage Site.

### Old Town Context



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- Key Streets
- Existing Buildings
- University/Education
- Other Key Routes
- Key Building
- Green Space



**Key challenges and opportunities identified within this area include:**

- An area that has highly significant cultural and heritage value
- A rich urban environment of outstanding quality and a focus for events and activity
- An over focus on the Castle/Castle Hill, Lawnmarket and High Street while the wider Old Town could be made more accessible and wayfinding improved
- A lack of public transport connectivity to key residential communities
- Narrow and cluttered footways on South Bridge creating an unsafe pedestrian environment
- A poor-quality environment and public realm on key routes such as Cowgate and the connecting streets and closes
- Temporary anti-terrorism barriers that are alien to the streetscape
- Level change and topography acting as a challenge to exploration and accessibility
- The presence of vehicles throughout the Old Town that detract from the pedestrian environment and fabric of the World Heritage Site
- The Meadows to George Street scheme includes the closure of Bank Street to general traffic, which will significantly reduce traffic volumes on George IV Bridge. It will improve the pedestrian and cycling environment along the street and significantly improve the George IV/High Street junction

## Strategy

This is focused on enhancing the pedestrian environment within the Old Town and providing a pedestrian focused area for the benefit of all who live, work, visit and use it.

Measures such as improvements to the public realm and functional lighting can help increase the perception of safety, and using innovative architectural lighting and well considered wayfinding and interpretation can help to promote streets such as Cowgate and the associated connecting streets and closes. These will benefit local residents and help promote less well used and explored areas of the Old Town, taking pressure off the busiest streets and spaces.

The catalyst area looks to remove traffic from a greater extent of the Royal Mile and promote better connections between communities, the High Street and Cowgate.

This starts with the removal of traffic from key streets and additional restrictions on traffic movement that allow ‘filtered permeability’ of traffic: local vehicle access for those who need it for residential and operational reasons, but significantly reduced ability for private vehicles to travel ‘across’ the Old Town.

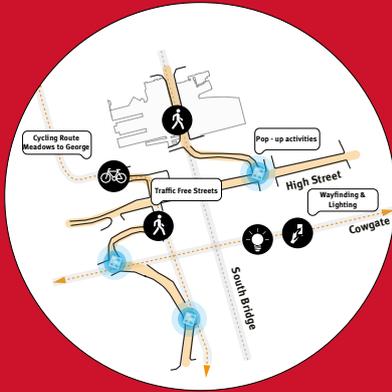
### Old Town Strategic Plan



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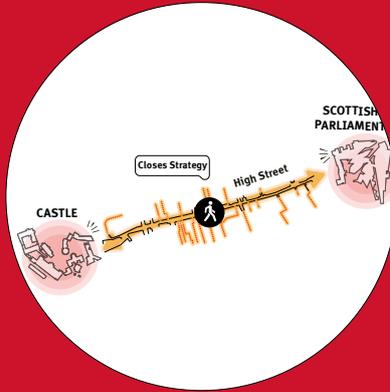
- Traffic Free Street
- Closes Strategy
- Active Travel Route
- Potential Tram Extension
- Community Space
- Planned Development
- Key Building
- Public Realm Improvement
- Vertical Link
- Improved Visual Link

## Key principles



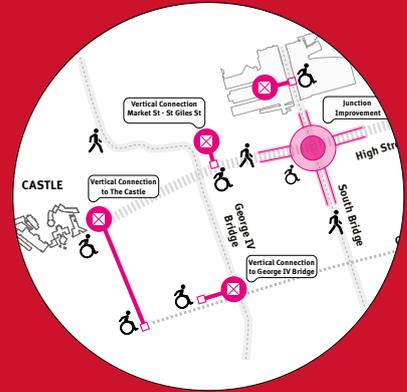
### Implementation of traffic free streets

- Discourage vehicles through selective road closures while still allowing servicing and access for businesses, residents and disabled people
- Improve the public realm creating engaging and comfortable places where people want to dwell
- Use the 'pedestrian priority zone' to promote a quality setting and environment within the historic core of the Old Town



### Extend the appeal of the Old Town

- Promotion of areas within the Old Town that have less of a profile than the most used streets and spaces through wayfinding, public realm enhancements and lighting
- Improvements to the public realm on streets and closes across the Old Town
- Enhancing the public realm through wayfinding, interpretation and storytelling creating a playful and engaging urban realm

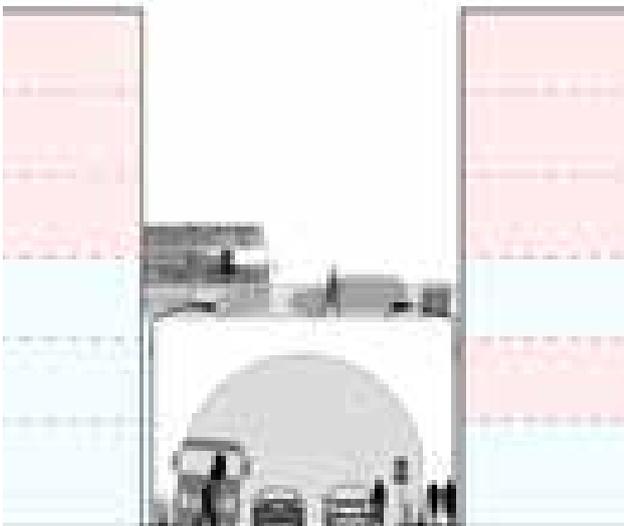


### Creating an accessible environment

- Improving pedestrian permeability on South Bridge through decluttering, widening footways, bus stop rationalisation and introducing vertical connections
- Improved public transport connectivity to key residential communities
- The introduction of vertical connections from George IV Bridge and South Bridge to Cowgate, promoting inclusive access

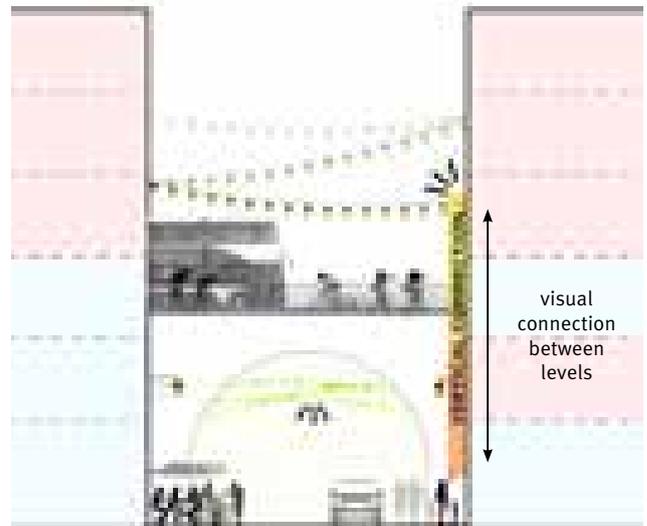
## Existing

Location: Cowgate/George IV Bridge



narrow pavement    2 lanes    narrow pavement

## Strategy



active frontages    pedestrian priority environment    active frontages

**The strategy for this catalyst area includes:**

- Closure of the High Street from North Bridge to Blackfriars Street and creating an enhanced pedestrian environment. This includes decluttering, street lighting improvements and opportunities for storytelling, education and engagement
- Local and bus only access to the Canongate
- Enhancement of Cowgate with public realm improvements supported by any possible traffic management restrictions and the rationalisation of road space
- Improvements to the streets and closes between the High Street and Cowgate, including Old Fishmarket Close, Borthwick’s Close, Stevenlaw’s Close, Blair Street, Niddry Street, Blackfriars Street, South Gray’s Close, Hyndford’s Close and St Mary’s Street. Improvements to aspects such as lighting (both functional and feature/architectural), repair and upgrade of materials where required, wayfinding, management of commercial waste and enhanced cleansing
- The closure of Cockburn Street and Victoria Street to general traffic to promote an improved pedestrian environment and support existing uses
- The development and implementation of a lighting strategy that enhances the character of the Old Town. Specifically, this should include proposals for architectural and artistic lighting interventions along Cowgate, enhancing character and improving visibility from connections at George IV Bridge and South Bridge
- The introduction of a vertical connection between Cowgate and George IV Bridge improving access for all between the two main layers of the Old Town
- Wayfinding to promote all connections and streets within the catalyst area. To explore opportunities for interpretation and storytelling
- The identification of opportunities for community spaces within the Old Town
- The identification of opportunities for enhancing biodiversity within existing green spaces such as kirk yards and cemeteries

**Allocation of Streetspace**



- Street closure on High Street between North Bridge and St Mary’s Street, Lawnmarket (except coaches in the short term), Bank Street (except buses and taxis), Victoria Street and Cockburn Street
- Canongate is made bus and local access only
- Reallocation of traffic lanes on Bridges corridor in conjunction with bus stop optimisation
- Widening of pedestrian crossings (potentially including diagonal crossings) at High Street/North Bridge
- Full implementation of current Active Travel Action Plan programme, including Meadows to George Street scheme
- Filtered permeability zones within the Old and New Towns to reduce cross-city centre traffic
- Creation of a ‘pedestrian priority zone’
- Managed access on Cowgate to improve streetscape



**Public Transport Services**

- Rationalising of bus stops on Bridges corridor
- Enhanced bus priority through optimized traffic signal plan
- Improved public transport connectivity to local communities, potentially in conjunction with a city centre hopper service.



**Parking Reduction & Reprioritisation**

- Selective on-street parking removal, for example on Chambers Street, Blackfriars Street and St Mary’s Street, to improve walking, cycling and public transport
- Electric charging points for taxis and city car clubs
- Consider revisions to permit zones to maximise parking turnover while protecting blue badge and resident parking



**Place**

- New vertical connection between Cowgate and George IV Bridge
- Greening of public space to create green links and open up key and secondary routes and shortcuts.
- Lighting hierarchy – identify priority areas for improved functional, architectural and playful lighting.



**City Operations and Management**

- Promotion of shared services for loading and building servicing – led by the Council and used to encourage others.
- Enhanced maintenance of footways, cycleways and public realm.

## Existing



## Short term

- Street closure to traffic
- On-street parking removed
- Removal of unnecessary street clutter



## Medium term

- Paving relaid as a continuous flush surface
- Reuse of existing materials wherever possible
- Widening of 'footway' space



## The Future

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

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



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

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



## 4.5 Waverley / Calton

This catalyst area focuses on the immediate connections around Waverley Station, St Andrew Square and Edinburgh St James/Picardy Place. It is focused on pedestrian movement and the interchange between public transport modes and connections into wider city cycle routes. This catalyst area includes a number of major new developments:

- Edinburgh St James
- The Registers
- Dunard Centre
- New Waverley
- Waverley Mall
- Waverley Station Masterplan

The combined impact of these new developments will help transform the city centre, opening up new pedestrian opportunities.

The Waverley Masterplan is once-in-a-generation opportunity to reimagine this iconic station and more effectively integrate it into the wider fabric of the city centre.

The creation of a new walking route between Edinburgh St James and St Andrew Square, via the Dunard Centre and The Registers, would create a new and vibrant quarter of the city.

Investment in the public realm is ongoing at St Andrew Square. Waverley Bridge has also recently been improved. Nevertheless, elsewhere, the quality of streets, the level of pedestrian priority and legibility within the area are compromised.

A major consideration is the dramatic topography of the area. There is a significant level change between Waverley Station and the rest of the city – this is particularly evident in the lack of accessible vertical connections to North Bridge and from Market Street to the High Street. Level differences also impede movement around Calton Road and across the Waverley Valley.

There are also specific challenges at the East End of Princes Street and on North Bridge. Around Waverley Steps and The Balmoral Hotel, the mix of pedestrians from the station, together with bus stop locations and limited footway space, combine to create an often chaotic and uncomfortable environment.

While the views from North Bridge are stunning, the pedestrian realm is uninviting, discouraging dwell.

### Waverley - Calton Road Context



- |   |  |  |
|---|--|--|
|  Key Streets |  Existing Buildings |  Park Entrance    |
|  Tram Route  |  Key Building       |  Sculpture/Statue |
|   |  Green Space        |  |



**Key challenges and opportunities identified within this area include:**

- A poor experience for those arriving by rail into the city centre, regardless of which station access is used
- The lack of street level activated space associated with Waverley Station, for example on Waverley Bridge
- Princes Street/Waverley Bridge is a critical junction on the public transport network for both bus and tram. Significant delays occur at peak periods, impacting on journey times and reliability
- A poor and vehicle dominated setting for significant buildings such as The Balmoral, Register House and Waterloo Place
- The ability to navigate from Waverley to adjacent and wider areas of the city centre
- There is an opportunity to reduce traffic levels and conflicts across the area, helping to rebalance pedestrian priority
- A series of developments and investments that provide the opportunity to deliver an improved and more legible public realm

## Strategy

This catalyst area provides the main experience for many people arriving into the heart of the World Heritage Site. Waverley Bridge provides a unique location from within the valley that takes in both the Old and New Towns. It is proposed to transform Waverley Bridge through the removal of traffic, including buses, to create a new world-class space and gateway to the city, which will be fully aligned to the Waverley Masterplan.

The closure of Waverley Bridge is made possible in part by the closure of Bank Street and resulting reduction in traffic levels in the city centre. General traffic access to the station is maintained via The Mound and Market Street from the north and Jeffrey Street from the south. Access via Bank Street would be retained for buses and taxis

The closure of Waverley Bridge will significantly improve the pedestrian environment, both on the bridge and at surrounding junction crossings including Princes Street/South St David Street.

By relocating tour buses, local bus travel will be prioritised, benefiting residents and the wider city economy. East-west peak period bus journey times on Princes Street will become significantly more reliable. The simplified junction arrangement will also allow more trams to run. This supports tram completion to Newhaven. Airport bus service 100 will be accommodated

at a central location, ensuring interchange with rail and city bus and tram services, in co-ordination with the re-development of Waverley Station.

The valley between the Old and New Towns is a distinctive element of the landscape of Edinburgh’s city centre, but the topography is a challenge to permeability and inclusive access. Several measures are proposed to address these points.

New accessible vertical connections to North Bridge and St Giles’ Street are proposed. A link with North Bridge could provide improved interchange between rail, bus and future tram. The link to St Giles’ Street would greatly enhance connectivity to the High Street and Old Town.

A bridge between Calton Road and Jeffrey Street for people on foot and bike would link the Old and New Towns, following a similar alignment to the former bridge link across Waverley Station.

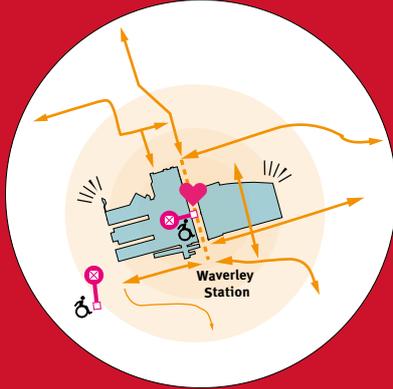
Calton Road should have greater prominence as a key connection between Waverley Station, Leith Street, New Waverley and Holyrood. Focusing on providing a route that feels safer and more comfortable can be achieved through improving the public realm and lighting, wayfinding and interpretation.

Waverley - Calton Road Strategic Plan



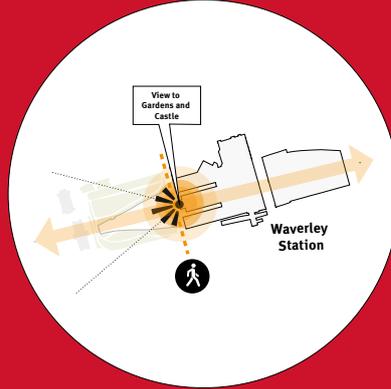
- Traffic Free Street
- Active Travel Route
- Tram Route
- Potential Tram Extension
- Cycle Bridge
- Public Realm Improvement
- Planned Development
- Key Building
- Community Space
- Vertical Link
- Improved Visual Link

## Key principles



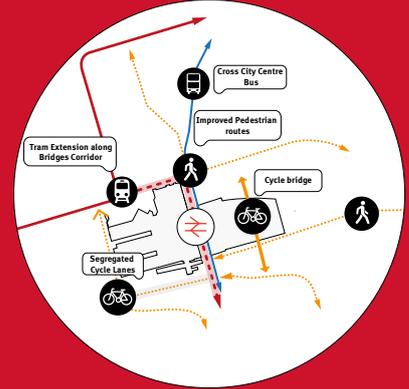
### Connecting the station to the wider city

- The provision of a quality environment that links Waverley Station to the wider city centre
- Public realm improvements that celebrate the unique environment at each of Waverley's entrances
- Implementing a better setting for key city buildings such as The Balmoral and General Register House



### A new arrival experience

- The closure of Waverley Bridge to vehicles and introduction of a new arrival space
- A space that celebrates the iconic view from Waverley Bridge and enhances this through the introduction of a less visually intrusive bridge parapet
- Consideration of activation through facilities such as temporary events/markets, an information centre or cycle hub within the space

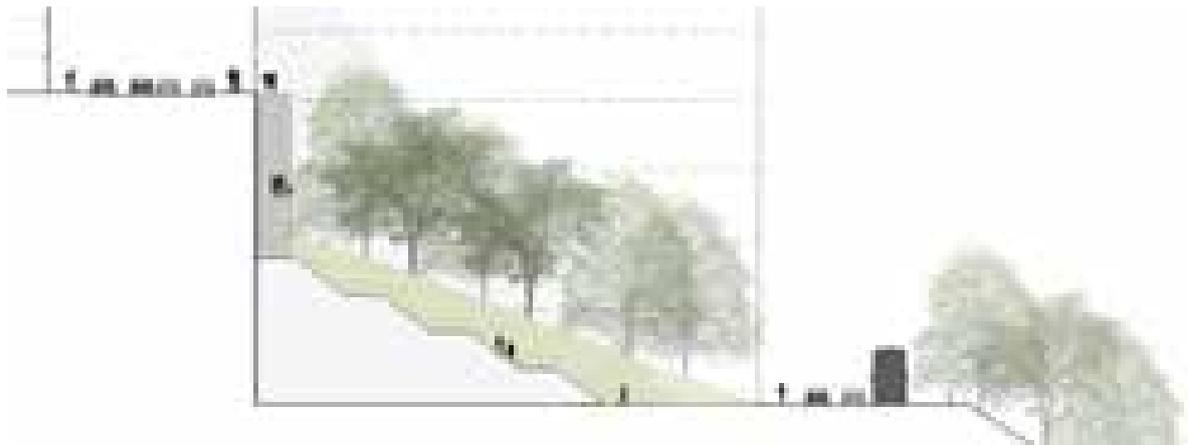


### Providing inclusive mobility

- Connecting areas of recent and proposed public realm investment
- The provision of vertical connections providing inclusive access between the station and wider city
- Providing a comfortable and safe environment that prioritises the needs of pedestrians

## Existing

Location: Steps from Market Street to St Giles' Street in front of Bank of Scotland Foundation



## Strategy

public steps in front of inaccessible green space



improved Public Space with accessible vertical connection

Terraced Seating

Segregated Cycling

**The strategy for this catalyst area includes:**

- Public realm improvements and rationalisation of road space to provide better connections between Waverley Station and the north side of Princes Street, the Register lanes and Waterloo Place ‘gateway’. This includes wider and enhanced pedestrian crossings, decluttering of streets, improvements to footways through new paving and street furniture, and wayfinding and lighting
- Improvements to the public realm at each of Waverley Station’s entrances to promote safe and inclusive access, specifically at Market Street and Calton Road. This would include consideration of lighting, wayfinding, and access levels
- Street improvements along Market Street, decluttering and rationalising to provide an enhanced arrival experience
- The development of wayfinding, interpretation and artwork strategies promoting links to other areas of the city and developing a storytelling narrative relating to the area

**Allocation of Streetspace**



- Street closure on Waverley Bridge, Bank Street (except buses and taxis), Victoria Street and Cockburn Street
- Reallocation of traffic lanes on North Bridge
- Full implementation and acceleration of current Active Travel Action Plan

- programme, including City Centre West to East Link (CCWEL) and the Meadows to George Street scheme
- Filtered permeability zones within the Old and New Towns to reduce cross-city centre traffic
- Traffic restrictions at East End Junction

**Public Transport Services**



- Relocation of tour and airport route buses from Waverley Bridge to:
  - improve the operation of east-west local services on Princes Street, supporting the day-to-day needs of local residents
  - improve tram reliability and

- accommodate an increased service frequency (complementing tram completion to Newhaven)
- Selective bus stop rationalisation and enhanced bus priority through optimised traffic signal plans
- Selective optimisation of bus services

**Parking Reduction & Reprioritisation**



- Selective on-street parking removal to support public realm improvements

- Consider revisions to permit zones to maximise parking turnover while protecting blue badge and resident parking

**Place**



- New vertical connections at Waverley to North Bridge and Market Street to St Giles’ Street
- Greening of public space to create green links and open up key and secondary routes and shortcuts

- Lighting hierarchy – identify priority areas for improved functional, architectural and playful lighting

**City Operations and Management**



- Shopmobility aid loan schemes at Waverley and the bus station
- Expansion and promotion of shared mobility services including bike hire and car clubs

- Development of a coach management strategy to reduce impact of coach movements on Regent Road, linked to Public Transport interchanges

## Existing



Waverley Bridge

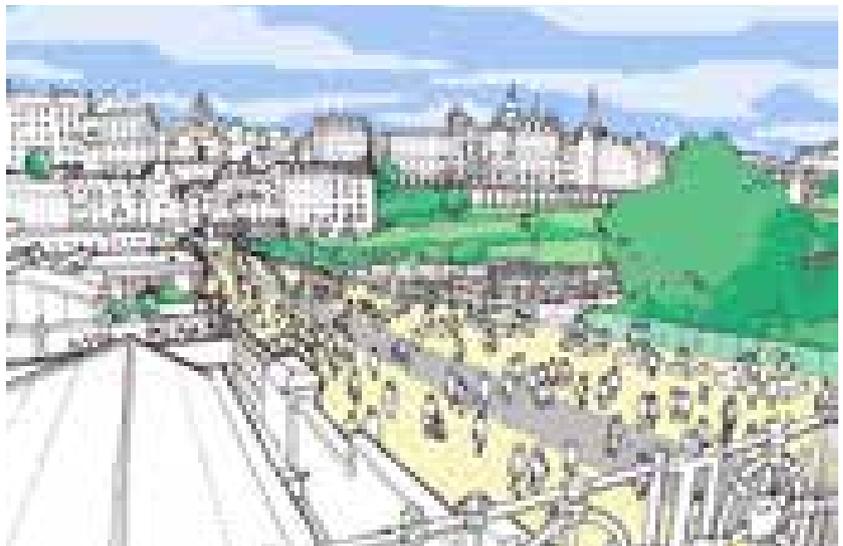
## Short term

- Street closure to traffic
- On-street parking removal
- Removal of unnecessary street clutter



## Medium term

- Relay of paving as a continuous surface where required
- Introduction of street furniture along the outer edge of the bridge



## The Future

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

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



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

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



## 4.6 “Innovation Mile”

The ‘Innovation Mile’ is the corridor between Bristo Square, Lauriston Place and on to Fountainbridge. It presents a placemaking opportunity to cluster technology and creative sector investment, delivering high-quality job growth and attracting talent to the city.

It is a catalyst area, heavily influenced by The University of Edinburgh’s city centre campus and the push to extend this west along Lauriston Place. It also includes the Lauriston Campus, the Edinburgh Futures Institute, the campus at George Square/Potterrow, Chamber Street and Old College/ Talbot Rice Gallery. Other educational institutions include St Thomas of Aquin’s High School and George Heriot’s School. Quartermile and Argyle House are key locations, home to a number of innovative businesses and technology companies.

Lauriston Place, Teviot Row and Potterrow provide a unifying west to east route that connects Tollcross with Buccleuch Street and Nicolson Street. Along this corridor, there are challenges to effective pedestrian movement, both east–west and north–south. Examples include the grade-separated section of road at Potterrow that has introduced a barrier to the north–south movement of pedestrians with the exception of the underpass. Its alignment is inconsistent with the urban form of the city centre, taking up a significant amount of space that could otherwise be used more effectively.

Otherwise, this area has a fine grain of pedestrian focused routes and spaces, especially within Quartermile and throughout the George Square/

### Innovation Mile Context



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- Key Streets
- Existing Buildings
- University/Education
- Other Key Routes
- Key Building
- Green Space



Potterrow campus. However, this could be further enhanced through the promotion and opening-up of other routes.

Middle Meadow Walk is a key route for people walking and travelling by bike; connecting routes from the south, across the Meadows, converge at this location. The Meadows to George Street scheme will extend the safe cycling route from Teviot Place to George Street while providing an improved pedestrian environment. Bank Street will become bus and taxi only, resulting in fewer vehicle movements on George IV Bridge, north of Chambers Street.

There is a significant resident population. Various community projects within the area could be further supported, and other opportunities for community projects could be identified.

There are specific opportunities to use Circular Economy principles in this catalyst area, such as through modular design at the University of Edinburgh's Potterrow development, and digital material tracking through the life of the development to enable flexible maintenance. There is also a strong opportunity to develop a material consolidation and re-use hub at each of the catalyst areas to maximise efficiencies during construction in each area.

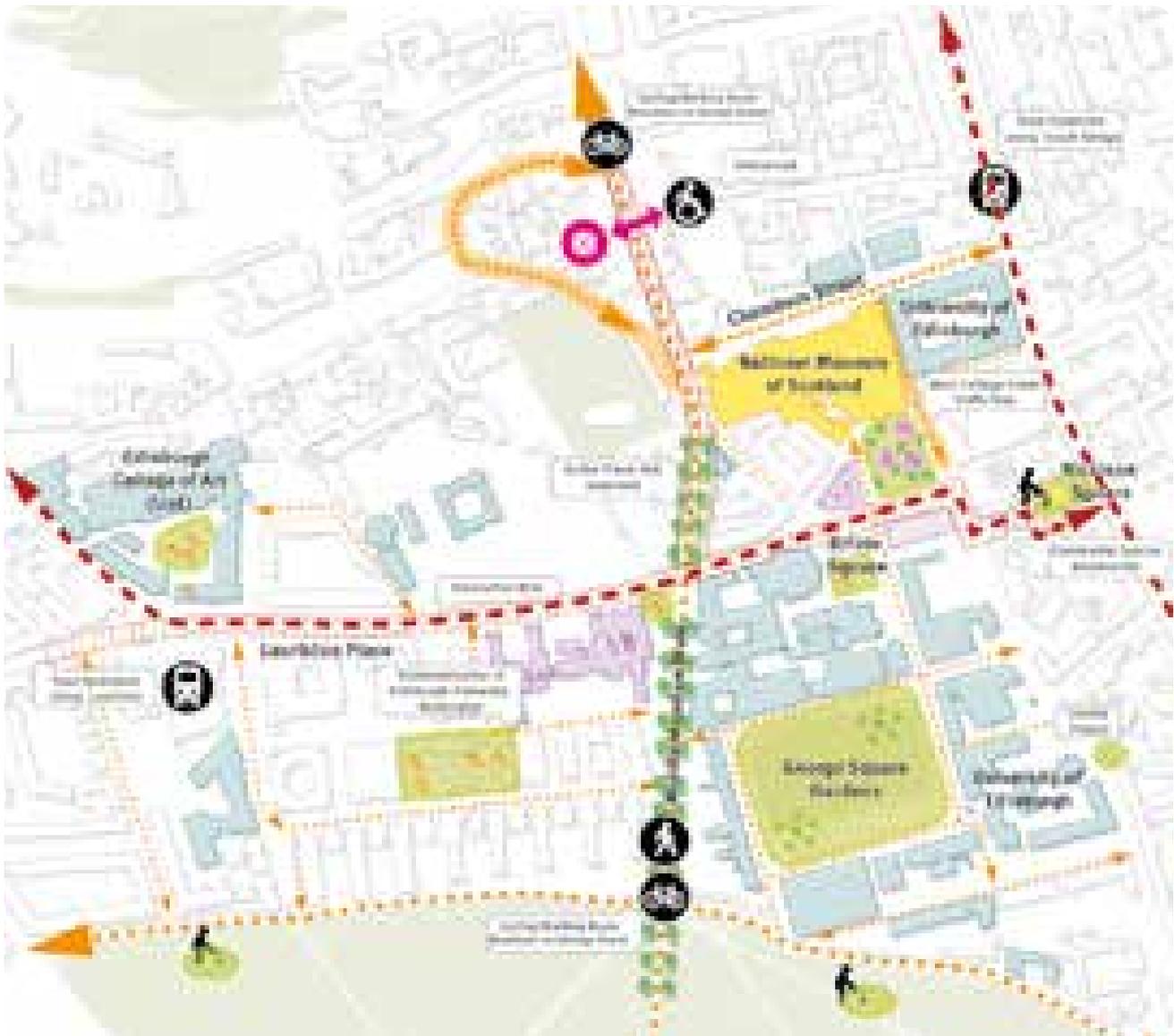
## Strategy

This catalyst area is focused on enhancing the implementation of the ‘Innovation Mile’ and the provision of a key transport hub at Potterrow, supporting The University of Edinburgh’s masterplan for this area as outlined in the cross section drawing below. The aim is to create a more legible and permeable pedestrian environment that connects east–west, and to provide a transport hub that promotes effective interchange between bus and people on foot or bike.

The catalyst area allows for the potential introduction of a second cross-city-centre tram link. The introduction of tram would improve wider connectivity to this area and could complement improvements to the public realm.

Opportunities also exist to allow local neighbourhood placemaking projects (such as at the Causey) to act as gateways to the catalyst area.

### Innovation Mile Strategic Plan



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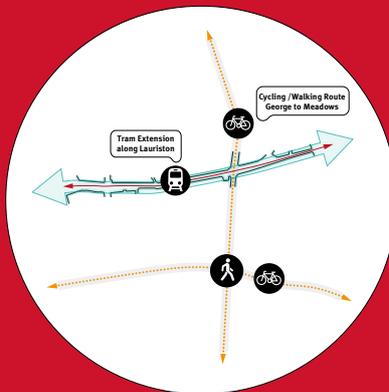
- |                     |                          |                     |
|---------------------|--------------------------|---------------------|
| Boulevard Street    | Potential Tram Extension | Planned Development |
| Active Travel Route | Community Space          | Key Building        |
| Traffic Free Street | Public Realm Improvement | Vertical Link       |

## Key principles



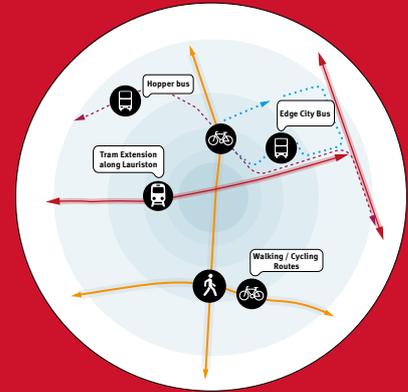
### A network of open spaces

- Identification of opportunities for new community focused spaces such as Nicolson Square
- Support for existing community projects and groups within the area



### Innovation Mile as a sustainable transport corridor

- Improved public transport along the length of the corridor to help promote a cohesive location

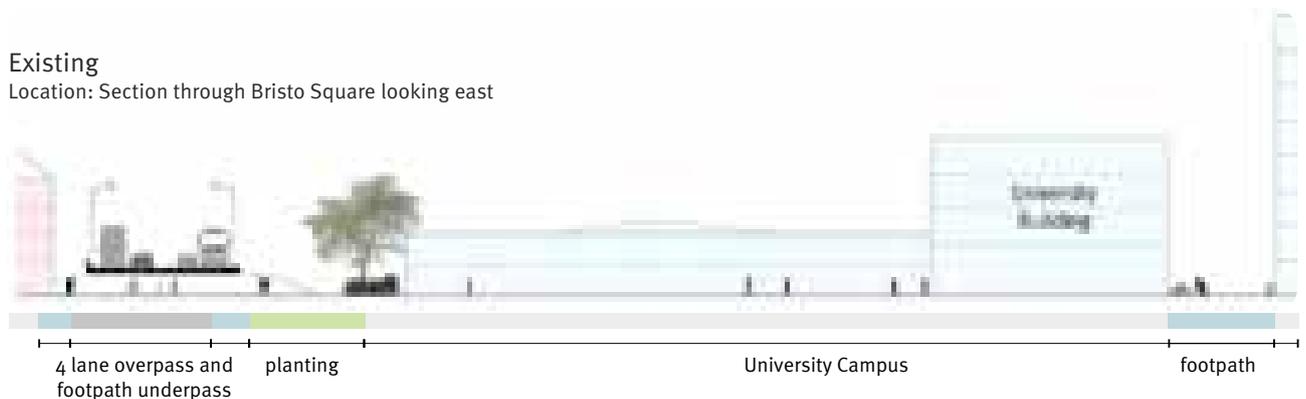


### Creation of a transport hub

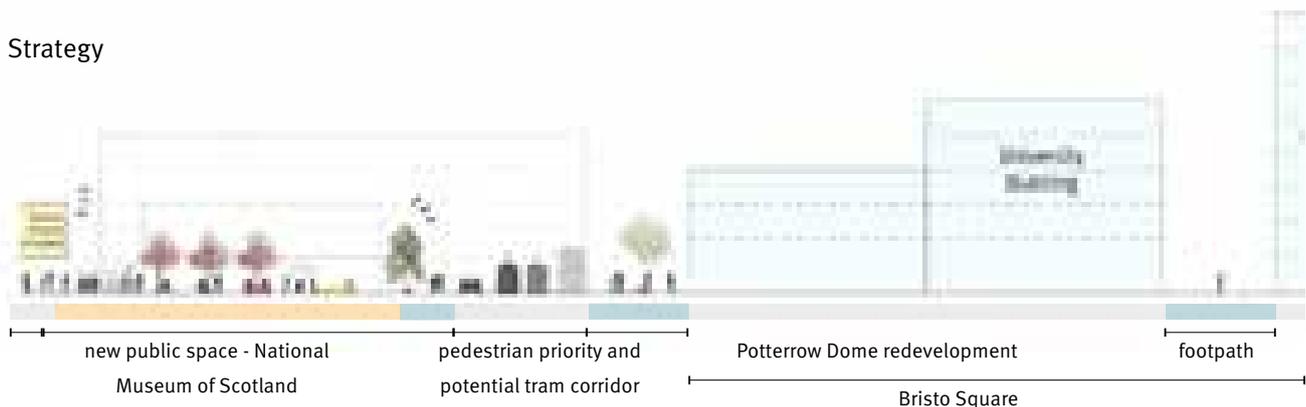
- Realignment of Potterrow
- Introduction of new development including a transport hub
- Improved pedestrian connections and permeability

## Existing

Location: Section through Bristo Square looking east



## Strategy



**Proposals for this catalyst area include:**

- Supporting the principles of The University of Edinburgh masterplan for Potterrow, including the realignment of Potterrow and removal of the grade-separated pedestrian crossing/underpass
- The implementation of a transport hub between bus and people on foot or bike at Potterrow as part of a wider redevelopment of the area. This would enhance interchange opportunities through an improved network of routes
- Improved permeability and connections throughout the University of Edinburgh campus and into adjacent areas. This will include connectivity across Potterrow and through Quatermile
- The enhancement of Nicolson Square as a community focused space and the identification of other opportunities for community projects
- Improvements to streetscape in order to promote inclusive design and provide legible routes that are easy and safe to navigate



**Allocation of Streetspace**

- Implementation of the Meadows to George Street scheme
- Street closure on Forrest Road
- Supports the provision of a city centre ‘pedestrian priority zone’



**Public Transport Services**

- New public transport interchange at Potterrow / Nicolson Street
- Provision of a city centre hopper bus feeding into the public transport interchange
- Supports the potential introduction of a second cross-city link completing a city centre loop



**Parking Reduction & Reprioritisation**

- On-street parking removal as needed to support new cycleways and bus priority
- Consider revisions to permit zones to maximise parking turnover while protecting blue badge and resident parking



**Place**

- Maximising and extending the benefits of Meadows to George Street scheme through the creation of improved public spaces
- Support for new pop-up activities and interactive public art, reflecting the student and local residential character of the area



**City Operations and Management**

- Expansion and promotion of shared mobility services including bike hire and car clubs
- Enhanced maintenance of footways, cycleways and public realm

## Existing



## Short term

- Removal of railings and street clutter
- Temporary planters increasing the pavement width
- Introduction of wayfinding



## Medium term

- Road space reallocation to increase pavement space
- Pedestrian crossing highlighted through increased width and use of surface materials
- Forrest Road implemented as a pedestrian priority space with segregated cycle route, space for activity and tree planting



## The Future

Ground floor activities benefit from widened pavements

New trees and improved public realm in Forrest Road





Current - Teviot Place

Potential new tram connecting Nicolson Square and Haymarket

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



## 5

## Delivery Plan

A Delivery Plan for this Strategy has now been prepared. This provides a detailed, costed programme of projects and interventions over a 10-year period starting in 2020. The Delivery Plan is published as a separate, detailed document, with a summary of its main content provided here.

The Delivery Plan describes the activities that will be undertaken to ensure that this Strategy is delivered in an effective, cost-efficient and sustainable way. It will guide:

- How the principles of this Strategy will be embedded in individual projects as they are implemented, and how consultation exercises for those projects will be carried out
- How individual project decisions will be managed, including the development of business cases that build on the collective benefits identified in this Strategy
- How the Council's procurement approach will support the key themes of inclusion, sustainability innovation and collaboration
- How the implementation of projects will be sequenced to ensure that they achieve the maximum benefit for the desired strategy outcomes, and to ensure that disruption in each part of the city centre is effectively managed
- How risk and change will be effectively managed, both at a project specific level but also taking account of the interdependencies between projects across the Strategy
- How data infrastructure and gathering will be developed and used in decision-making processes and monitoring throughout the 10-year programme
- How progress and outcomes will be reported



## 5.1 Project Integration

One of the Principles outlined in this Strategy is to integrate policy objectives and project delivery to create a consistent and coordinated approach to city centre planning and management. As noted at the outset of this Strategy, critical plans and projects are the City Plan 2030, the City Mobility Plan, the Active Travel Action Plan and the Low Emission Zones project. In addition, there are a number of other projects already in progress which will form the early schemes under the Strategy, such as George Street and First New Town redesign and Meadows to George Street: Places for People.

As well as aligning the programmes and projects themselves, there are a range of other considerations to ensure that the full benefits of the Strategy are delivered. These include:

- Aligning ongoing maintenance programmes to capitalise on opportunities for street improvements during maintenance periods
- Revising operational and management plans for parking enforcement, kerbside deliveries and waste collection to align with amended street design and operation

- Working closely with all city centre projects (such as the Waverley Masterplan) to align shared outcomes through design and delivery
- Developing a coordinated approach to data capture and sharing, one which:
  - Allows the behaviours and operational issues in the city to be understood coherently and comprehensively
  - Supports operational and management activities, along with monitoring and evaluation of activity and outcomes on completion of particular projects

As new projects and policies come forward in the city, irrespective of the organisation delivering them, there will need to be an integrated approach to their delivery to support the Principles of the Strategy.



Image Reference - <https://www.edinburgh2030.com/visions-gallery> ©

## 5.2

### Interdependencies

To be truly effective, the interventions identified in this Strategy will need to be supported by broader policy measures and by other specific interventions outside of the city centre. The key supporting measures are identified in this section. The City Mobility Plan and the City Plan 2030 are key enablers in the successful delivery of this Strategy.

#### City Mobility Plan interventions

Suggested supporting measures could include:

- Management of trade parking permits
- Integrated public transport ticketing
- Tram extensions to Newhaven and to south east of Edinburgh
- Completion of segregated cycle routes on radial corridors into city centre
- New orbital bus and safe cycle routes connecting local centres
- Integrate cycle parking with bus and tram operators (already possible on tram)
- Freight consolidation hubs at the periphery of the city
- Expansion of Park and Ride sites and enhancement of public transport and cycle hire infrastructure linking these to the city centre
- Extension of parking controls to mitigate the potential for parking displacement areas
- Delivery of Council's electric vehicle installation programme
- Work with bus operators to improve services in areas of high employment

#### City Plan 2030

Suggested supporting measures could include:

- Reduce loss of housing to strengthen existing communities
- Plan for and encourage mixed use developments on core streets, such as retail and residential on Princes Street
- Policy for all major new developments to agree modal share targets and parking action plans before planning permission is granted

#### Other suggested supporting interventions

- As already recognised by the Scottish Government, there is an urgent need to review and make firm proposals for restrictions on short-term let rentals within the city centre in order to address the pressures it is causing to residential communities
- A transient visitor levy
- Update of the 2016-2020 Procurement Strategy to take on board consideration of how to use procurement most effectively to support the delivery of the Strategy
- Development of a Behaviour Change Strategy to ensure continued engagement with the city
- Establishment of local heat and energy efficiency strategies within the city centre
- If demand reduction measures do not achieve the required reduction in private vehicle levels in the city centre, consideration of a city centre based congestion charge or similar road-user charge will be required

5.3

Timeline

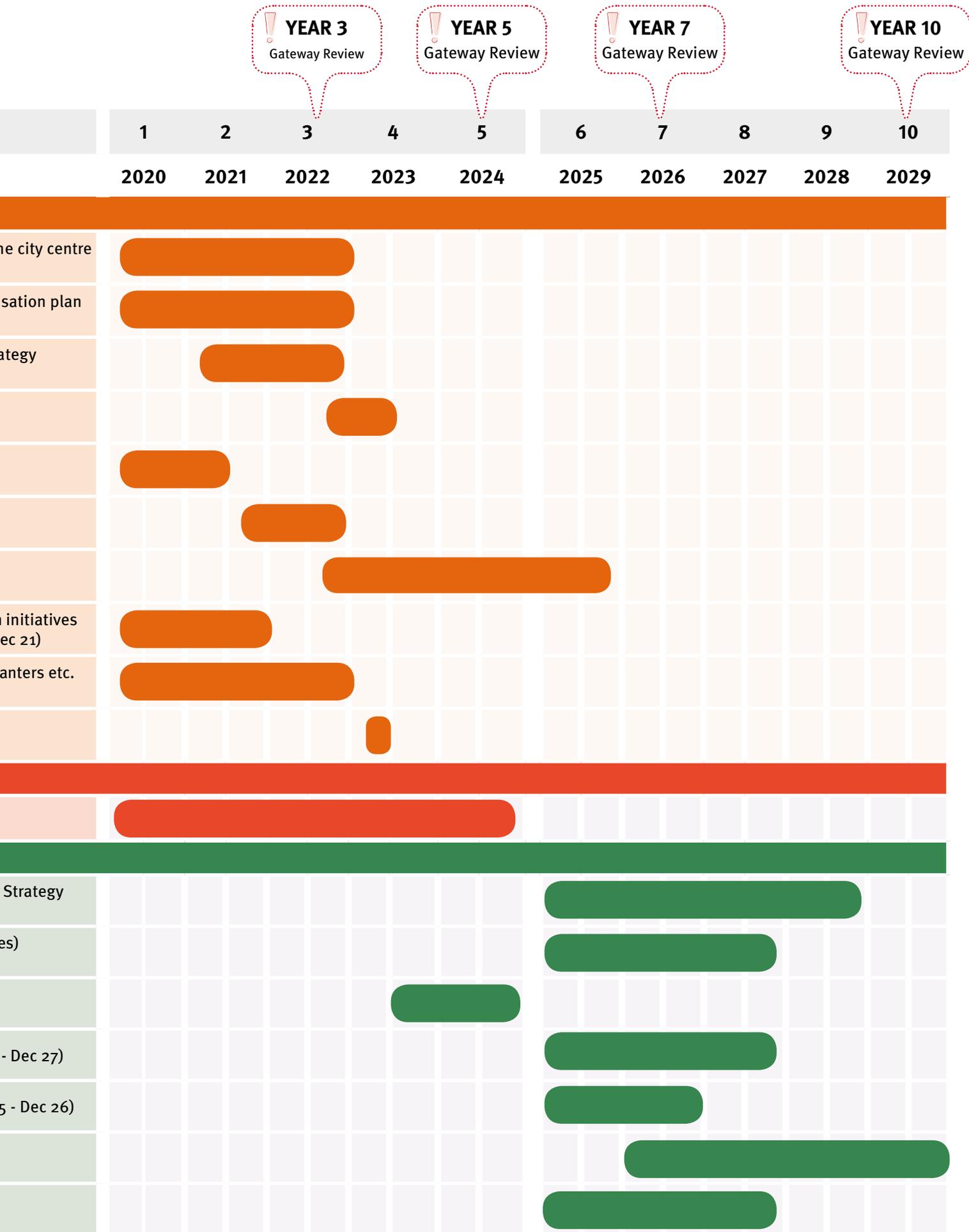
The programme will ensure:

- The Strategy is delivered in a logical sequence over 10 years that allows the benefits of each intervention or project to be fully realised
- Certain critical projects are delivered within the first three years in recognition of the urgent need for change
- Construction periods are programmed to ensure that disruption is minimised, and where appropriate, that delivery of adjacent projects or complementary projects are rationalised
- Project delivery is phased to ensure funding pressures are appropriately managed across the 10-year delivery period
- Aligned to the delivery of other major, related projects such as Waverley Masterplan and Edinburgh St James

The Delivery Plan is structured within a series of gateways, currently proposed at 3, 5, 7 and 10 years, where key decisions can be taken to allow for changes to programmed activities.

The current high-level proposed timeline is as follows.

YEAR	
DATE	
<b>Phase 1 (years 1-5)</b>	
Development of an integrated operations and management plan for the city centre (Jan 20 - Dec 23)	
Working with transport providers to develop a public transport optimisation plan for the city centre (Jan 20 - Dec 23)	
Implementation of car free streets in Old Town as identified in the Strategy (Jan 21 - Dec 23)	
Closure of Waverley Bridge in conjunction with Waverley Masterplan (Apr 22 - Mar 23)	
Implementation of City Centre West to East Link project (Jan 20 - Jul 21)	
Implementation of the Meadows to George Street scheme (Aug 21 - Dec 22)	
Implementation of the George Street and First New Town project (Aug 22 - Dec 25)	
Monitoring of early operational changes and trials through short term programmes like Open Street and Festival Summer Streets programmes (Jan 20 - Dec 23)	
Measures to improve city centre public realm like seating, lighting, planting (Jan 20 - Dec 22)	
Trial of city centre public transport loop hopper bus (Jan 23 - Jul 23)	
<b>Phase 2 (years 1-5)</b>	
Feasibility study and design	
<b>Phase 3 (years 6 - 10)</b>	
Permanent public realm improvements to key streets identified in the Strategy (Jan 25 - Dec 28)	
Implementation of Lothian Road road space reallocation (over 3 phases) (Jan 25 - Dec 27)	
A new cycling and walking bridge linking Old Town and New Town (Jan 23 - Dec 24)	
Investigate business case and alignment for a new tram route (Jan 25 - Dec 28)	
Integrated ticketing and timetabling across all public transport (Jan 25 - Dec 28)	
Delivery of city centre transport interchanges (Jan 25 - Dec 30)	
Implementation of the Princes Street and North Bridge public realm improvements (Jan 25 - June 28)	



## 5.4 Cost, Funding and Procurement

The **Delivery Plan** contains a detailed cost estimate for the delivery of this Strategy, with costs allocated to each project and distributed across the 10-year implementation programme. The overall cost estimate to implement the Strategy is £314m.

It is recognised that the funding required to deliver a strategy of this scale is significant, but when assessed against the benefits that will be realised from the Strategy and the cost of doing nothing (see Section 2 of this Strategy), it is clear that this scale of investment is critical and represents strong value.

The projects to be delivered over the first five years of the strategy are broadly fully funded, partially through developer contributions, match funding grants from Sustrans, and through the Council's capital programme.

Funding has also been secured for feasibility and design work for the projects in the second five years of the delivery programme.

Continuation of funding through the Council's capital programme, developer contributions and through match funding applications to Transport Scotland, Sustrans and others will allow the remaining projects in the second five years of the programme to be delivered. The phasing of these projects and source of funding will be reviewed during the identified programme gateways to ensure the programme is both deliverable and affordable.

The procurement strategy for the City Centre Transformation will be founded on the Council's Commercial & Procurement Strategy which applies to all of the Council's external expenditure on goods, services and works. A key focus of this is to deliver best value, whilst embedding sustainability and innovation through a number of areas, including whole life costing approaches, maximising community benefits through procurement, and applying Fair Work requirements.

As part of this approach, it is recognised that best practice procurement can deliver added value and can be used as a means to improve quality of life, ensure economic vitality, build excellent places and deliver lean and agile Council services. As part of the Delivery Plan, procurement approaches will be used to actively deliver best value for investments made, provide innovative solutions, create opportunities for participation, maximize social and environmental value and also contribute to the vibrant local economy.

Data on procurement in 135 global cities have shown that investing around 0.5% of the budgeted contract value in market research and vendor engagement delivers more than 10% of cost savings through increased competition and adoption of new practices. In addition to capital and revenue (operation and maintenance) savings, innovative procurement approaches can deliver benefits for people in how they experience the city, for economic development and for the environment.



## 6 Tracking Our Progress





## Tracking Our Progress

Progress on the Strategy will ultimately be measured in terms of its outcomes in relation to well-being, climate change resilience, live-ability and economic growth.

Preliminary analysis for Scotland and Edinburgh has found that air quality, neighbourhood belonging and satisfaction levels with public transport are all associated with better health and mental well-being. Addressing these in the city centre therefore has the potential to deliver improvements in well-being and changes in these will be tracked throughout the Strategy delivery phase.

In addition to measuring changes in these factors and how they deliver improvements to well-being, progress will also be measured through improvements in public realm and green space, levels of walking and cycling within the city centre, uptake on cycle hire and car club services, footfall levels on key streets and public transport journey times, as well as accident levels and overall traffic and private vehicle movements.

Monitoring of these changes will therefore be closely linked to the potential benefits, both quantitative and qualitative, summarised in Section 2 of this Strategy. Key performance indicators that are linked to the realisation of these benefits are summarised in the diagram opposite. The monitoring strategy and the key indicators that it observes will develop over time, which will include the formation of a mutual monitoring strategy across the Edinburgh City Centre Transformation, the City Mobility Plan and Low Emission Zone projects.

This will address:

- Principles of the Strategy. It is important that progress is assessed against the strategic priorities underpinning the Strategy
- User groups. It is expected that different research methods will be required to capture the impacts on different user groups within the city
- Integration with existing monitoring criteria/activities relevant to the city centre and integration with wider environmental monitoring requirements for the forthcoming City Mobility Plan and the City Plan 2030 and the Low Emission Zone

The monitoring strategy will therefore be fully aligned across the city and will be developed to ensure that the principles of the Scottish Government's National Performance Framework are embedded in how data is collected and assessed against the chosen indicators.

Tracking the progress of the CCT over time is essential. The graphic below presents example indicators that will be tracked as part of the monitoring strategy.



### PEOPLE FIRST

Measure extent to which people's experience of travelling to/around the city centre has improved.

#### KPIs

- Number of accidents in the city
- Mode of transport for commute and motivations for choices



### INCLUSIVE & ACCESSIBLE

Measure extent to which the city centre changes allow a more diverse range of society to enjoy it.

#### KPIs

- Origin/ destination surveys from areas around Edinburgh
- Attitude towards Edinburgh Festivals



### LIVEABLE

Measure extent to which city centre resident's experience of the city centre and local centres' general environment has changed.

#### KPIs

- Feel of belonging
- Vehicle movements in city centre and surrounding area



### INTEGRATED POLICIES & PROJECTS

Measure the extent to which the Strategy is contributing to Edinburgh's overall aims, related projects and city planning/management.

#### KPIs

- Cumulative impact report or cross project evaluation report



### ENHANCED OPEN SPACES

Measure extent to which people are visiting open and green spaces more often/enjoying them more, therefore gaining more utility from a city centre visit.

#### KPIs

- Frequency of visits to green/open spaces
- Mode of transport for commute and motivations for choices



### UNIQUE CHARACTER & IDENTITY

Measure extent to which Edinburgh's built and natural environment is maintained/enhanced and to which residents continue to enjoy it.

#### KPIs

- Footfall counters at key catalyst areas
- Alterations to city centre's built environment (trees planted, urban furniture, etc)
- Frequency of cultural visits

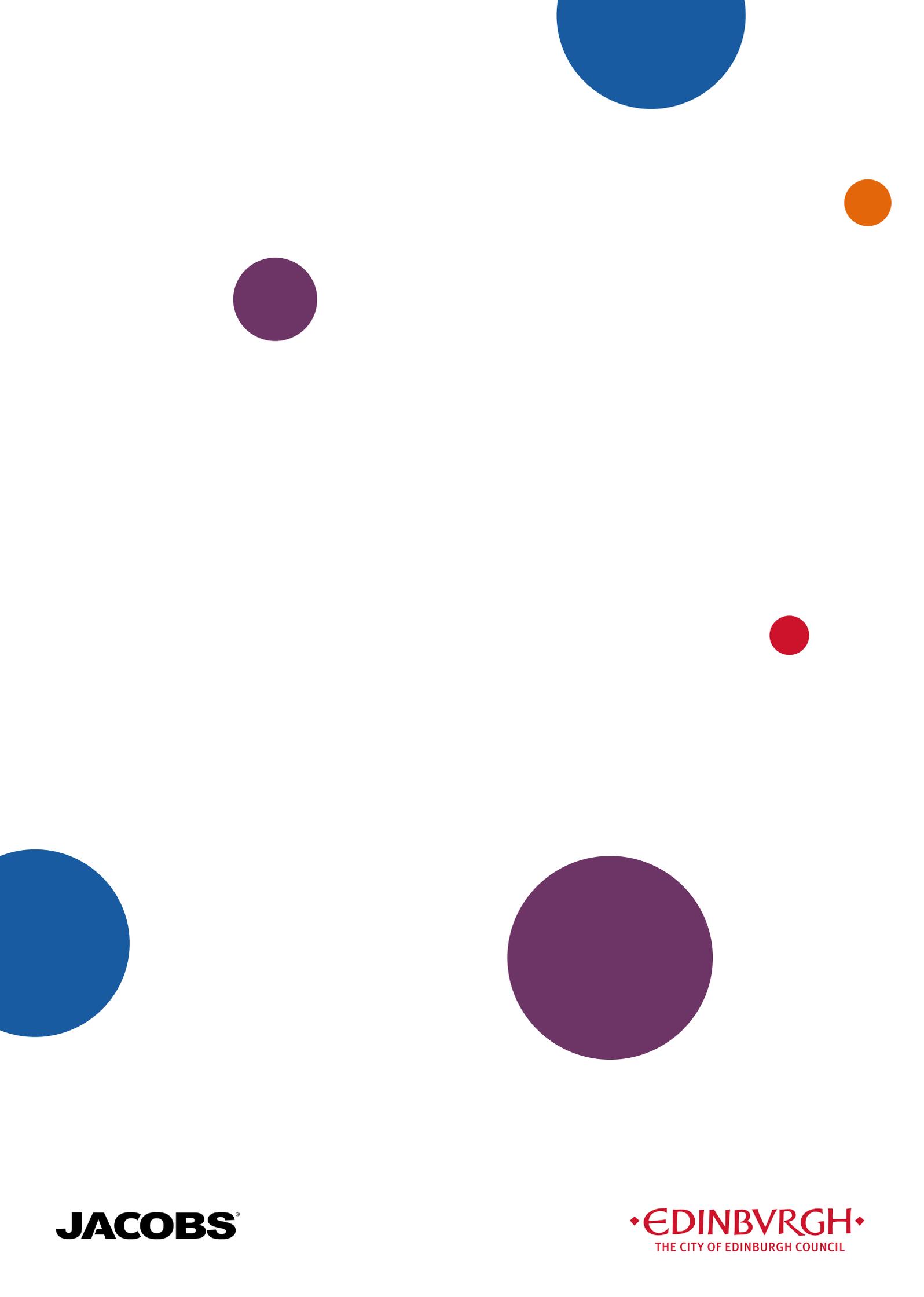
\*for the definition of the principles, please see pages 18 and 19.



Open Streets Edinburgh May 5th 2019







**This report presents the outcomes  
of a yearlong project and extensive  
public and stakeholder consultation.**

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**30 August 2019**

# **Programme Delivery Plan**

**Version C-0.4 – Final**

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**Edinburgh City Centre Transformation  
City of Edinburgh Council**

making the **difference**

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**City of Edinburgh Council**  
Edinburgh City Centre Transformation

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## List of Acronyms

<b>Acronym</b>	<b>Name</b>
ATAP	Active Travel Action Plan
CCPDB	City Centre Programme Delivery Board
CCT	City Centre Transformation
CEC	City of Edinburgh Council
CLT	Corporate Leadership Team
CMP	City Mobility Plan
EDG	Edinburgh Design Guidance
ESDG	Edinburgh Street Design Guidance
ITT	Invitation to Tender
KPI	Key Performance Indicators
LDP	Local Development Plan
LEZ	Low Emission Zone
LOC	Levels of Control
OJEU	Official Journal of the European Union
PDP	Programme Delivery Plan
PEP	Project Execution Plan
PMO	Programme Management Office
QCRA	Quantitative Cost Risk Analysis
QRA	Quantitative Risk Analysis
QSRA	Quantitative Schedule Risk Analysis
RSO	Redetermination Order
SEA	Strategic Environmental Appraisal
SLT	Senior Leadership Team
SRO	Senior Responsible Officer
STPR	Strategic Transport Projects Review
TEC	Transport and Environment Committee (City of Edinburgh Council)
TFE	Transport for Edinburgh
TRO	Traffic Regulation Order
WBS	Work Breakdown Structure

## **1 Executive Summary**

This Programme Delivery Plan (PDP) will guide the future design, operation and management of the city centre over the next ten years. This plan will provide strategic framework and a consistent methodology around programme delivery for the completion of the projects and actions within the City Centre Transformation (CCT) Programme.

Each project within the City Centre Transformation Programme will be developed individually but the delivery methodology and reporting structures and templates will be consistent, allowing for close monitoring and scrutiny of progress and expenditure.

### **1.1 Approach**

Edinburgh's City Centre Transformation must contribute to the wider aim of this Council for Edinburgh to become carbon neutral by 2030. The Council's approach to transport and mobility will be at the heart of delivering this challenging target.

The approach set out in this plan outlines the foundation of leadership, governance, mobilisation and set up activities that will ultimately drive the successful delivery of CCT, whilst also outlining key activities which have been already commenced as part of strategy-setting, such as development of the Master Schedule, Cost Estimate and Risk Register.

The PDP also provides the project management framework to deliver completion of the Strategy's interventions. Whilst projects will be developed individually, they will follow a consistent approach and reporting structure to ensure scrutiny of progress, expenditure, risk and change management, through the established joint board for ECCT, City Mobility Plan and LEZ.

The PDP includes gateway reviews to ensure alignment of ECCT with the emerging City Plan 2030, City Mobility Plan, LEZ and Active Travel Action Plan. It integrates project delivery with existing city centre schemes such as George Street and First New Town redesign, City Centre East-West Link and Meadows to George Street – Places for People.

### **1.2 Indicative Programme**

The delivery programme is broadly split into three phases that will run concurrently over the next ten years.

Phase 1 of the CCT programme includes the projects that are currently at varying stages of development. Phase 2 consists of design and feasibility studies for projects to be delivered in Phase 3 over the next 10 years, as outlined in the CCT Strategy document.

### **1.3 Indicative Costs**

The projected cost of projects in Phase 1 is £87.7m and are expected to be completed over the next five years. The cost of Phase 2 is estimated at £1.5m with £0.5m of funding being secured from Sustrans Scotland's 'Places for Everyone' grant scheme. Further submissions to Sustrans for the remaining £1m are to be made in the autumn so that funding can be secured to complete Phase 2. Based on cost planners estimates, the indicative costs of Phase 3 including allowances for optimism bias and risk are projected as £310.6m of capital costs and £4m of revenue costs. A full development programme for the cost plan will be undertaken during phase 2.

To ensure the programme will be both deliverable and affordable, the sourcing of funds will be suitably phased during project set up. Research on potential additional funding contributors, including third-party, will continue throughout the Programme.

#### **1.4 Projected Benefits**

The value of change associated with delivering CCT is shown through different types of benefits, quantifiable and qualitative, divided into economic and well-being. These benefits have been estimated using best-practice professional modelling of expected change, with the figure presenting detail on the different benefits and their magnitude over the 25-year period.

Quantifiable benefits represent a significant value of change (approximately £420m). Qualitative benefits include improvement to: ease of movement, amenity value, health, accessibility, flood risk, noise pollution, safety, business & skills.

#### **1.5 Project Management Office (PMO)**

The PDP also establishes a Programme Management Office (PMO). The proposed design for this PMO offers a resilient structure which provides continuity on programme delivery through an effective Client organisation based on the coordinated roles of advisors and Council officers and managers. The roles of the PMO Lead and the programme controls – Planner, Commercial Manager, and Risk Manager – are pivotal to guarantee an efficient management of the programme’s budget and resources. Effective communication is key to the success of this programme.

It is expected that ECCT will continue to require a Programme Director, supplemented by project management staff, commercial oversight, stakeholder engagement and project support staff.

A prioritisation framework has been created to manage project prioritisation mainly based on strategic, resource and complexity criteria. Consideration has also been given to resource and complexity, alongside geographical implications, such as the interface with other projects and taking cognisance of any resultant constraints.

## **2 Overview**

### **2.1 Programme Name**

Edinburgh City Centre Transformation (CCT).

### **2.2 Client**

The City of Edinburgh Council.

### **2.3 CCT Background**

#### **2.3.1 Prospectus: connecting our city, transforming our places**

The CCT programme responds to a Motion by Councillor Macinnes, approved by the City of Edinburgh Council on the 29<sup>th</sup> June 2017 by which the Council agreed to prepare the following:

*'A medium-term action plan, to be implemented before the end of this Council term, to improve the public realm in the city centre with the aim of improving conditions for, and prioritising access for pedestrians, cyclists and public transport users; and for a scoping report on this work to be brought to Transport & Environment Committee within two cycles'*

CCT will guide the future development of Central Edinburgh and will help deliver the aspirations of the Edinburgh 2050 City Vision: fairer, thriving, connected and inspired city.

As part of defining its 2050 Vision, CEC has produced a Prospectus ***Edinburgh: connecting our city, transforming our places***, and is developing three strategies simultaneously:

**CCT** – remit to pull together a framework for the holistic long-term development and management of the city centre focussing on providing a better experience for people on foot, bicycle, and public transport as well as improved public realm. This project will comprise a strategic vision, future action plans and an investment strategy. The outline Scope was approved by Committee in October 2017 and a Committee and Engagement Plan was approved in May 2018.

**City Mobility Plan (CMP)** – remit to determine the strategic direction for mobility. In March 2018, the Committee approved an initial stakeholder engagement and consultation phase. Based on consultation to date, the Council published a draft CMP framework and package of policies in May 2019.

**Low Emission Zones (LEZ)** – remit to reduce road transports contribution to poor air quality. In May 2019 Committee approved a consultation phase including the draft proposed boundaries, vehicle types to which LEZ should apply and grace periods as part of a comprehensive approach to developing LEZ's to meet Council Commitment 18 (Improve Edinburgh's air quality and reduce carbon emissions).

Each strategy shares policy objectives and geographies and will be dependent upon city-wide solutions including:

- Strategic connectivity – both city-wide and across the city-region;
- Local connectivity and environmental quality for communities across the city's four localities; and
- Connectivity and transformation of the city centre and its public realm.

The development of parallel strategies and projects will ultimately determine how people move around and experience the city and therefore engagement needs to be taken forward through an integrated approach.

### **2.3.2 Edinburgh City Centre Transformation Strategy**

The Finalised ECCT Strategy (Sep 2019) accompanies this PDP. The Strategy outlines the case for change and includes a programme to enhance public spaces to better support life in the city, by prioritising movement on foot, by bike and by public transport in central streets and improving access and opportunities for all. The Strategy is to be delivered in adherence with the following six principles:

- People First;
- Liveable;
- Enhanced Open Spaces;
- Unique Character & Identity;
- Inclusive & Accessible; and
- Integrated Policies & Projects.

#### **2.3.2.1 Spatial Framework**

The Spatial Framework across the city centre, which sets the context and provides an overview of the approach, following key principles of:

- People First - pedestrian and cycling movement;
- Places for People – play, visit, live and work; and
- Improved public transport – city centre hopper bus, public transport interchanges, enhanced bus priority, etc.

### **2.3.3 Strategic Environmental Assessment (SEA)**

A SEA was carried out at the strategy-setting stage. The purpose of the SEA is to identify, describe and evaluate the likely environmental impacts of the proposed strategy and provide statutory consultation authorities and the public the opportunity to comment on its findings.

The study area for the SEA encompassed the Old and New Towns of Edinburgh World Heritage Site boundary. A baseline information gathering exercise was carried out to summarise the key environmental issues both within the city centre and in the wider Edinburgh city area for each SEA topic.

The SEA assessment methodology adopted a matrix-based approach to assess the compatibility of the CCT objectives against SEA objectives, which were then refined to ensure optimal environmental and sustainability outcomes. The alternative scenarios were assessed against SEA objectives and assessment criteria to determine mitigation and enhancement opportunities from implementing the interventions. The interventions of the final proposed strategy were then assessed to identify where mitigation recommendations had been adopted and where impacts on the environment had been considered.

The SEA concluded that the proposed strategy would have a predominantly positive effect across the SEA topics with key benefits expected to air quality and population and human health as a result of a reduction in vehicle traffic from a modal shift to active travel and public transport.

Localised negative effects were identified where interventions could impact upon natural or cultural heritage designations. It was determined that appropriate mitigation and close collaboration with stakeholders would be carried out as the proposals are developed to minimise any impacts.

## **2.4 Design**

The Council's approach to transport and mobility will be at the heart of delivering this challenging target and the principles of sustainable transport have been well-established in the strategic plan.

Principles of circular economy will also need to be integrated in the design process. As part of the process, any appointed designers will need to demonstrate that these have been effectively integrated. The appointed designer will need to demonstrate that designing out waste has been addressed and documented and demonstrate:

- Adaptability has been considered in use of materials, space, mobility, access and logistics for the project;
- A deconstruction plan for existing infrastructure that requires clearance has been developed;
- A deconstruction register been developed for design of project listing materials, lifespans and deconstruction procedures; and
- Circular economic principles have been integrated into design of the project and (as a minimum) prepare a mass balance that estimates material inputs and waste outputs from the project.

Project-specific targets will be established in agreement between the Client and the designers. Specifically where service access (gas, electricity, water, sewage, telecoms) will interface with the projects, the design will need to integrate circular economic principles into service access to minimise both disruption and the creation of wastes during access.

## **2.5 Policy**

### **2.5.1 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, of which results were published in the CCT Interim Report (February 2019), 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.

### **2.5.2 Public Realm Strategy and Developer Contributions**

The Adopted Edinburgh Local Development Plan (2016) Policy Del 1d requires developments to contribute toward public realm and other pedestrian and cycle actions, where these are identified in the Council's Public Realm Strategy. This is to ensure that developers make a fair and realistic contribution to the delivery of necessary infrastructure provision.

For the purposes of interpreting LDP Policy Del 1d, it is intended that subject to approval of the finalised Edinburgh City Centre Transformation Strategy and PDP, that relevant CCT projects would constitute the Council's agreed 'public realm strategy' within the city centre area defined by the LDP Proposals Map. This would be further established by reports related to the review of Edinburgh's Public Realm Strategy (2009) to the Council's Planning Committee, involving

appropriate engagement to establish the suitable approach, thresholds that may apply and contribution zones. In the interim period, relevant developments still require to provide appropriate public realm within their sites and site environs.

### **2.5.3 Edinburgh Design Guidance (EDG)**

This updated guidance, amended in October 2018, sets out the Council's expectations for place making and design in Edinburgh, emphasising the creation of places that strengthen the development of a compact, sustainable city through support to active travel and public transport actions, landscape, biodiversity and green infrastructure.

#### **2.5.3.1 Edinburgh Street Design Guidance (ESDG)**

Section 4 of the EDG presents the Council's ESDG, which was approved by the Transport and Environment Committee (TEC) on 25th August 2015 and the Planning Committee on 3rd October 2015. The ESDG will contribute towards realising the Council's key aim to provide streets that give priority to sustainable travel (walking, cycling and public transport).

This guidance is supplementary to the Local Development Plan, being one of several user focused pieces of guidance which interpret the policies set out in it.

## **2.6 Project Integration**

One of the principles outlined in the CCT Strategy is to integrate policy objectives and project delivery to create a consistent and coordinated approach to city centre planning and management. Critical plans and projects are the City Plan, the CMP, the Active Travel Action Plan (ATAP) and the LEZ project. In addition, there are a number of other projects already in progress which will form the early scheme projects under CCT. These include the George Street First New Town and the Meadows to George Street schemes.

The City Centre Project Delivery Board (CCPDB) leads the delivery projects, which are at varying stages of development; these include:

- City Centre West to East Link (CCWEL);
- Meadows to George Street (MGS);
- Charlotte Square;
- George Street and First New Town (GNT);
- Rose Street;
- St Andrew Square Phase 2; and
- Delivery and expansion of the bicycle hire scheme (including E-bikes).

These projects interface to one another to varying degrees including scope, programme and outcomes, therefore they have been considered in the preparation of this PDP and (where appropriate) reshaped to fit wider CCT's objectives.

### **2.6.1 Edinburgh Cycle Hire**

The Edinburgh Cycle Hire Scheme, launched in September 2018 by Transport for Edinburgh (TfE), utilises Pashley bikes and a management system developed by Norwegian company Urban Sharing.

Data gained from the Scheme has been used to improve the hire point network now ready for the launch of e-Bikes. Cycle and e-Bikes are inter-operable from cycle hire points and virtual stations customer uptake and temporarily deployed for events.

In the next ten years, the aspiration is to implement the scheme as part of the City Region's transport offering, moving into new areas and new parts of the transport network.

### **2.6.2 Wayfinding**

Transport for Edinburgh's (TfE) Wayfinding Project aims to create a user-centred, city information system, promoting sustainable and active modes of transport, wider exploration of the City, easing pressure on hotspots and reducing overall street clutter.

In the next 10 years, the project will deliver an interactive digital platform, to provide information that alters patterns of urban mobility as city changes with CCT and other major projects, through smart city services. The Wayfinding Project will enable residents, commuters and visitors to make more informed choices, through tailored transport and visitor information services and supporting dispersal out the city centre.

## **2.7 Scope and Summary of CCT Interventions**

Edinburgh's CCT is an action plan for a vibrant and people-focussed capital city centre to improve community, economic and cultural life working to the following vision:

*'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.'*

The scope of the project will involve rethinking transport priorities across the city in order to unlock the potential of streets and to provide a public realm that better meets the needs of residents, pedestrians, cyclists and to provide a more integrated public transport network.

The CCT Strategy was published in 2019 in which three distinctive but interrelated components were identified to realise CCT's vision:

- i A Spatial Framework across the city centre, which sets the context and provide an overview of the approach;
- ii A series of layers and related interventions, focusing on the changes to how people move within the city centre; and
- iii Six Catalyst areas of transformation, providing a vision of how the city centre would look and feel over the next few years.

### **2.7.1.1 Catalyst Areas**

The six catalyst areas represents those areas where significant changes can achieve the greatest outcomes. The areas which provide a vision of how the city centre would look and feel over the next few years, are:

- Haymarket – Morrison Street;
- Lothian Road – Tollcross Junction;
- New Town – Princess Street;
- Old Town – Victoria Street;
- Waverley – Carlton Road, Waverley Bridge; and
- Innovation Mile – Teviot Place.

Across the whole city centre, changes over the next ten years will deliver:

- A walkable city centre core;
- High quality street and public spaces;
- New segregated and safe cycle routes, and a new walking and cycling bridge connecting the Old Town and the New Town;
- Bus priority measures, a free city centre hopper bus, and public transport interchange;
- Lift or other forms of vertical connection at key points in the city to improve accessibility; and
- Reduction of on-street parking.

#### **2.7.1.2 Interventions**

A series interventions, or actions, focusing on the changes to how people move within the city centre will be required, some which will focus on implementation actions (Construction Projects) and other will involve optimisation of the City's management through optimisation of technology (Non-Construction Projects).

Packages of interventions include:

- Allocation of Street space;
- Public Transport;
- Parking Reduction and Reprioritisation;
- Place; and
- City Operations and Management.

A detailed list of interventions is enclosed within Appendix A.

#### **2.7.2 Future Design of Interventions**

To date, interventions have been proposed as part of a city-centre wide strategy. As part of the programme, work will be undertaken to ensure that the principles of CCT will be used to enhance and support the city's town centres.

Future work will entail more detailed development of interventions on a project by project basis. This will include outline and detailed design work and further public and stakeholder consultation.

## 2.8 Programme

### 2.8.1 Key Milestones

CCT interventions will be delivered over a 10 year delivery period, commencing January 2020 through to December 2029

The key activities are:

*Table 1 - Programme Key Activities*

Phases	Activities
<b>Phase 1</b>	Completion - City Centre West to East Link (CCWEL)
	Completion - Meadows to George Street
	Completion - George Street and First New Town (GNT)
	Completion – Charlotte Square
	Completion – Rose Street
	Completion – St. Andrew Square
	Completion – Working with TFE on the expansion of the cycle hire scheme, including E-bikes
	Completion - Operations and management plan for the city centre
	Monitoring of early operational changes and trials through short term initiatives (e.g. Open Street and Festival Summer Streets programmes)
	Completion - Car free streets in Old Town: Bank Street (except buses and taxis), Candlemaker Row (except bus), Cockburn Street, Forrest Road, High Street between North Bridge and St Mary’s Street, Lawnmarket (expect coaches in the short term), Victoria Street and Waverley Bridge.
<b>Phase 2</b>	Completion – Feasibilities Studies (Leith Street to Jeffrey Street, Pedestrian Priority Zone and Lothian Road)
	Completion – Design for Projects in Phase 3
<b>Phase 3</b>	Completion – Implementation of CCT Interventions <sup>1</sup>

The colour coding shown in the table above illustrates the following:

- Green category (Phase 1) indicates projects which are expected to be funded from a mixture of developer contributions, match funding grants from Sustrans and the Council’s Capital Programme;
- Blue category (Phase 2) indicates that some of the projects within this phase are partially funded; and
- Orange category (Phase 3) indicates projects which are currently not funded, but for which funding assumptions and overall strategy has been set up.

Further details can be found in Section 7 of this plan.

<sup>1</sup> Refer to Appendix A for details.

## **2.8.2 Constraints and Dependencies**

One of the key constraints for the delivery of CCT is the availability of funding.

As detailed in Section 7, the budget for CCT is made up by capital funding from the Council, funding from Sustrans and third-party contributions.

The budget will be refined and a detailed cash flow will be developed during the Programme Set Up phase to take account of all the anticipated contributions from Sustrans.

No programme-level physical or environmental constraints have been identified at this time. Notwithstanding this, there are likely to be project-specific constraints that would need to be recorded and managed in each of the individual Project Execution Plans.

## **2.8.3 Stakeholders and Third Parties**

Stakeholders groups have been identified during the course of developing the CCT Strategy Interventions and Delivery Plan, including Government and Local Authorities, Funders, Regulatory Bodies, Subject Matter Expert Groups (Environmental, Business, Technical and Utilities) and Impacted Residents. Details regarding Key Stakeholders and how engagement will be managed can be found in Section 10 of this report.

## **2.8.4 Project Phasing**

The CCT Delivery Programme was developed taking into consideration the city centre in wider context. While this PDP sets out the strategy for prioritisation of projects, this needs to be viewed in the context of changing requirements and the realignment of Council objectives as the Programme progresses. It is important to note that changes brought about as a consequence of the above will need to be tracked and subject to a formal change management process which are approved by the Programme Board.

## **2.8.5 Statutory Planning**

### **2.8.5.1 Roads**

All road works will be governed by the Traffic Regulation Order (TRO) and the Redetermination Order (RSO) processes in order to minimise disruption to road users, pedestrians and the general public.

### **2.8.5.2 Consents**

The requirements for consents will be determined on a project-by-project basis as the CCT Programme progresses and may include similar consents which have been identified for the projects sitting in the Capital Programme. These include:

- Local Authority Permission (Planning and Transport);
- Historic Environment Scotland for Scheduled Monuments; and
- Network Rail.

Other forms of approval may still be necessary for the proposed works and requirements for these will be determined during future phases.

### **3 Programme Governance and Organisation**

#### **3.1 Governance Overview**

A governance structure will ensure that it contains the following key principles:

- Strong leadership from the top of the client body, key stakeholders and the contractor(s) selected to carry out the works;
- Strong political support and regular reporting on risks, issues and costs;
- Clearly defined roles and responsibilities within the client organisation with clear reporting lines;
- Compatible with the Council's grades and team structures;
- Provides a strong sense of project ownership by individuals;
- Clear management information used to report at all project levels; and
- Professional programme and project management support within the client organisation.

##### **3.1.1 Governance Structure**

The resource requirements for the delivery of ECCT are being developed. It is expected that ECCT will continue to require a Programme Director, supplemented by project management staff, commercial oversight, stakeholder engagement and project support staff. Team competencies will require to reflect the complexity of the transformation programme and to continue the collaborative and innovative approach taken toward the Strategy's development. On an interim basis, until the Strategy has been established and implementation is commencing, project support will be provided by on-going consultancy support and Council officers.

The overall responsibility for the Programme resides with the Programme Director. The day to day responsibility resides with the Programme Delivery Manager supported by the PMO Lead.

The Corporate Leadership Team (CLT) will be responsible for programme sponsorship, including ownership of business case and benefits. A separate Programme Board has also been established and will be chaired by the Programme Senior Responsible Officer (SRO). This will meet monthly and will be the main decision making body, the PMO will provide formal papers to the Programme Board monitoring progress, expenditure and setting out any key decisions required.

#### **3.2 Delegated Authority**

To ensure suitable flexibility within agreed governance arrangements the following provisions are in place:

- The Programme Director is given authority from the Programme Board to manage the Programme budgets; and
- The PMO Lead and the Programme Delivery Manager will seek approval from the Programme Director for all strategic decision making in regard to contract award, expenditure and change management including any variation to external consultancy contracts.

Expenditure will be reported to the Board on a monthly basis and any risk of overspend will be highlighted to the Board as soon as reasonably practicable.

## **4 Programme Management**

### **4.1 Overview**

The various parties to the Programme, their roles, responsibilities and relationships are described below. The main purpose of this section is to clarify who is responsible for which activities and to ensure there is no duplication or gaps.

All parties should make a concerted effort to ensure that continuity of personnel (where possible) is maintained and that robust succession plan is in place. Every external organisation appointed by the Council to participate on the Programme shall designate a specific senior contact, who is to take responsibility for the proper discharge of their own organisation's services.

### **4.2 Delivery Programme & Management Protocols**

#### **4.2.1 Roles and Responsibilities**

The responsibility for the update and issue of the Programme Master Schedule will be with the Planner.

#### **4.2.2 Master Schedule**

A 10 Year Delivery Programme master schedule has been established utilising Primavera P6 software. A number of meetings and workshops were held to establish timescales and background information for each project with the appropriate team members. For those projects where work has already commenced not all activities may be appropriate. Where possible, the key milestones for each Level 2 WBS section have been retained and actual dates applied.

## **5 Phasing of Works**

### **5.1 Approach to Project Phasing**

As noted earlier in the report, one of the key Principles outlined in the CCT Strategy is to integrate project delivery to create a consistent and coordinated approach throughout the city centre; such an approach applies from planning and management to delivery.

During the strategy-setting phase, a series of meeting and workshops were carried out during which the Client, Project Team and CCPDB Project Managers discussed phasing and prioritisation. The approach to prioritisation was agreed so that:

- Opportunities for cross-project measures would be maximised;
- Temporary measures which, at a relatively low cost, would provide maximum benefits would be identified, thus achieving best value for money;
- Disruption would be minimised by coordinating road closures and traffic diversions across multiple projects; and
- Affordability was taken into account to ensure that the Programme could be delivered.

#### **5.1.1 Interfaces with City Centre Projects**

A number of Projects and activities are expected to be initiated at inception, including:

- CCWEL will be the first Project delivered following CCT's inception;
- Leith Walk closure for construction of the Tram to Newhaven project until 2020; and
- North Bridge closure to traffic for 12 – 18 months (bus, cycle, pedestrian access only) as part of refurbishment.

These activities will be monitored during Project set up to ensure effective coordination and phasing adjustment so opportunities for coordinated works are maximised and disruption reduced.

Coordination with key projects such LEZ, CMP and Active Travel will be essential to support delivery of principles of the CCT Strategy and maximising of benefits, while creating a consistent and coordinated approach to projects throughout the city.

While this PDP sets out the prioritisation of projects, this needs to be viewed in the context of changing requirements and the realignment of Council's objectives as the Programme progresses. It is important to note that phasing and the overall Programme will be subject to periodic reviews and amendments, to ensure that any deviations and/or additional requirements to the original schedule are captured.

## **6 Procurement Management**

### **6.1 Regulatory Environment**

Commissioning activities to support CCT will require to fully comply with the Procurement (Scotland) Regulations 2015, Procurement Reform (Scotland) Act 2014, Procurement 2016 and related Statutory Guidance.

The procurement of all contracts will be conducted in accordance with the Council's Contract Standing Orders (CSOs) and all applicable regulations. Interpretation of the procurement regulations shall be undertaken by the Council's Commercial and Procurement Services (CPS) team, supported as necessary by in-house and external legal advice. Where any person involved in any aspect of the procurement process is unclear about the Council's procurement obligations, they shall seek clarification from CPS.

### **6.2 Procurement Strategy**

The procurement strategy for CCT will be founded on the Council's Commercial & Procurement Strategy which applies to all Council external expenditure on goods, services and works. A key focus of this is to deliver Best Value, whilst embedding sustainability and innovation through a number of areas, those applicable to CCT may include but not limited to:

- Improving contract and supplier relationship management across the Council to ensure optimum value and innovation from our existing contractual relationships for use on CCT;
- Applying a whole life costing approach which balances cost, quality and sustainability;
- Market engagement and benchmarking to drive competitive tenders and to improve quality through best practice;
- Maximising community benefits;
- Ensuring sustainable procurement is business as usual, and incorporating community benefits in all appropriate contracts with values of £50,000 and above;
- Applying Fair Work requirements to procurements and encouraging the adoption of these and promotion of the Living Wage; and
- Promoting compliance by contractors and sub-contractors with the Health and Safety legislation.

Procurement requirements for all goods, services and works identified in the next phases of CCT will be initiated in line with the Council's related procurement policies and procedures.

Agreed approaches will be informed through Best Practice and Lessons Learned from previous projects of comparable complexity (e.g. Granton Waterfront Regeneration), by implementing a collaborative approach and facilitating cross-project knowledge sharing.

Due to the size and complexities of the CCT Programme, it is anticipated that a dedicated resource may be required to manage and support the various procurement streams. This will be considered and developed as part of the activities during Programme set up.

Procurement planning will take place at Programme inception, as the scope and requirement of individual interventions are further developed. CPS will work with the CCT Project Team to:

- Review the detailed scope of each individual interventions and their value;

- Identify and assess options for maximising efficiencies, and explore whether opportunities for 'procurement packaging' exists and their potential suitability;
- Identify existing contracts and or frameworks already in place which may be suitable for undertaking these works and thus mitigating the need for unnecessary procurements; and
- Assess procurement routes (Traditional Contract, Design and Build, Management Contracting, Construction Management) and their advantages and disadvantages, alongside available Council Frameworks.

Sustainable Procurement is embedded across all of the Council's activities, therefore its principles will be adhered to irrespective of the selected procurement route(s).

### 6.3 Procurement Roles and Responsibilities

The roles and responsibilities in relation to procurement are set out in the following table:

*Table 2 - Procurement Responsibilities*

<b>Role</b>	<b>Responsibility</b>
<b>Programme Board</b>	Approval of procurement strategy and any amendments to the strategy in agreement with CPS.
<b>Programme Delivery Manager</b>	Delivery of the complete Works Information. Oversight of the technical evaluation of prequalification and tender submissions.
<b>CPS</b>	Ensure compliance with Council Standing Orders and all applicable legislation. Leading / Governance over all Procurements undertaken to support the project. Drafting and publication of OJEU (Official Journal of the European Union) notices, Procurement Information Documents/ESPDs and Invitation to Tender (ITT) documents (as applicable). Support in the evaluation of pre-qualification submissions and notification of unsuccessful applicants. Overall responsibility for evaluation of tender submissions and notification of unsuccessful bidders; conclusion of contracts and drafting and publication of award notices.
<b>Project Managers</b>	Lead the technical evaluation of pre-qualification and tender submissions.

## **7 Budget, Funding and Cost Management**

### **7.1 Baseline Budget and Funding**

#### **7.1.1 Total Costs**

##### *7.1.1.1 Phase 1*

The Council funding requirements for Phase 1 of the CCT Programme are shown in Table 6 below.

*Table 3 - Outline of Cost Summary for CCT Phase 1*

<b>Item</b>	<b>Cost (£k)</b>	<b>Assumed Funding (£k)</b>	<b>Additional Funding requirement (£k)</b>
City Centre West to East Link (CCWEL)	13,000	13,000	0
Meadows to George Street	13,300	13,300	0
Charlotte Square	3,150	2,000	1,250
George Street and First New Town (GNT)	32,600	20,318	12,282
Rose Street	850	850	0
St. Andrew Square	2,000	2,000	0
North Bridge	22,300	22,300	0
Bicycle hire scheme ( E-bikes)	450	450	0
<b>Total</b>	<b>87,650</b>		<b>13,532</b>

The projects in this phase are expected to be completed within the first 5 years of the programme.

##### *7.1.1.2 Phase 2*

Phase 2 of the CCT programme consists of design and feasibility studies for projects in Phase 3. Currently £1.5m worth of these studies has been agreed, with more to come as the programme progresses.

##### *7.1.1.3 Phase 3*

The Council funding requirements for the proposed Phase 3 of the CCT Programme are based on the outline cost summary shown in Table 4.

Table 4 - Outline Cost Summary for CCT Phase 3

Item	Cost Estimate (£k)
<b>Capital</b>	127,496
<b>Revenue</b>	2,075
<b>Works Cost Estimate</b>	<b>129,571</b>
<b>Prelims &amp; OH&amp;P</b>	14,018
<b>Design Fees</b>	6,074
<b>Project Management &amp; Consultancy Fees</b>	13,364
<b>Base Estimate</b>	<b>163,027</b>
<b>Optimism Bias (44%)</b>	71,732
<b>Risk Allowance (49%)</b>	79,883
<b>Risk Adjusted Works Cost</b>	<b>314,642</b>
<b>Out Turn Cost Estimate</b>	<b>314,642</b>

The total cost estimate of Phase 3 is not inclusive of inflation which will be dependent upon the eventual phasing of the individual projects in Phase 3. Based on indicative estimates this is currently forecast as an additional £100m to the outturn cost estimate above. A detailed summary has been included in Appendix B of this report.

The Phase 3 cost estimate has been reviewed by the Council's Finance Team; whilst under development, the following methodology was applied:

- It was categorised by intervention type (i.e. street closures, safe cycle routes, urban realm, reallocation of traffic lanes, etc.);
- Where sufficient detail on scope was available, appropriate cost data has been used to determine a works cost estimate;
- Where benchmarking against previous projects was deemed applicable, cost data has been rebased to 2019;
- Additional uplifts for GI/Utilities (10%) and Civil Engineering Costs (20%) have been applied to the main interventions (street closures, safe cycle routes, urban realm, reallocation of traffic lanes, and vertical connections);
- Costs differentiate between capital and revenue items; and
- General allowances have been made for revenue item as these largely consist of studies and policy development.

Due to the CCT Programme currently being at strategy-setting phase, several working assumptions needed to be made in order to develop the estimate, based on industry standards, benchmarking and project experience. Such assumptions were discussed and agreed with the Client, CEC Finance and wider Project Team.

The cost estimates for each intervention included in the CCT have been estimated based on historic cost data where there was sufficient scope to allow a suitable breakdown to be provided. For interventions with limited scope, there have been general allowances applied. A summary of cost verification and assumptions has been included in Appendix C of this report.

Cost data from the Phase 1 Tram Project and Leith Programme were used to quantify costs for traffic management, paving/ footways and GI/utilities. Costs for vertical connections were provided by Leitner Ropeways and additional uplifts for GI/utilities and civil engineering were included. Costs for the Calton Road to Jeffrey Street Cycle Bridge were based on data of bridges of a similar size and complexity. Other cost data for interventions with sufficiently detailed scope were supplemented with cost data from relevant pricing books.

Some of the projects within the Programme count on a more accurate estimate due to their desirability and their suitably developed scope. However, for other interventions, contingences and general allowances have been included. An optimism bias rate of 44% has been applied – this is based on the recommended optimism bias percentage for Standard Civil Engineering works as advised by the HM Treasury Green Book. A risk allowance of 49% has been included – this is based on a P90 contingency.

## **7.2 Funding Strategy**

A number of meetings were held during the preparation of this Delivery Plan to set out an overall strategy in relation to how the Programme would be funded.

### **7.2.1 Phase 1**

Phase 1 of the CCT programme includes the projects that are currently at varying stages of development, which will span across the first five years of the programme. These projects are expected to be funded from a mixture of developer contributions, match funding grants from Sustrans and the Council's Capital Programme.

George Street and First New Town and Charlotte Square both have identified funding gaps of £12.3m and £1.3m respectively. Funding for these projects will be considered as part of the transport capital allocation process for 2020 onwards.

### **7.2.2 Phase 2**

Currently, funding for around £0.5m of feasibility and design studies have been agreed with Sustrans. As of July 2019, confirmation of funding to carry out feasibility studies for Leith Street to Jeffrey Street, Pedestrian Priority Zone and Lothian Road has been received. The studies will be fully funded by Places for Everyone (Sustrans). Further submissions to Sustrans are to be made for the remaining £1.0m of feasibility studies.

### **7.2.3 Phase 3**

A number of working assumptions were made during this phase for strategy-setting purpose. The following options for potential sources of funding were identified:

- Developer Contributions: Infrastructure projects arising as a result of growth within the city can be partially funded through the recouping of funds from developers.
- Capital Programme: Future realignment of the Council's capital programme, along with any additional funding that may be made available to fund Council priorities.
- Strategic Transport Projects Review (STPR2): STPR 1, published in 2008, was a review of large-scale inter-regional transport projects that lead to funding for projects such as the

Forth Replacement Crossing and the duelling of the A9. 2018 saw agreement that a second review would take place, and it is expected that bids for elements of CCT will be made.

- Sustrans / Transport Scotland: Continuation of applications to Sustrans to receive match funded grants. Construction has previously been 50/50 match funded, however Sustrans / Transport Scotland now permit other relevant projects (publicly funded or otherwise) to be included as part of a wider funding pool to match their contributions.

To ensure the Programme will be both deliverable and affordable, the sourcing of funds will be suitably phased in accordance during Project Set up.

Research on potential additional funding contributors, including third-party, will continue throughout the Programme.

### **7.3 Cost Management and Control**

Based on the established cost estimate, financial reviews at key decision points will be carried out regularly to ensure the Programme can be delivered within the agreed baseline budget and funds are available for the planned expenditure.

Costs will be recorded on the Council’s financial system and monitored by the Commercial Manager. Costs will be reported back to the Programme Board on a monthly basis. All the expenditure will be closely monitored including the internal costs to ensure they are in line with the Programme baseline budget.

### **7.4 Programme Cashflow**

A cashflow will be produced during the Programme Set Up phase taking account of all the expected funding from Sustrans and contributions from other parties.

This cashflow will be monitored on a monthly basis and will be used to understand and manage the financial aspects of the Programme. Any changes to the cashflow will be agreed by the SMT prior to implementation and a record made of the changes and reason as to their implementation.

### **7.5 Budget Update Procedure**

A detailed budget will be produced during the Programme Set Up phase to inform the cashflow. It will be monitored on a monthly basis in coordination with the cashflow. Any changes to the budget will be agreed by the SMT and a record made of the changes and reason as to their implementation.

### **7.6 Budget and Cost Reporting**

Cost reporting will be performed as noted in the table below:

*Table 5 - Budget and Cost Reporting Responsibilities*

<b>Report</b>	<b>Frequency</b>	<b>Circulation</b>	<b>Owner</b>
<b>Cost Report</b>	Monthly	Included in monthly Board Report	<a href="#">Commercial Manager</a>

## **8 Risk Management**

### **8.1 Risk Management Overview**

Risk is considered in terms of both threat and opportunity. The risk management process has been developed in a manner that will facilitate the ongoing management of risk throughout the life of the project and will not solely focus on the current stage.

This is supplemented by the ongoing monitoring, review, management, reporting and improvement of the risk process and its deliverables against the project requirements throughout the life of the project.

### **8.2 Risk Register Structure**

The CCT risk register sits within a wider risk management structure that incorporates the LEZ and CMP initiatives. Acknowledging the shared policy objectives, geographies and general interdependencies between these three strategies and the city wide solutions required to manage them, a combined risk register has been set up, under which there will exist separate risk registers for CCT, LEZ and the CMP.

All identified risks for the CCT programme will initially be held within one master register at programme level.

Proposals to escalate risks to the Programme risk register will be made by the Project Manager and/or the Risk Manager. The registers will be constructed in a way that allows them to be rolled up into a single master risk register for the CCT programme.

Following finalisation of phasing, the discrete work packages that each project is split into will inform the project risk structure. These groupings will be dictated by the project's capital value, delivery status and nature of scope and their Level of Control will determine how the respective risk is managed.

## 9 Change Management

### 9.1 Roles and Responsibilities

The table below outlines the key roles and responsibilities of change management across the Programme:

*Table 6 - Change Management Roles and Responsibilities*

Role	Name	Responsibilities
<b>Programme Director</b>	TBC	<ul style="list-style-type: none"> <li>Seek approval of changes at Programme Board level</li> </ul>
<b>PMO Lead</b>	TBC	<ul style="list-style-type: none"> <li>Establish and agree what works are a change</li> <li>Clearly identify what the change is</li> <li>State the reasons for the change</li> <li>Identify Change Originator and Change Owner</li> <li>Monitor and identify changes / potential changes</li> </ul>
<b>Programme Delivery Manager</b>	TBC	<ul style="list-style-type: none"> <li>Establish validity of proposed changes against objectives and outcomes sought</li> </ul>
<b>Commercial Manager</b>	TBC	<ul style="list-style-type: none"> <li>Prepare costing for changes</li> <li>Review and verify costs once submitted by the relevant party</li> <li>Confirm funding source and availability of funding</li> <li>Update the change control register</li> <li>Control and report status of changes</li> <li>Monitor and identify changes / potential changes</li> <li>Compile supporting documentation</li> </ul>
<b>Project Managers and Assistant Project Managers</b>	TBC	<ul style="list-style-type: none"> <li>Monitor and identify changes / potential changes</li> </ul>

### 9.2 Change Management Procedure

Change control relies upon accurate identification and assessment of the proposed changes at the earliest possible stage. The implications of changes must be considered relative to the Programme.

There is delegated authority in place for approval of changes in line with the process outlined in Section 0

Delegated Authority. A Change Register will be maintained and used for Board approval in advance of committed expenditures.

### 9.3 Cases for Change

The table below provides a summary of the different issues that may result in change during Programme development:

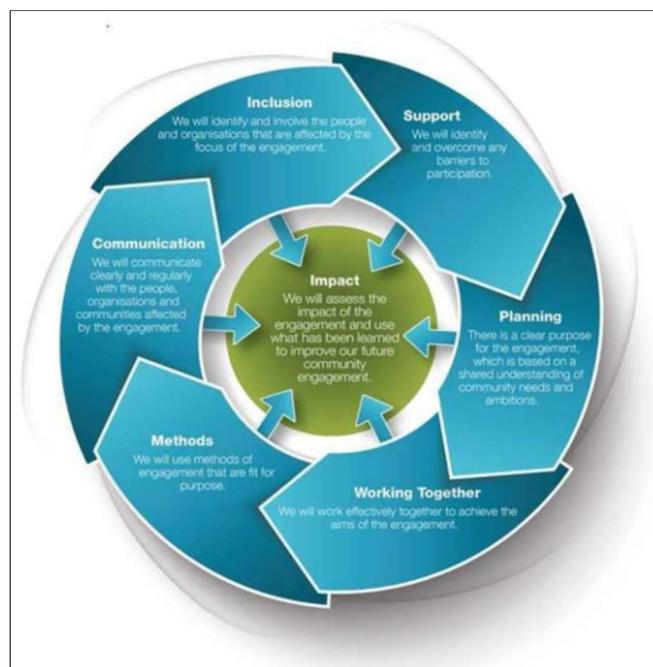
*Table 7 - Issues and Potential for Change*

<b>Request</b>	<b>Definition</b>	<b>Programme Board Response</b>	<b>Considerations</b>
<b>Request for change</b>	A proposal for change to a baseline.	<ul style="list-style-type: none"> <li>▪ Approve the change</li> <li>▪ Reject the change</li> <li>▪ Escalate decision</li> <li>▪ Request more information</li> </ul>	<p>If a request for change involves extra cost, there are three principal ways to fund it:</p> <ul style="list-style-type: none"> <li>▪ Contingency budget</li> <li>▪ Increase the project budget</li> <li>▪ De-scope other elements</li> </ul>
<b>Off-specification</b>	Something that should be provided by the project, but currently is not (or is forecast not to be) provided. This might be a missing element of the scope or an element not meeting its specification.	<ul style="list-style-type: none"> <li>▪ Grant a concession</li> <li>▪ Instruct that the off-specification be resolved</li> <li>▪ Escalate decision</li> <li>▪ Request more information</li> </ul>	<p>The Programme Board may decide to accept the off-specification without immediate corrective action. This is referred to as a <b>concession</b>. When a concession is granted the specification will need to be revised before the project is handed over to the Client.</p>
<b>Problem / concern</b>	Any other issue that the PMO needs to resolve or escalate.	<ul style="list-style-type: none"> <li>▪ Provide guidance</li> </ul>	

## 10 Stakeholder Management

A Stakeholder Management and Communications Plan will be developed during the Programme Set Up phase in consultation with the Project Manager and the Stakeholder & Engagement Manager. This will be developed using the Scottish Government's 'National Standards for Community Engagement'. This is a set of good-practice principles, as shown in the figure below which are designed to support and inform the process of community and wider stakeholder engagement, and improve what happens as a result.

Figure 1 - National Standards for Community Engagement



The seven standards (inclusion, support, planning, working together, methods, communication and impact) were adopted by the Council in April 2017.

Stakeholder management is a critical part of managing a project as stakeholders have influence over both the criteria by which the success of the project can be judged and the relative values within the project. Two leading causes of project failure are insufficient involvement of stakeholders and infrequent communication with sponsors and other key stakeholders.

### 10.1.1 Objectives

The objectives of the stakeholder communication strategy are as follows:

- Ensure stakeholders are provided with timely, up-to-date information about the projects affecting them;
- Ensure stakeholders are given appropriate opportunities to provide comment into the timing, phasing and scope of each projects such as specific road designs, construction interface phasing requirements with other projects and consultation of each of the projects;
- Highlight the investment the Council is putting into each specific area;

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- Ensure the consultation activities for inputting into project design development is clear, open, accessible and transparent. A consultation delivery plan will be prepared for each project going out to consultation;
- To ensure that all information which is relevant to stakeholders is provided as soon as possible; and
- Ensure, where possible, any conflict is avoided through open and transparent communication.

## **11 Benefits Realisation and Close Out**

### **11.1 Overview**

The purpose of this stage is to ensure that the required outcomes have been successfully achieved and to gather information about lessons learned and corrective actions or interventions implemented during project delivery.

### **11.2 Benefits and Impact Assessment**

CCT's monitoring Key Performance Indicators (KPI), were analysed in tandem with the value for change and estimation to ensure alignment between the monitoring process, benefits and principles.

The value of change associated with delivering CCT is shown through different types of benefits, quantifiable and qualitative, divided into economic and well-being, which have been estimated using best-practice professional modelling of expected change, with the figure presenting detail on the different benefits and their magnitude over the 25-year period.

Quantifiable benefits represent a significant value of change (approximately £420m). Qualitative benefits include improvement to: ease of movement, amenity value, health, accessibility, flood risk, noise pollution, safety, business & skills.

### **11.3 Circular Economy**

#### **11.3.1 Targets and Monitoring**

Overall core Circular Economy Targets will be established for CCT. Individual Circular Economy targets will also be set for each project and measures established to track outcomes on each project.

Project outcomes will be written up as Case Studies to capture project benefits and learning from experience so that lessons learned can be implemented in future projects.

#### **11.3.2 Quantifying value**

During each project the benefit of circular economy materials used, versus raw materials avoided/waste generation averted, will be estimated.

The benefit of circular economy approach will be considered for reporting against the Council's 2030 Net Zero Carbon targets where relevant to do so.

The potential benefit of circular economy approach will be estimated before works are undertaken and updated following completion of the works to validate benefit realised for the following parameters:

- Carbon saving;
- Air quality impact in terms of avoided vehicle movements;
- Health and wellbeing opportunities created;
- Number of employment opportunities created; and
- Link to social value/Social Value Act Targets (e.g. Procurement Reform (Scotland) Act 2014).

### 11.3.3 Communication and Engagement

Opportunities for raising awareness of the role that Circular Economy can provide to deliver value in CCT must be addressed. Its outcomes will also be linked to ATAP.

Case studies on each project will be documented and written up on an individual basis.

In delivery of works the following awareness measures will be implemented:

- Ensure that site induction to staff includes awareness of circular economy initiatives and the specific targets and measures proposed at the site;
- Use regular tool box talks to make sure that everyone that comes to site knows about measures to reduce and re-use at the site;
- Discuss circular economy at every job site meeting; reminders are important and provide feedback to site workers;
- Tracking progress and promoting this at site meetings can help motivate staff to support circular economy's goals;
- Highlight success in the project delivery to managers, clients and public, to highlight the amount of avoided material/waste on a monthly basis;
- Specify materials for re-use/repurposing and how this can be achieved in toolbox talks; use actual site examples and photographs to demonstrate how this can be achieved and points to avoid;
- Labelling of materials clearly to enable CE approaches to be implemented more effectively; and
- Recruit members of staff to act as "circular economy" champions to check on project progress towards specific circular economy's goals.

### 11.4 Close Out Activities and Responsibilities

The following activities will be carried out as part of the close out phase of each project:

- Testing;
- Commissioning;
- Snagging;
- Handover; and
- Transition into operations (to ensure that projects can be safely commissioned without adversely impacting other infrastructure in the city).

In addition to the above, the following actions will be undertaken to ensure formal project close out:

*Table 8 - Close out Responsibilities*

Activity	Description	Owner
<b>As-built Design Drawings</b>	Gather and store the as-built design information as detailed in Section 15.	Project Managers and Assistant PMs

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<b>Activity</b>	<b>Description</b>	<b>Owner</b>
<b>Asset Management</b>	Update Asset Management Systems	TBC
<b>Lessons Learned Sessions</b>	Prepare a report based on a series of lessons learned sessions with the different working groups on project completion.	PMO Lead
<b>Sponsor Close Out / Benefits Realisation</b>	Lessons Learned Sessions report sign off formally closing the handback phase of project delivery.	Senior Responsible Officer
<b>Monitoring, Marketing &amp; Promotion</b>	Activities aimed to assess the benefits of completed projects, as well as inform the general public and promote these benefits	TBC

## 12 Next Steps

Subject to approval of the CCT Programme at the TEC meeting in September 2019, the following steps will be undertaken to deliver the Programme:

1. **Mobilisation and Resourcing** – this will take place between September and December 2019, in which Mobilisation and Resourcing Plans will be prepared and developed.
2. **Refine Key Deliverables** – this will take place early January 2020; in this period, the following will be reviewed and updated:
  - Delivery Plan;
  - CCT Programme Master Schedule;
  - Cost Estimate;
  - Funding Strategy; and
  - Risk Register.
3. **Programme Governance**, such as PMO and Delivery Team will be established in January 2020.
4. **Operation and Management Plan** development to be commenced in January 2020.

The Operations and Management Plan will be developed during the first year of Phase 1 in 2020 to ensure that the operating plans for each of the following workstreams are aligned, and will then become a 'live' document that will be annually reviewed and updated to reflect changes within the city centre and as new data is collected. It will include:

- **Traffic and Parking Management** – this will be the largest component of the Operations Plan and will include:
  - Traffic management – operating plans for the control and management of traffic within the city centre, including traffic signal co-ordination, traffic restrictions (to be supported by TROs developed at project / street level) diversion routes during events, and information dissemination to drivers of LEZ and other restrictions.
  - Parking – review and allocation of on-street parking for resident, pay & display, blue-badge, motorcycle, city car club and shared spaces (in light of proposed CCT changes).
  - Bus and coach management – review and allocation of loading, staging and standing areas for city bus, regional bus, tour bus and coach fleets (in light of proposed CCT changes) including time restrictions.
  - Taxi – review and allocation of taxi ranks (in light of proposed CCT changes).
  - Electric vehicle charging – proposals for roll-out of additional spaces and management of their use.
- **Waste collection** – operating plans for residential, commercial and public waste collection, including operators, vehicle restrictions, time restrictions and consolidation;
- **Freight, Deliveries and Servicing** – plans for the development and operation of freight consolidation centre(s) (or facilitation thereof for the private sector), and operating plans for deliveries and servicing of residential, commercial and public building and spaces, including vehicle and time restrictions;

- **Anti-terrorism** – plans for the installation and operation of anti-terrorism measures at key city centre locations, including design guidance that takes cognisance of street design guidance;
  - **Maintenance** – prioritised multi-year programme for the maintenance of footways, carriageways and other public spaces, including how priorities have been set and how they will be reviewed, the standards to be applied (and alignment to street design guidance) and how efficiencies can be improved through targeting maintenance in areas surrounding new projects;
  - **Enforcement** – review and development of current street enforcement activities, to ensure that this fully supports the regulations and restrictions being implemented by CCT, including parking and access restrictions, street clutter, littering and anti-social behaviour;
  - **Data collection and monitoring** – To benefit from data driven innovation, an early action will be to review ECCT’s overall approach and governance in terms of data collection, management, monitoring and other usage throughout the ten year programme;
  - **City Operations Centre Specification** – the above data strategy will input to the development of a specification for a new Operations Centre to monitor, manage and co-ordinate the city operations activities described in this plan.
5. **Feasibility Studies** – undertake the following feasibility studies (due to be completed during Phase 2):
- Leith Street to Jeffrey Street pedestrian and cycle bridge;
  - Pedestrian Priority Zone; and
  - Lothian Road multi-modal Boulevard.
6. **Regular Programme Updates** - Key deliverables such as cost, programme and risk will be reviewed periodically throughout the duration of the Programme. As details of individual projects under CCT are further developed, project-level deliverables will also be prepared. This will allow for a holistic Programme management to be implemented concurrently to a more detailed project-specific approach.
7. **Stakeholder Communications and Engagement** – Throughout the duration of the CCT Programme, the Project Team will ensure that the stakeholders are engaged and provided with timely, up-to-date information about the projects. Key stakeholders will be given appropriate opportunities to provide comment on the timing, phasing and scope of each project such as specific road designs, construction interface phasing requirements with other projects and consultation plan for each of the projects.

**Construction Projects**

Packages of Intervention		Interventions
Allocation of Streetspace	Street Closure	Bank Street (except buses and taxis) Candlemaker Row (except bus) Cockburn Street Forrest Road High Street between North Bridge and St Mary's Street Lawnmarket (expect coaches in the short term) Victoria Street Waverley Bridge
	Reallocation of Traffic Lanes	Cowgate The Bridges corridor Calton Road Johnston Terrace Lothian Road Morrison Street Ponton Street West Approach Road Princes Street Charlotte Square St Andrew Square Lauriston Place
	Junction Improvements	Tightening of junction geometry to provide wider footways and one-stage pedestrian crossings at Tollcross and the Lothian Road/West Approach Road junction. Pull back stop-lines and provide wider pedestrian crossings (potentially including diagonal crossings) on High Street/North Bridge junction Tightening of Hanover Street/George Street junction. Turning restrictions to reduce general traffic and ease congestion for public transport at the east end of Princes Street Improved crossing facilities for pedestrians and cyclists at the junction of Princes Street / Lothian Road and Princes Street / North Bridge
	Safe cycle routes	Full implementation of current ATAP programme, including the City Centre West to East Link (CCWEL) and the Meadows to George Street scheme Lothian Road from CCWEL (Charlotte Square) to Tollcross and connecting to the Meadows.

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		Princes Street and Lothian Road cycle safety improvements.  Leith Street to Jeffrey Street, including new pedestrian and Cycle Bridge from Calton Road to Jeffrey Street developed in line with the Waverley Masterplan.
	<b>Traffic management and street improvements</b>	Creation of a 'pedestrian priority zone' bounded by segregated cycle routes and/or tram routes, within which people on bikes feel comfortable to share roads with traffic. This will include junction treatments and crossing improvements, supported by street closures, parking restrictions and behavioural change initiatives.  'Filtered permeability' zones within the Old and New Towns to reduce cross-city centre traffic.  'Local' Street Design Guidance measures to provide traffic calming around city centre schools and within the pedestrian priority zone.  Improved footway surfacing through the application of 'innovative' principles from the Street Design Guidance to catalyst areas and other prioritised streets.
<b>Public Transport</b>	<b>Bus Priority</b>	Enhanced bus priority through changes to traffic signals.  Rationalising of bus stops on Princes Street, Lothian Road and the Bridges corridor.
	<b>Rerouting of existing bus service</b>	Reduction in volume of buses stopping on Princes Street  Rerouting of selected cross-city services to 'kiss' city centre  New public transport interchanges: <ul style="list-style-type: none"> <li>• West End at Haymarket/West Approach Road</li> <li>• Southeast at Potterrow/Nicolson Street</li> <li>• Southwest at Tollcross</li> <li>• Northeast at Picardy Place/St Andrew Square</li> </ul>
	<b>Free city centre hopper bus/potential second cross-city centre tram link</b>	Connecting the Nicolson Square area and Haymarket via Lauriston Place to link the interchanges and vertical connections (described under Place heading) – initially via a free hopper bus, but in time by a second cross-city-centre tram link to the south of the city (subject to full route selection, assessment and consultation).
<b>Parking Reduction and Reprioritisation</b>	<b>On-street parking removal</b>	Removal of all on-street parking on streets being closed to general traffic.  Selective removal of spaces on Chambers Street, Blackfriars Street and St Mary's Street as needed to support new cycleways and bus priority.  Trial a "Parking Free Day" where existing spaces are used for alternative uses one day per week, decided through community.
	<b>Resident permit parking</b>	Consider revisions to permit zones with more concentrated areas of on-street resident permit parking to mitigate lost spaces above, at the expense of pay-and-display spaces.
	<b>Off-street parking</b>	The Council to take management responsibility for New Street and Castle Terrace parking lots or negotiate flexible use of this space.  Refocus, and where appropriate review, overall volume of off-street supply, allowing resident priority of spaces and using remaining space more flexibly to support last-mile distribution and other city operation measures.  Require all major developers to prepare an off-street parking management plan for city centre developments.
	<b>Parking charging</b>	Baseline review of city centre workplace parking levy, with a view to designing a scheme and proposing suitable exemptions.  Supported by wider controlled parking zones extending from city centre to Leith and other local town centres.
	<b>Electric Vehicle Charging</b>	Prioritisation of city centre electric charging points for residents, taxis, car clubs, last-mile freight and the Council's fleet.

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<b>Place</b>	<b>Specific Interventions</b>	Maximise the potential of public spaces by creating a network and allowing for pop-up activities, interactive public art, play space, water features, seating and shelter to attract more young families to spend time in the city centre – delivered through public realm scheme in key locations.

**Non-Construction Projects**

Packages of Intervention	Interventions	
<b>City Operations and Management</b>	<b>Specific Interventions</b>	<p>Create an integrated transport and data management centre, supported by enhanced data collection from on-street sources and open source partnerships.</p> <p>Use these data sources to review real-time traffic management plans as other interventions are implemented, to ensure efficient management of traffic movements in the transformed city centre.</p> <p>Develop an operations management plan for the city centre which will detail:</p> <ul style="list-style-type: none"> <li>Roles and responsibilities of key organisations involved in city centre operations.</li> <li>Method of communicating changes with stakeholders and people using the city centre.</li> <li>Details of enhanced maintenance of footways, cycleways and public realm and enhanced enforcement of kerbside restrictions.</li> <li>Details of a traffic diversion protocol to improve communications with communities and others affected by roadwork related diversions and to reduce effects on sensitive residential areas.</li> </ul> <p>Management of commercial bins to:</p> <ul style="list-style-type: none"> <li>• Reduce street clutter, optimise the position of public litter bins and provide visible public recycling bins across city centre.</li> <li>• Implement an optimised waste collection system.</li> </ul> <p>Create micro-consolidation centres on the periphery of the city centre (potentially within Castle Terrace multi-storey parking lot) with last-mile distribution by electric vehicles or cargo bikes.</p> <p>Expand and promote shared mobility services, including bike hire and car clubs, and provide 'shopmobility' schemes at key public transport and retail hubs.</p> <p>Promote shared services for loading and building servicing, initially for the Council estate, with a view to providing an evidence base to encourage others to do the same.</p> <p>Develop a coach management strategy to reduce the impact of coach movements on Regent Road, Johnston Terrace and Waverley Bridge, with a view to being able to close Lawnmarket to coaches in the future. This is linked to the development of the public transport interchanges and the need to relocate bus and couch tours from Waverley Bridge and Lawnmarket. As part of this process, the location of the bus station in the long term will also be considered.</p> <p>Continue transition of Council's fleet vehicles to electric and alternative fuels.</p>

## Appendix B - Cost Estimate Summary (Phase 3)

Intervention	Cost Estimate (£k)
<b>Capital</b>	
Street Closures	6,839
Safe Cycle Routes	27,275
Urban Realm/ Street Scape Works (Princes Street)	9,519
Re-Allocation of Traffic Lanes	22,818
Junction Improvements	525
Traffic Management	1,750
Public Transport Interchanges	13,000
Vertical Connections	13,200
On Street Parking Removal	250
Resident Permit Parking	100
Parking Charging	1,000
Electric Vehicle Charging	1,000
Optimisation of Open Space/ Green Links	6,900
City Operations, Management and Behavioural Change	23,320
	<b>127,496</b>
<b>Revenue</b>	
Traffic Management	1,070
Off Street Parking	10
Parking Charging	25
Optimisation of Open Space/ Green Links	350
City Operations, Management and Behavioural Change	400
Supporting Policy and Wider City Policy and Measures	220
	<b>2,075</b>
<b>Works Cost Estimate</b>	<b>129,571</b>
Prelims & OH&P	14,018
Design Fees	6,074
Project Management & Consultancy Fees	13,364
<b>Base Estimate</b>	<b>163,027</b>
Optimism Bias (44%)	71,732
Risk Allowance (49%)	79,883
<b>Risk Adjusted Works Cost</b>	<b>314,642</b>
<b>Out Turn Cost Estimate<sup>2</sup></b>	<b>314,642</b>

<sup>2</sup> Excludes Inflation % uplift

## Appendix C - Cost Verification and Assumptions Summary

Intervention/ Location	Intervention Type	Assumptions
High Street Bank Street Victoria Street Cockburn Street Waverley Bridge	Street Closures	Various allowances made for traffic management, public realm improvements, and civil engineering and GI/utilities surveys.
Lothian Road Ponton Street Princes Street (west) South Bridge Tollcross	Reallocation of Traffic Lanes	Various allowances made for traffic management, public realm improvements, and civil engineering and GI/utilities surveys.
Calton Road to Jeffrey Street (cycle bridge)	Safe Cycle Routes	Assume new bridge length up to 250m, 8-10m width (5m cycle, 3-5m pedestrian). Note levels difference at Calton Rd (approx. 15m high ramp required). Construction over live railway line. Bridge comparable such as: Copenhagen Skysnake - 235m long, 4m wide, span 17 metres £5m (2012), Millennium Bridge, London - 325m long - suspension bridge. £18.2m (2000) (plus £5m to stop the wobble.) Allowance made of £21 million (£6000 x 2500m2 = £15 million) plus £6m for design and client PM costs incl. Network Rail stakeholder management.
Vertical Lifts (4x locations)	Public Transport Interchanges	Various costs sourced relating to typical lift costs, escalator costs and extrapolated data from the Cairngorm Funicular railway project, spons pricebook and Leitner ropeways (supplier). Jacobs have confirmed the following:  2x lift; Waverley/North Bridge; Cowgate/ George IV Bridge. 2x covered escalator/funicular; Mkt St/St Giles St; Grassmarket/ Johnstone Terrace.  Costs based on Cairngorms Funicular Rail: £30k per metre.  Leitner Ropeways: £18k - £22k per metre; challenging terrain factor 1.5. Allowances for GI/ Utilities, Civil Engineering, Prelims & OH/P, Design Fees and PM & Consultancy Fees.
City Centre Hopper Bus Loop (Delivery)	Public Transport Interchanges	Assumed 10 minute frequency, 18 hours/day, (see orange route on PT layer), 50 min route, 10 min rest, 6 buses per hour. Capital costs - allow fleet of 8 no. electric buses (Irisar iebus 10.80m or similar), 25 drivers. Allow £250k * 8 No = £2,000,000. Assume 25 drivers @ £40k pa. £1,000,000. Running costs - to be confirmed. Assume this is a free CC Hopper bus service.
Wider Controlled Parking Zones	Parking Charging	Number of new spaces and areas not known. Allow £1 million to cover works across North Edinburgh e.g. captive blast existing markings, paint new permit parking bays, pay & display, pay machines and erect signage across city centre and inner parking zones.
Greening of Public Space	Optimisation of Open Space/ Green Links	Public green space areas to be identified - assume 6 areas @ £150k per area.
Lighting Hierarchy	Optimisation of Open Space/ Green Links	Mix of safety lighting (city centre streets, steps, public areas) and character lighting (to create a night time ambience). Assume 5 - 10 city centre areas, £200k per area subject to further information becoming available.
Integrated Data Management Centre	City Operations, Management and Behavioural Change	Cost based on Bristol Control Centre.
Operations Plan (incl. bin management, coach management, traffic and freight consolidation)	City Operations, Management and Behavioural Change	Assumption provided by Jacobs. Assumed 4 senior staff at 60% capacity for 12 months. £550/day * 261 days * 4 * 60%
Various	Supporting Policy and Wider City Policy Measures	Allowances have been made for policy and strategy development. Predominantly £10,000 allowance per policy, with two exceptions.
Various	Various	The costs for the remainder of the interventions are based on high level allowances for placeholder purposes.

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## 1 Introduction

This report provides an overview of the public consultation undertaken by the City of Edinburgh Council on the City Centre Transformation proposals.

The consultation process sought to engage stakeholders and residents of the City of Edinburgh and surrounding areas on the proposals to improve public spaces and prioritise travel on foot, by bicycle and on public transport in Edinburgh city centre.

This document provides an overview of the analysis from the various method of public consultation which included an online survey through the Council's consultation hub, stakeholder responses, responses to a children and young people's survey that was conducted and responses from attendees at the public consultation events.

### 1.1 Overall timeline of Public Consultation

The figure below shows the overall timeline that was followed from the first round of public consultation in Autumn 2018 to public consultation 2 in May 2019.



### 1.2 Response to the consultation

- Consultation hub – 3,056 responses
- Children and young people's survey – 113 responses
- Approximately 45 of responses were submitted on behalf of organisations representing residents and communities, the transport sector, accessibility groups, the local economy, public health, faith groups, the built and natural environment and cultural attractions. A number of the detailed responses received are summarised in this report.

#### 1.2.1 Headline findings

The consistent levels of support received across the suite of city centre proposals, indicates strong public endorsement of the Proposed Strategy. Overall, 79% of survey respondents considered the strategy sets out transformational change with 56% in strong agreement and 23% agreeing slightly. Around 14% of respondents disagreed.

Headline findings relating to the interventions and catalyst areas include:

- Around 80% of respondents expressed slight or strong agreement for the proposed vehicle-free streets, pedestrian priority zone, public realm enhancements, fully connected central cycle network, city centre hopper bus and public transport interchanges.
- Approximately 20% expressed disagreement with vehicle-free streets and pedestrian priority zones, 17% disagreed with the city centre cycle network and 16% disagreed with the hopper bus proposals, 14% public realm improvements and 11 % public transport interchanges.
- The highest level of support received was bus priority through signal prioritisation and bus-stop rationalisation with 86% of respondents expressing slight or strong agreement and 11% disagreeing. A lower proportion of those surveyed, 60%, expressed support for the development of a second cross-city-centre tram link with 32% disagreeing and of which 23% were in strong disagreement.
- 76% of respondents agreed with proposals to change city centre access arrangements for private cars and city centre businesses and the closure of Waverley Bridge to traffic to create a public plaza. 73% of respondents supported the proposed walking and cycling bridge across the Waverley valley and 70% supported vertical connections to negotiate the Old Town ridge. Around 20% of respondents disagreed with this group of proposals.
- Typically 80% of respondents supported the illustrative proposals for the six catalyst areas within the city centre, with Lothian Road slightly higher at 83.45% overall support.
- In terms of respondents who mainly drive a car or van, 53% expressed slight or strong agreement for the proposed vehicle free streets, 54% changes to private vehicular access, 62% the connected cycle network and 73% bus priority, the hopper bus and public transport interchange.
- Of those who identified as having a long-term illness, health condition or disability around 60% expressed slight or strong agreement for the proposed vehicle free streets, pedestrian priority zone and changes to private vehicular access, 66% public realm enhancements, 67% vertical connections and 75% bus priority measures.

### **1.2.2 Hard to reach groups**

The City Centre Transformation programme was one of three projects consulted on in Autumn 2018 as part of the 'Edinburgh: connecting our city, transforming our places' consultation.

Analysis of responses during this period revealed a number of groups were under represented and, despite efforts to encourage greater participation at the time, there was limited response.

Considerable work was undertaken ahead of the phase two consultation, which ran between 20 May and 7 July 2019, to encourage these same hard-to-reach audiences to take part.

The groups which were found to be under represented were:

- EH1/2 residents (who would be most affected by the proposals)
- Ethnic minority groups (all respondents with the exception of people who considered themselves "Scottish" or "Other British")
- Over 65s
- Under 25s
- Disability and mobility groups

The responses from the hard to reach groups are shown in the table below along with details of how the project team has engaged.

<b>Hard-to-reach group</b>	<b>Phase Two Consultation</b>	<b>Engagement</b>
<b>Under 16s</b>	125	Prepared children’s questionnaire and ran competition. Contacted schools in the city centre.
<b>16-24</b>	214	Contacted around 20 organisations working with young people.
<b>65-74</b>	268	Contacted over 70 organisations working with elderly people
<b>75+</b>	57	As above
<b>EH1/2 residents</b>	92	Direct contact with community councils A5 postcard drop to these postcode areas
<b>Ethnic groups</b>	417	Contacted 30 organisations involved with ethnic minority groups in Edinburgh.
<b>Disability</b>	281	Contacted over 20 organisations

In summary, considerable effort, following best practice used successfully in other consultations, was undertaken to specifically reach out to those who have not been represented in the previous consultation. While figures remained low for 75+ and EH1/2 residents, all other categories reached three figures, which was suitable for analysis purposes.

### **1.3 Public Consultation Engagement Process**

A comprehensive consultation and engagement plan was established to deliver the public consultation. A wide range of communication channels were used to raise awareness of the consultation and inform consultees of the latest proposals. This included:

- Completing the online questionnaire on the Council’s **Consultation Hub**
- Attending one of the **public exhibition events**
- Attending one of the **pop up events**
- Making comments via the dedicated City Centre Transformation **email address**
- Hard copy of the consultation **questionnaire**
- **Notification leaflet** to EH1/EH2 residents
- Local **advertising** through the following measures: lamp post wraps, local press, radio adverts, phone box adverts and projections of the artistic visualisations around catalyst areas mentioned in the strategy
- Council’s **internal systems** such as the Orb and newsletters

- **Social media** interaction via the Council's Twitter and Facebook accounts

### **1.3.1 Consultation Hub**

An online questionnaire was produced to allow the public and stakeholders to provide their views of the City Centre Transformation proposals. The survey opened on 20 May 2019 and closed on 7 July 2019, allowing the respondents to review the plans and provide their feedback. This was done via the Council's online Consultation Hub.

A total of 3,056 responses to the Consultation Hub were received and the analysis of the key themes emerging from the responses are shown in the following sections of the report.

### **1.3.2 Public Exhibition Events**

Three public exhibition events were held at the following locations:

- Two events at the National Museum of Scotland
- City Art Centre
- Pop up events at Lothian Road and Grassmarket

The feedback from the events was largely positive, with over 400 individuals engaging with the project team.

### **1.3.3 Notification Leaflet**

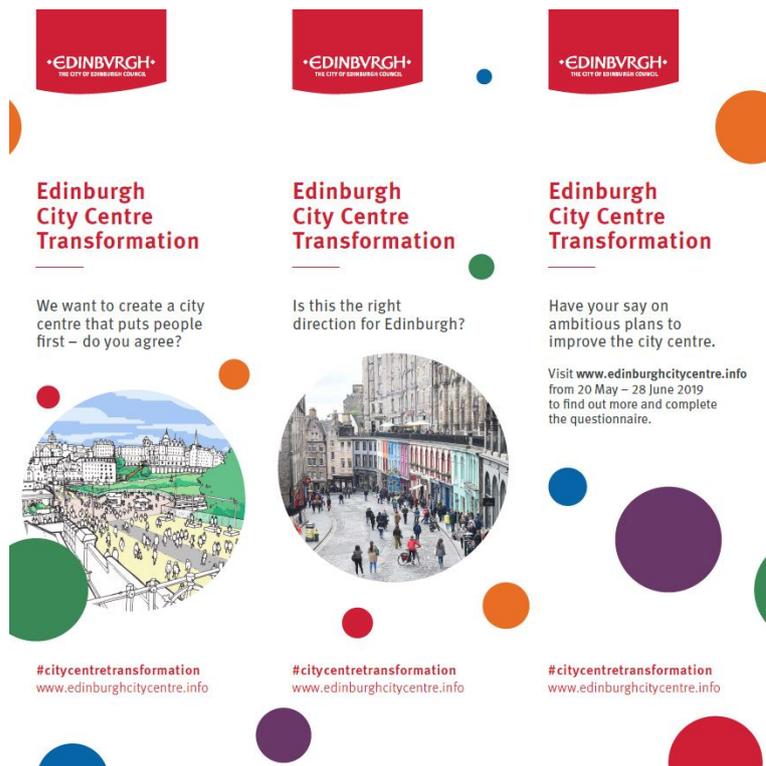
7,200 residential addresses in EH1/EH2 received a notification leaflet encouraging them to participate in the consultation and directed them to the Consultation Hub to review the plans and provide their feedback. This was issued as the weekly analysis of the consultation had shown that uptake was particularly low from these postcodes.

### **1.3.4 Hard copy consultation questionnaire**

A questionnaire was produced to hand out at all public exhibition events. The questionnaire was available in a variety of formats to ensure ease of accessibility for all.

### 1.3.5 Advertising

The poster shown in the figure below was used as the basis for the different forms of advertising around the city centre directing people to the Consultation Hub and dedicated City Centre Transformation project website.



#### 1.3.5.1 Lamp Post Wraps

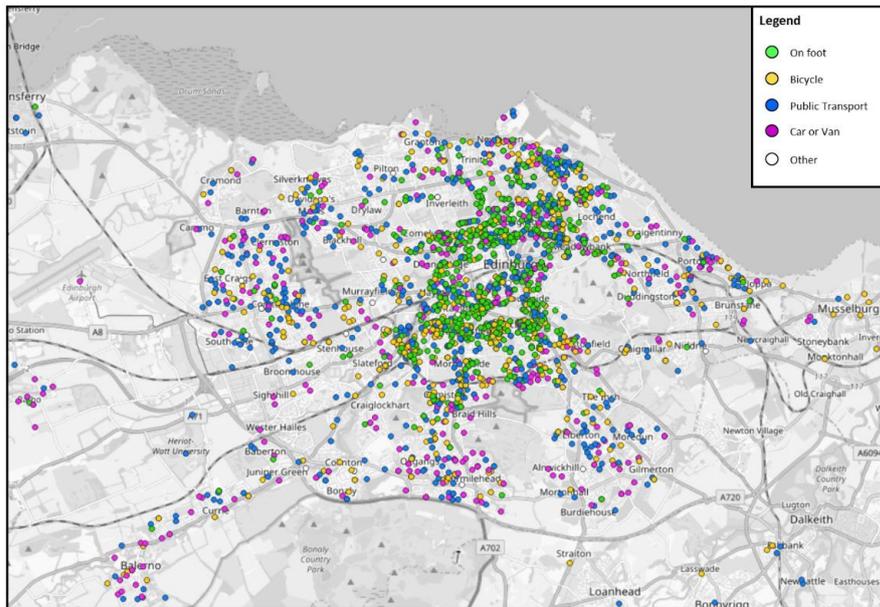
Lamp post wraps were deployed across the city centre to raise awareness of the consultation and direct people to the website and Consultation Hub. The locations included, Leith Walk and Easter Road, Dalry and Gorgie, West End, Brunstfield/Morningside, Tollcross/Fountainbridge/Polwarth, Newington, Comely Bank/Stockbridge/New Town, Hillside and Meadowbank and Stenhouse/Sighthill/Drumbrae.

### 1.3.6 Social Media

The Council's Twitter and Facebook accounts were used to provide a build up to the consultation, provide the public with update on events and provide general updates on how the consultation was progressing.

## 2 Key themes emerging from the consultation

### 2.1 Mode of transport

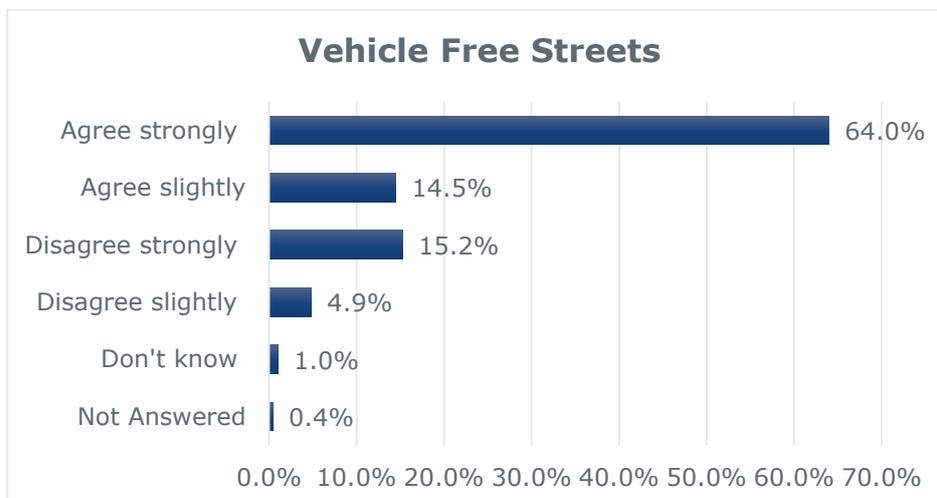


The image above shows the geographical split of people who have responded to the consultation by their preferred mode of transport.

The analysis highlights that majority of respondents living in the city centre travel on foot, public transport and bicycle. As you start to move away from the city centre, car or van and public transport is the most popular method of transport.

### 2.2 Vehicle free streets

#### 2.2.1 Consultation Hub



Overall, around 79% of respondents agree with the proposal of vehicle free streets in comparison with 20% who disagree with the measure. The key themes emerging from the analysis include:

<i>Key theme</i>	<b>Summary</b>
<i>Environmental</i>	The general consensus is that this would improve air quality in the city centre, but concerns were raised that it would reduce air quality in surrounding areas where traffic is displaced. Several suggestions related to increasing green space, planting more trees and only allowing electric vehicles were raised.
<i>Cyclist/pedestrian conflict</i>	Consensus that pedestrians and cyclists should be separated
<i>Plans not ambitious enough</i>	Generally people thought that the proposals should cover more streets and gave suggestions of streets to be incorporated into the plans
<i>Support for Active Travel</i>	General positive response to a greater focus on active travel, with the desire for cycle infrastructure to be segregated
<i>Local Access</i>	Concern for access for local residents and businesses
<i>Access for disabled/elderly</i>	Concern for access to the city centre for disabled/elderly for both visitors and residents
<i>Public transport</i>	A desire for public transport to be improved in order to provide a better alternative to driving, including electric buses and more park and ride facilities
<i>Traffic conditions</i>	Concern for traffic and parking displacement in surrounding areas, a desire for parking enforcement
<i>Effect on businesses</i>	A general consensus that there would be a negative impact on city centre businesses with concern for deliveries

### **2.2.2 Organisations**

The organisations who responded were generally supportive of vehicle free streets and agree that a change in mind set is required. Most organisations were concerned about displacement of traffic, highlighting that this needs to be monitored closely as well as the air quality impact as a result of displacement.

Support was received from Morningside, Tollcross, Cramond and Barnton, Edinburgh Old Town, and New Town and Broughton Community Councils. The Old Town Community Council wished to see the Lawnmarket, Castle Hill and east end of Johnston Terrace closed to coaches and general traffic with stronger enforcement of existing traffic regulations.

Living Streets agree that a reduction in car use is essential and that there has to be a change in mind set that private car no longer has priority. In addition, they highlight the importance to manage not only private cars but a variety of other traffic.

Edinburgh Churches Together support the proposals but raise the importance of access for faith groups to churches on Sunday and as part of their role as community hubs for special events.

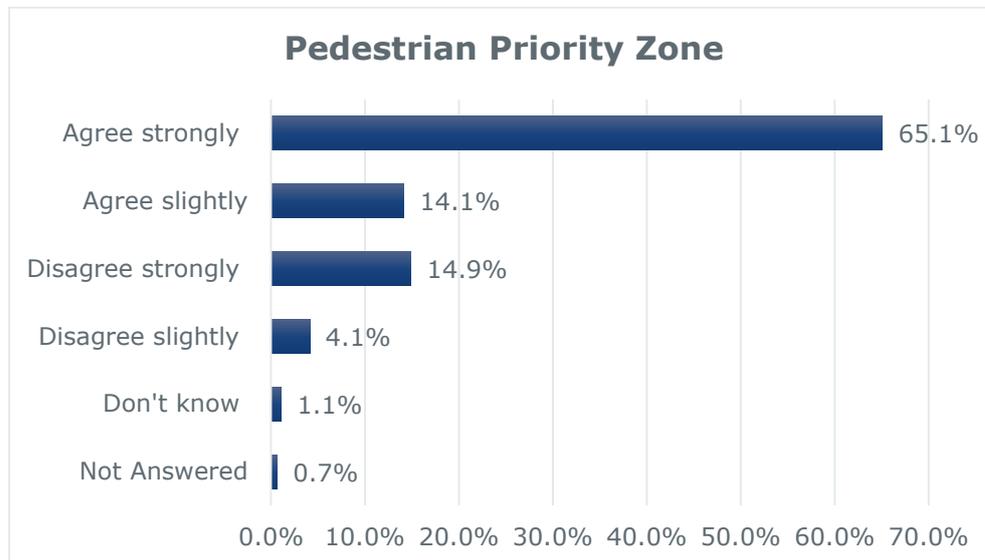
Closing Bank Street to general traffic was raised as a concern by many organisations who responded. Organisations shared similar views with the public regarding parking enforcement, with consistent and effective enforcement of current and new parking restrictions being vital.

### **2.2.3 Public consultation events**

At the public consultation events, attendees were generally supportive of the measure due to the potential positive effect on the environment, however similar concerns were raised around displacement of traffic and how this will be monitored.

## 2.3 Pedestrian Priority Zone

### 2.3.1 Consultation Hub



Around 80% of respondents agree with the proposed pedestrian priority zone, in comparison with 19% of respondents who disagree with the measure. The key themes emerging from the analysis include:

<b>Key theme</b>	<b>Summary</b>
<i>Environmental</i>	General positive response to the improvements to air quality in the city centre. A desire for more green space and more sustainable forms of transport
<i>Cyclist/pedestrian conflict</i>	Strong desire particularly from pedestrians to ensure that cyclists are separated from pedestrians for safety reasons
<i>Support for Active Travel</i>	A general positive response regarding active travel, with the desire for segregated cycle infrastructure
<i>Local Access</i>	Concern for access for city centre residents and businesses
<i>Access for disabled/elderly</i>	Concern for access to the city centre and access to homes for disabled/elderly. Desire to allow blue badge holders to park in the city centre
<i>Public transport</i>	The importance of improving public transport was expressed by a significant number of respondents
<i>Traffic conditions</i>	Concern for traffic displacement and the need to be able to cross the city
<i>Effect on businesses</i>	Concern for the negative effect on business, customers needing to park to be able to pick up larger items
<i>Proposals not clear</i>	More details required on what the proposals involve
<i>Plans not necessary</i>	Not enough pedestrian demand, should only be in August when the city centre is busy as the current situation is good enough

**2.3.2 Organisation responses**

Living Streets were supportive of the measure however highlight that further detail is required around how pedestrian priority zones will be delivered. They also highlight that it should be recognised that the city centre is a first phase of the work, with pedestrians prioritised across the city eventually.

The University of Edinburgh were supportive of the plans but highlight that the displacement of private cars and commercial vehicles from the pedestrian priority zone will have an impact on the streets outside the Innovation Mile. They have also suggested that the zone is extended further towards the Meadows to align with the southern boundary of the proposed Low Emission Zone boundary.

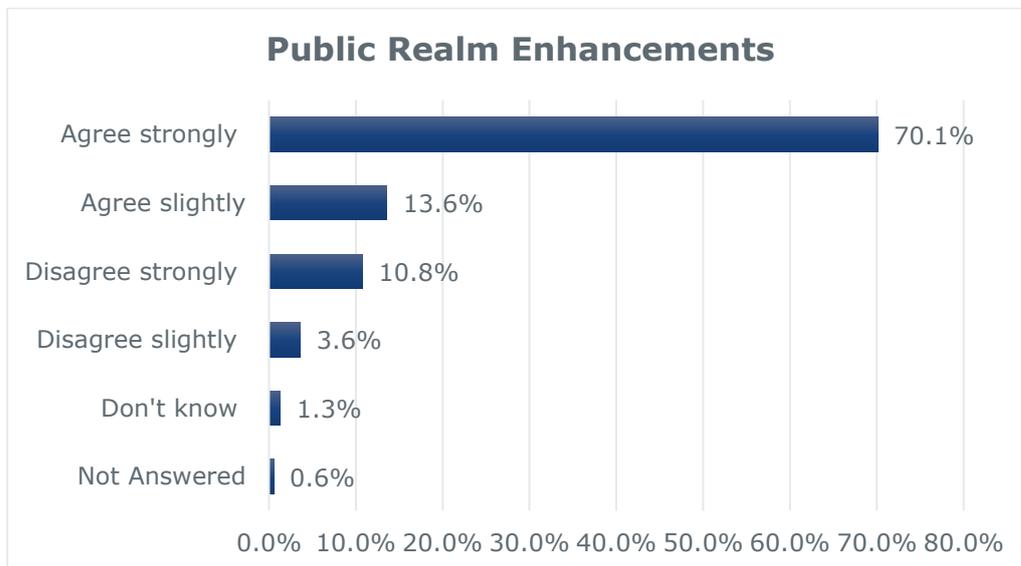
Active Travel organisations were supportive of this measure but have asked for further clarification around how pedestrian priority zones will be delivered. Other comments raised by organisations were around several streets that provide through routes across the pedestrian priority zone such as George Street, Market Street and Jeffrey Street and what consideration was given to mitigate through traffic on these streets.

**2.3.3 Public consultation events**

At the public consultation events, attendees were generally supportive of having dedicated pedestrian priority zones, however stressed the importance for separation between cyclists and pedestrians for overall safety.

**2.4 Public Realm Enhancements**

**2.4.1 Consultation hub**



Over 80% agree with the proposals of public realm enhancements to the city centre streets and public spaces, with the main themes emerging from the analysis include:

**Key theme Summary**

*Not a high priority*

Although the vast majority of respondents were in favour of this measure, respondents generally felt that there should be a focus on the rest of the city rather than just the city centre. Emphasis

	was also on spending more money on local people rather than on tourists.
	There was a large number of comments in relation to the requirement for segregated cycling.
	There was strong support for green spaces and more places to sit.
<i>Design related</i>	Respondents also felt there should be pedestrian priority at junctions.
<i>Plans not ambitious enough</i>	Mainly related to locations that should also be included in the plans such as Tollcross, Leith and Morningside
<i>Access for disabled/elderly</i>	A desire for public spaces to be friendly for disabled/elderly e.g. public seating, appropriate surfacing, wider pavements
<i>Public transport</i>	A number of suggestions relating to bus routing and the desire to route them away from Princes Street. There was a desire for electric buses only in the centre
<i>Environmental</i>	A desire for increased green space, trees and more public toilets

#### 2.4.2 Organisation responses

Organisations are in agreement that there should be more public seating, lighting and planting however they should be implemented in a way as not create unnecessary street clutter. In addition, improvements to the number of trees and green spaces were encouraged.

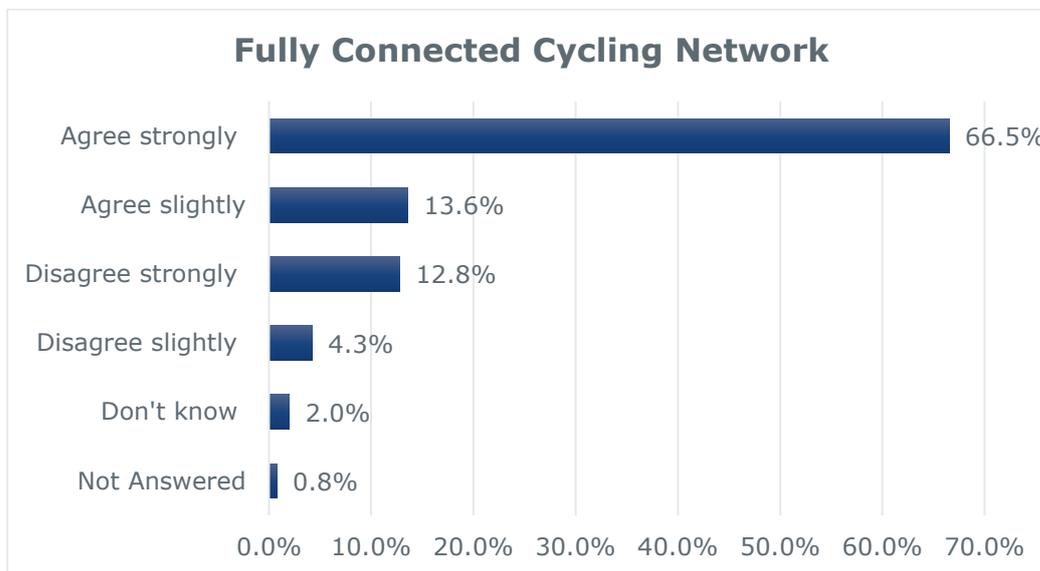
The Directorate of Public Health and Health Policy, NHS Lothian supports the Strategy’s potential to deliver significant benefits for population health. Public spaces should be free from health-harming activity such as fast-food outlets or smoking and public realm enhancements should be linked with homelessness initiatives.

#### 2.4.3 Public consultation events

The proposal to enhance public realm was welcomed by attendees at the public consultation events, particularly with regards to widening pavements and having more green space in the city centre.

## 2.5 Fully Connected Cycling Network

### 2.5.1 Consultation hub



Overall 80% of respondents were supportive of the proposal for a high quality and fully connected cycling network to make it easier and safer for people with all levels of confidence to cycle in and around the city centre. The key themes emerging from the analysis include:

**Key theme Summary**

Key theme	Summary
<i>Design related</i>	A strong desire for cycling infrastructure to be segregated and to avoid designs like Leith Walk. Suggestions were made to look at Copenhagen, Seville and The Hague
<i>Safety</i>	Managing cyclist behaviour, making tram tracks safer and improving junctions for cyclists
<i>Plans not ambitious enough</i>	Mainly suggesting a larger area should be covered and further locations which should also be included such as Fountainbridge, Tollcross, Bruntsfield, Morningside, Marchmont
<i>Cyclist/pedestrian conflict</i>	The need to separate pedestrians and cyclists and the need for pedestrian priority over cyclists
<i>Connectivity with longer distance routes</i>	Desire for cycle routes to be connected to the wider network to get to the city centre from all areas and for the routes to be as direct as possible
<i>Public transport</i>	A desire not to disrupt public transport services and to have a bicycle carriage on public buses
<i>Environmental</i>	Mainly positive comments regarding improved air quality that the proposed measure will bring
<i>Parking</i>	Enforcement of parking on cycle lanes, some desire to keep parking at the expense of cycle space
<i>Effect on businesses</i>	Negative effect on businesses due to lack of access for car drivers

<i>Not a high priority</i>	Many suggesting that too much money is being spent on cycling, fixing the roads is a higher priority
<i>Social exclusion</i>	Concern regarding exclusion of those who are not able to walk and cycle and therefore won't benefit

**2.5.2 Organisation responses**

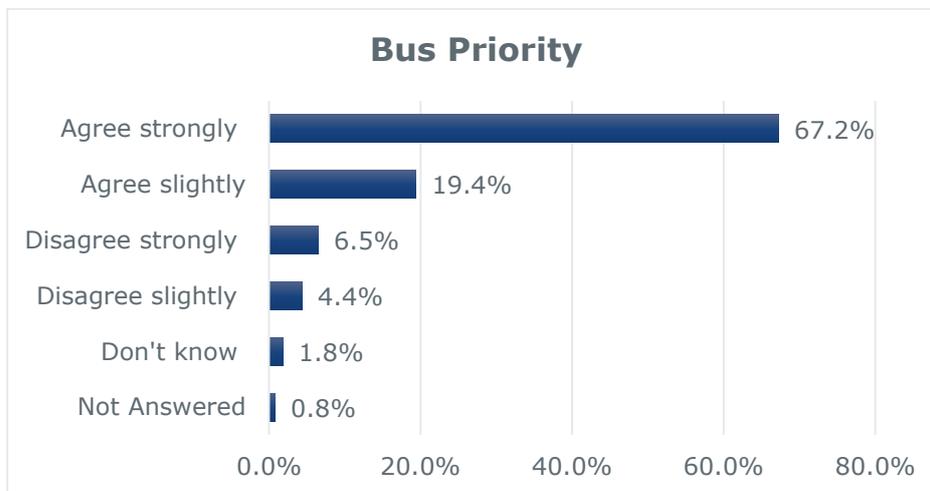
Organisations were generally in favour of implementing a fully connected cycling network, however highlighted the need to provide further details around what routes will be segregated. Spokes were in favour of the measure, however required more clarity required around what is considered to be 'safe' cycling routes, along with details of what routes will be segregated.

Grassmarket Residents Association highlighted that steps should be taken to make the city safe for cyclists before implementing the proposals.

RNIB stressed the importance for cycle ways to be delineated with a detectable kerb to ensure they are safe.

**2.6 Bus priority**

**2.6.1 Consultation hub**



Overall, 86% of respondents were in favour of improving the reliability of bus journey times through the city centre by improving the co-ordination of traffic signals between bus stops and reduce delay at junctions. The key themes emerging from the analysis include:

<b>Key theme</b>	<b>Summary</b>
<i>Bus stop spacing</i>	Concern around bus stop spacing relating to elderly/disabled, also desire for less bus stops to improve journey times
<i>Fares/ticketing</i>	The desire for integrated ticketing was the main theme, contactless payment and the Oyster card was quoted as an example

<i>Bus shelters</i>	A desire for bus shelters to provide more protection from the elements, overcrowding at bus shelters and a need for improved information at bus stops
<i>Journey times</i>	A desire to improve journey times across the city, especially at peak times
<i>Bus lane usage</i>	Desire for bus lane times to be extended/standardised, desire for enforcement of parking in bus lanes
<i>Routeing</i>	A desire for bus routes which do not go through the centre and more circular routes
<i>Timetables</i>	A desire for improved timetabling especially on a Sunday
<i>Pedestrians</i>	Support for longer green man times, desire for zebra crossings, pedestrian priority and pelican crossings over puffin crossings where required
<i>Environmental</i>	A desire for electric/hydrogen powered buses

### 2.6.2 Organisation responses

Organisations were generally in favour of a bus priority zone to improve journey times, however felt that the concept mentioned in the strategy of buses 'kissing' the city centre needs to be illustrated to show how it will work and that people won't need to change buses unnecessarily. Concerns were also raised around the safety of bus stop bypasses for disabled and elderly and suggestions were made that bus stop bypasses should provide a formal crossing facility that gives legal right of way to any pedestrian needing to cross the cycle track.

TfE highlights that enforcement of traffic restrictions is necessary to ensure bus priority and loss of revenue from the removal of on-street parking needs to be understood.

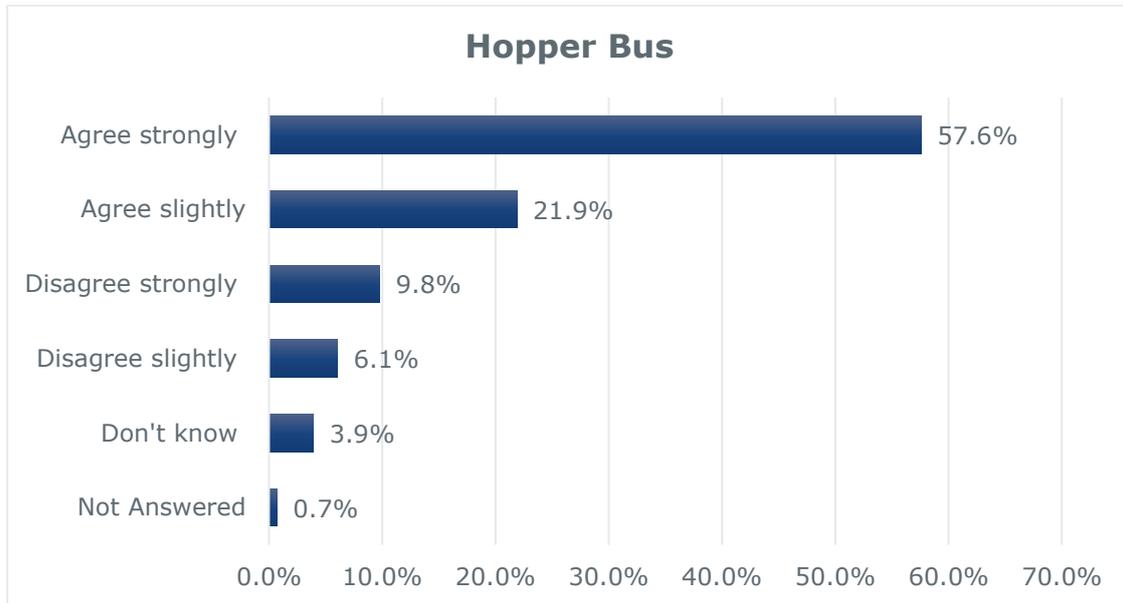
Guide Dogs Scotland support the bus priority proposals, however stress the importance of having clear, accessible bus timetables and information for the visually impaired.

### 2.6.3 Consultation Events

At the consultation events, individuals raised concerns around the number of tour buses operating in the city centre which contributes to congestion and delays for regular bus services. In addition, individuals felt that areas beyond the city centre e.g. Craigmillar should not have a reduction in the number of buses as this will cause social isolation.

**2.7 Hopper Bus**

**2.7.1 Consultation hub**



Overall 79% of respondents agree with the measure of providing a free hopper bus to support people moving around the city centre, providing people with an easy alternative to short car trips or longer walking trips in the city centre. The key themes emerging from the analysis include:

<b>Key theme</b>	<b>Summary</b>
<i>Cost/funding</i>	A general consensus that this should not be funded by the tax payer, should be a small fare or subsidised by tourists through a tourist tax
<i>Proposals not clear</i>	More information is required regarding the type of buses and where they would go
<i>Plans not necessary</i>	Focus on improving the existing bus service, greener buses and improving walking and cycling
<i>Routeing</i>	Suggestions were made around the route the hopper bus should take. Many suggesting it should extend further out, particularly to potential park and ride locations
<i>Locals/tourists priorities</i>	Concern that it only benefits tourists, suggestions that it should be free for local people and a small fare for tourists

**2.7.2 Organisation responses**

Organisations shared similar concerns with residents around the clarity of the hopper bus proposals, with proposals being unclear around what the hopper bus measure involves. In addition, organisations agree that the hopper bus should not be provided as a free service, especially for tourists.

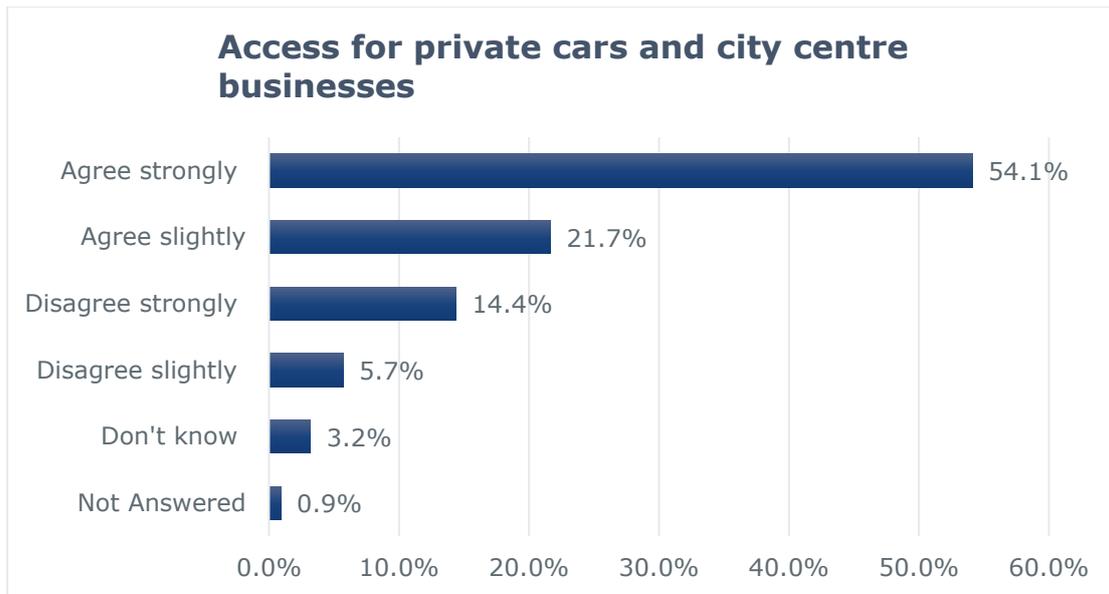
Nuveen Real Estate were supportive of the proposals and mention that the proposals would significantly improve access to Edinburgh St James by public transport with new cross city routes avoiding the need to travel across Princess Street which can be congested at peak times.

SEStran fully support the proposed city centre hopper bus to provide a major incentive to encourage modal shift especially for short and local cross-city journeys. Care needs to be taken to ensure that interchange proposals do not result in an overall reduction in access to the city centre by public transport.

Lothian Buses provide the view that the proposed free city centre hopper bus could abstract paying customers from the commercial network, thereby affecting viability. EBUG feel that a small shuttle hopper bus would not cope with the capacity of incoming services, and re-routing some fare-paying, larger service buses might be advantageous

**2.8 Access for private cars and city centre businesses**

**2.8.1 Consultation hub**



Overall 76% of respondents agree that with the proposal to reduce 'through traffic' whilst allowing local access for residents, dedicated disabled parking and timed periods of the day for deliveries and waste collection. The key themes emerging from the analysis include:

**Key theme Summary**

Key theme	Summary
<i>Deliveries</i>	Suggestions regarding delivery times (early morning), last mile deliveries by small electric vehicle/cargo bike, enforcement to stop delivery vehicles blocking footways/cycle lanes
<i>Access to Employment</i>	Concern for those who need to access employment at certain times of day/night, for those who need to carry heavy equipment to work, those who have to visit people's homes (carers/nurses)

<i>Access for disabled/elderly</i>	The desire for increased disabled parking and access to the city centre by car for those with disabilities/elderly. Desire for residents' parking for disabled
<i>Plans not ambitious enough</i>	A desire for the city centre to be fully pedestrianised, less on street parking and for the area to be expanded (particularly to the West, Cowgate, Grassmarket)
<i>Environmental</i>	A strong desire for only electric vehicles to be allowed, with associated electric vehicle infrastructure improvements
<i>Public transport</i>	A desire for public transport to be improved, free buses, park and ride schemes
<i>Parking</i>	A desire for increased parking outside the city centre, increased disabled parking, increased enforcement
<i>Local Access</i>	Concern for access for trades, visiting residents etc.
<i>Traffic conditions</i>	Concern for displaced traffic in surrounding areas, concern for cross city trips
<i>Access to station</i>	Concern for access to Waverley Station, particularly for those who cannot walk far and may have heavy luggage

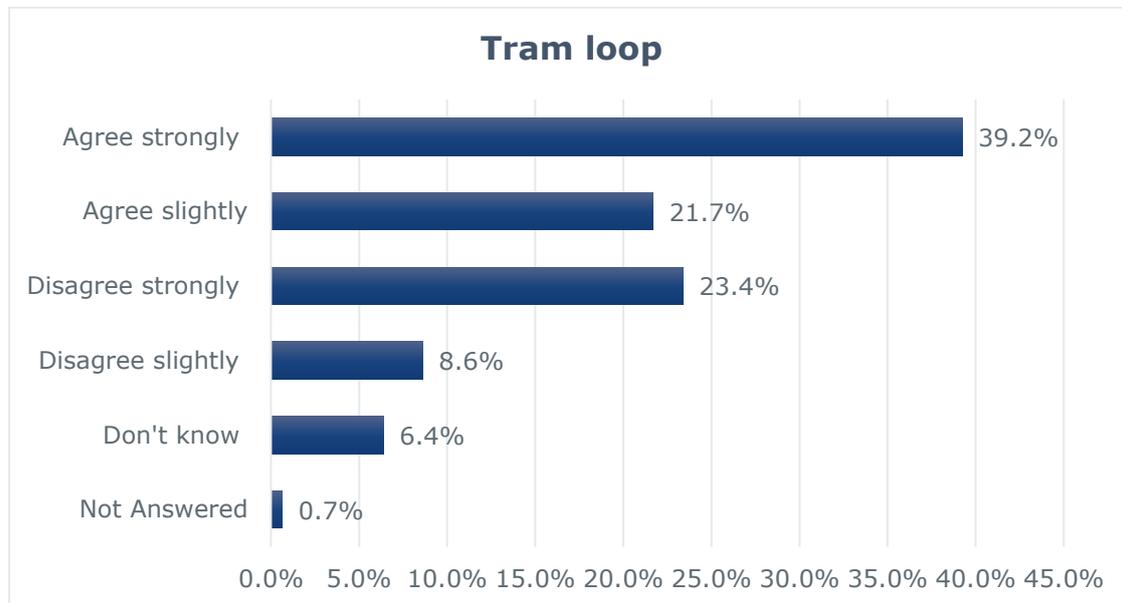
### 2.8.2 Organisation responses

Organisations were generally supportive of this measure, however highlighted that provision of reasonable numbers of residents' parking spaces need to be maintained, while reducing short-stay spaces.

The FSB wishes to see ongoing engagement with business to ensure they have sufficient time to adapt and thrive with regard to changes to traffic movement, parking, the street environment and deliveries and servicing. With regards to access for businesses in the city centre, the FSB note the logistics hubs being trialled during construction of the Tram to Newhaven and the monitoring of the Open Streets programme but recommend a detailed Business and Regulatory Impact Assessment is carried out to inform and help businesses prepare for the ECCT proposals.

## 2.9 Tram loop

### 2.9.1 Consultation hub



61% of respondents agree with the potential measure to provide a second cross-city centre tram link to the south of the city centre compared with 32% of respondents who disagree. The key themes emerging from the analysis include:

<b>Key theme</b>	<b>Summary</b>
<i>Locals/tourists priorities</i>	Concern that the proposals benefit tourists and not locals
<i>Environmental</i>	Seen as a more environmentally friendly alternative to buses, unless buses were electric/hydrogen powered
<i>Disruption</i>	Concern regarding the disruption it would cause
<i>Cost/funding</i>	Concern regarding the cost involved and how it would be funded
<i>Not a high priority</i>	Other tram routes seen as a higher priority such as the Royal Infirmary and implementing electric buses was seen as a higher priority
<i>Connectivity</i>	Mainly suggested connecting/alternative routes such as to the Royal infirmary, Portobello, University of Edinburgh, Kings Buildings, and re-opening of the South Suburban Railway
<i>Safety</i>	Concern regarding safety of cyclists on tram tracks, suggestions include rubber inserts in the tracks
<i>Deliverability</i>	Concern regarding timescale and ability to deliver the project
<i>Buses</i>	Preferences for improved bus service and increase in routes. Preference for electric hopper bus

**2.9.2 Organisation responses**

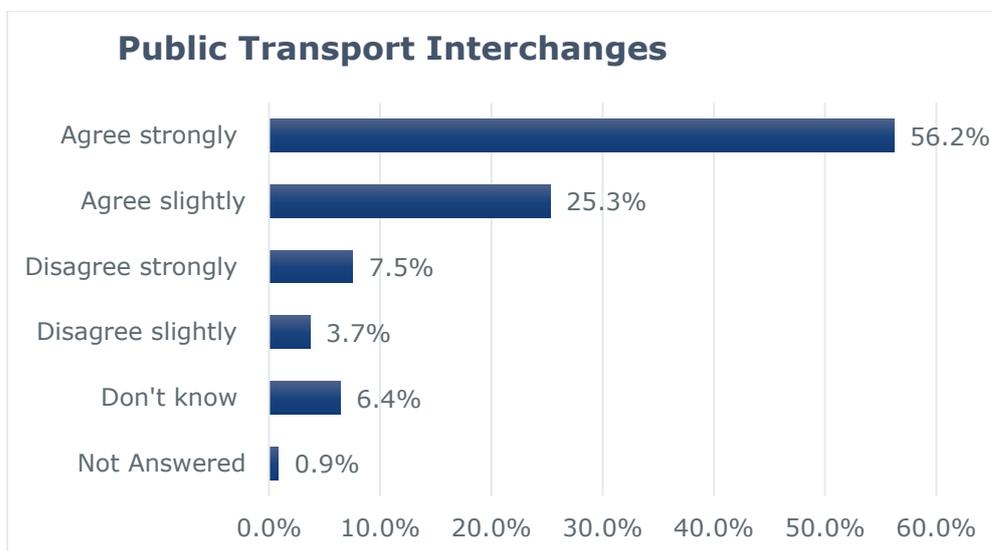
Edinburgh Bus Users Group (EBUG) have concerns regarding the circular public transport route that is proposed for the tram and highlight that these types of routes don't typically perform well. EBUG have also emphasised that the case for a cross-city tram loop is unclear.

Grassmarket Resident's Association are in disagreement with the tram loop due to the narrowness of the streets and the costs for delivery.

Community Councils are in agreement with this measure however, highlight that if implemented the cross-city tram loop needs to be integrated with the wider tram extension plans.

**2.10 Public Transport Interchanges**

**2.10.1 Consultation hub**



Overall, 82% respondents agree with new public transport interchanges to help people move around the city with greater ease and efficiency, it is proposed that four new public transport interchanges are introduced at Haymarket/West Approach; Tollcross; Potterrow/Nicolson Street; and Picardy Place/ St Andrew Square. 10% of respondents disagree with the measure. The key themes emerging from the analysis include:

**Key theme Summary**

Key theme	Summary
<i>Cost/funding</i>	Money could be better spent elsewhere, concern regarding cost to public transport user
<i>Safety</i>	Desire to make the interchanges safe, especially at night
<i>Proposals not clear</i>	A large number of respondents did not understand the proposals or required more detail
<i>Congestion</i>	Concern about congestion around proposed interchanges, suggestions include restricting taxis and reducing buses on Princes Street

<i>Integration/ticketing</i>	Desire for integrated ticketing across all modes including bike hire, desire for multi trip single tickets when changing buses, desire for contactless payment
<i>Routeing</i>	Suggestions for orbital routes passing through the hubs, such as the hopper bus, a desire for through routes to be maintained without the need to change buses
<i>Connectivity</i>	Desire for connectivity with other modes such as cycle hire and for cycles to be allowed on buses. Longer distance routes to connect at these hubs
<i>Locations</i>	Suggested locations for interchanges such as Stockbridge, Nicolson Street, Queensferry Street, as well as suburban hubs with connecting bus routes
<i>Environmental</i>	A desire to reduce the amount of taxis or to only allow electric taxis to improve air quality

### 2.10.2 Organisation responses

Living Streets highlight that the public transport interventions require careful assessment to ensure that they deliver benefits to all and those that rely on the services don't miss out.

Nuveen Real Estate highlight the need for bus and tram to be integrated, especially with the transport interchange at Picardy Place linked to St Andrew Square.

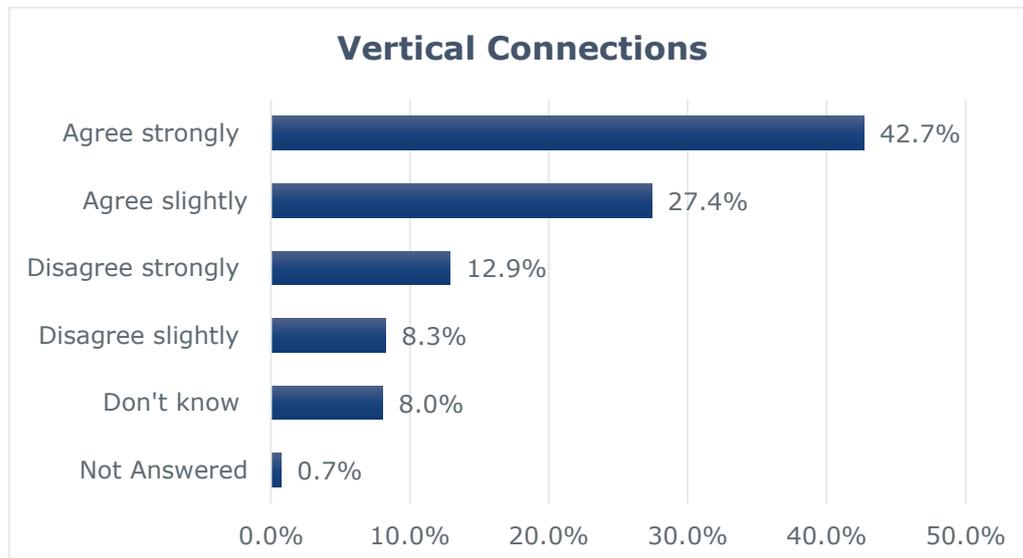
Edinburgh Bus Users Group raise concerns regarding the proposal for reducing cross-city routes. They would like to see more data on consequences of the reduction as well as analysis on which buses may no longer cross the city centre.

Sustrans welcome the proposal on the periphery of the city centre to reduce the buses travelling through the city centre.

RNIB Scotland welcome accessibility improvements through public transport interchange alongside improved travel information and the spacing out of bus stops to ease congested footways.

## 2.11 Vertical Connections

### 2.11.1 Consultation hub



70% of respondents agree with new vertical connections such as urban lifts, to make it easier for everyone to get around the city centre, between Waverley Station and North Bridge; from Market Street to St Giles; Cowgate to George IV Bridge; and The Grassmarket to Edinburgh Castle. The key themes emerging from the analysis include:

#### **Key theme**   **Summary**

<i>Safety/security</i>	Desire for CCTV and measures to make the lifts safe at night due to anti-social behaviour
<i>Access for disabled/elderly</i>	Disabled/elderly should be given priority, should be free for these users, small fee for other users to pay for maintenance etc.
<i>Proposals not clear</i>	Proposals are not detailed enough, would people have to pay? Who can use them? Where would the lifts be located?
<i>Plans not necessary</i>	Not required, waste of money, encourages people to be lazy instead of active
<i>Visual impact</i>	Concern that the lifts could have a negative visual impact and affect the World Heritage status
<i>Not a high priority</i>	Generally positive comments but other improvements are of higher priority, such as improving the closes to make them more attractive
<i>Design related</i>	Design suggestions and examples such as in Lisbon, Brussels, Ljubljana. Suggestions that the lifts should also carry bikes
<i>Maintenance</i>	Many respondents stress the importance of regular maintenance or charging a small fee to fund maintenance

*Cost/funding* Concern for cost. Free bus suggested as a better alternative, economic case needs investigated

**2.11.2 Organisation Responses**

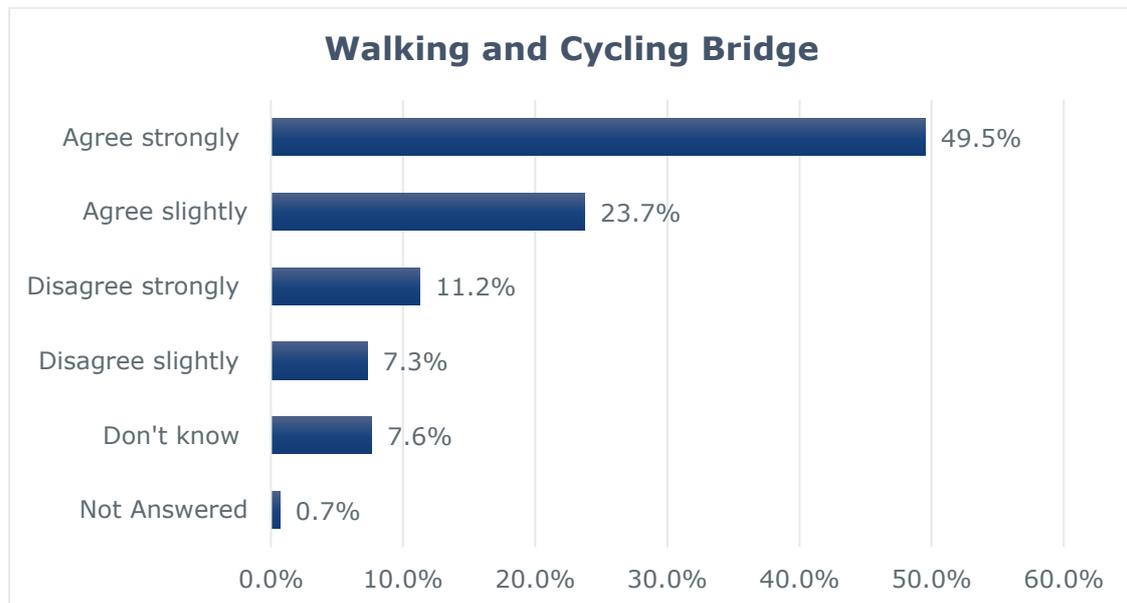
Spokes agree with the measure, however highlighted that the vertical lifts should also be suitable for bikes.

Grassmarket Resident’s Association disagree with the link between the Grassmarket and the Castle as this may only benefit tourists and result in increased congestion in the Grassmarket. They agree that a vertical link between High Street and Waverley Station/Market Street would be beneficial to the general public due to the existing steep pedestrian routes.

The Cockburn Association highlight that a vertical link from North Bridge to Market Street/Waverley Station would be a useful piece of new infrastructure for residents and workers but links elsewhere appear to support tourist activity.

**2.12 Walking and Cycling Bridge**

**2.12.1 Consultation hub**



73% of respondents are in favour of a new walking and cycling bridge over the Waverley Valley to the east of Waverley Station, creating a high-quality vehicle free link, providing improved access by foot and on bike between the Old and New Towns. This bridge would link communities and business areas and cultural destinations across the city centre. The key themes emerging from the analysis include:

<i>Key theme</i>	<i>Summary</i>
<i>Visual impact</i>	Concern that the bridge could have a negative visual impact and affect the World Heritage status
<i>Cost/funding</i>	Concerns were raised regarding the funding for this measure and the requirement for a detailed cost and benefit analysis

<i>Not a high priority</i>	Other higher priorities such as improving existing bridges for pedestrians and cyclists
<i>Locals/tourists priorities</i>	Concern that it is for tourists and not locals
<i>Proposals not clear</i>	More details required of where it would go and what it would look like
<i>Cyclist/pedestrian conflict</i>	Strong desire from both sides for pedestrians and cyclists to be separated
<i>Design related</i>	Desire for the design to be in keeping with surroundings. Some examples include Snake Bridge in Copenhagen, Millenium Bridge in London. Desire for it to be protected from the elements
<i>Connectivity</i>	A desire for the bridge to be connected to safe cycling/walking routes on either side such as Calton Road, London Road, Leith Street. Desire to re-open Scotland Street Tunnel

### 2.12.2 Organisation responses

Living Streets are supportive of the proposals for a walking and cycling bridge between Jeffrey Street and Calton Road.

Nuveen Real Estate are supportive of the measure and state that it will have a positive impact for Edinburgh St James by increasing the opportunities for sustainable access and improving walking and cycling connections to the Old Town and south Edinburgh.

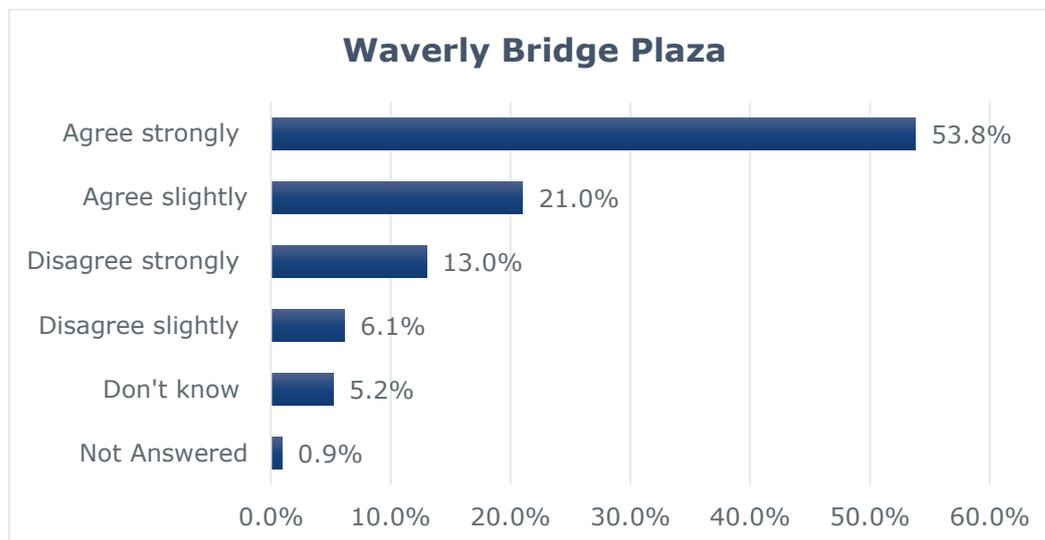
Spokes are supportive of the bridge as it would connect the Edinburgh St James development and cycle ways along Leith Walk/Street to and from the Old Town, New Waverley development and onwards to Pleasance and south Edinburgh.

Grassmarket Resident's Association agree with a link between the east ends of the Old and New Towns however, ask that there was wide consultation and local views taken into account.

RNIB are supportive of this measure however suggest that there should be clear delineation between cyclists and pedestrians.

## 2.13 Waverley Bridge Plaza

### 2.13.1 Consultation hub



Overall, 75% of respondents agree with the Waverley Bridge Plaza proposals which includes implementing a pedestrian priority zone including a new traffic free plaza on Waverley Bridge. The key themes emerging from the analysis include:

<b>Key theme</b>	<b>Summary</b>
<i>Locals/tourists priorities</i>	Concerns were raised around this measure being seen to only benefit tourists and to ensure that Waverley Bridge remains a public space and not for events etc.
<i>Access to station</i>	A strong desire for good access to the station by taxi/pick up points
<i>Access for disabled/elderly</i>	A strong desire for good access to the station for disabled/elderly, shared space must be designed with visually impaired in mind
<i>Environmental</i>	A desire to incorporate green spaces into the design
<i>Public transport</i>	Confusion as to where the buses and tour buses would go. Suggested that tourist buses could go to St Andrew Square
<i>Positive impression</i>	Consensus that this would create a positive impression for people coming out of Waverley Station
<i>Traffic conditions</i>	Concern that proposals would result in increased traffic elsewhere, particularly Market Street
<i>Design related</i>	A desire for pedestrians and cyclists to be segregated, shelter from the elements. Mixed views were shared on bars/cafes, water fountains

### 2.13.2 Organisation Responses

Nuveen Real Estate are supportive of this measure and the opportunities it provides to develop wayfinding, interpretation and artwork strategies promoting links to other areas of the city and

developing a storytelling narrative relating to the Waverley Valley. Also highlighted was the need to relocate the airport bus service should the bridge close.

Edinburgh Bus Users Group are supportive of the measure to reduce the impact of coach movement on Waverley Bridge, Regent Road and Johnstone Terrace but that coach management should go further.

Grassmarket Resident's Association disagree with this measure and concerns over additional pressure and congestions on Market Street and concerns regarding access for disabled and elderly.

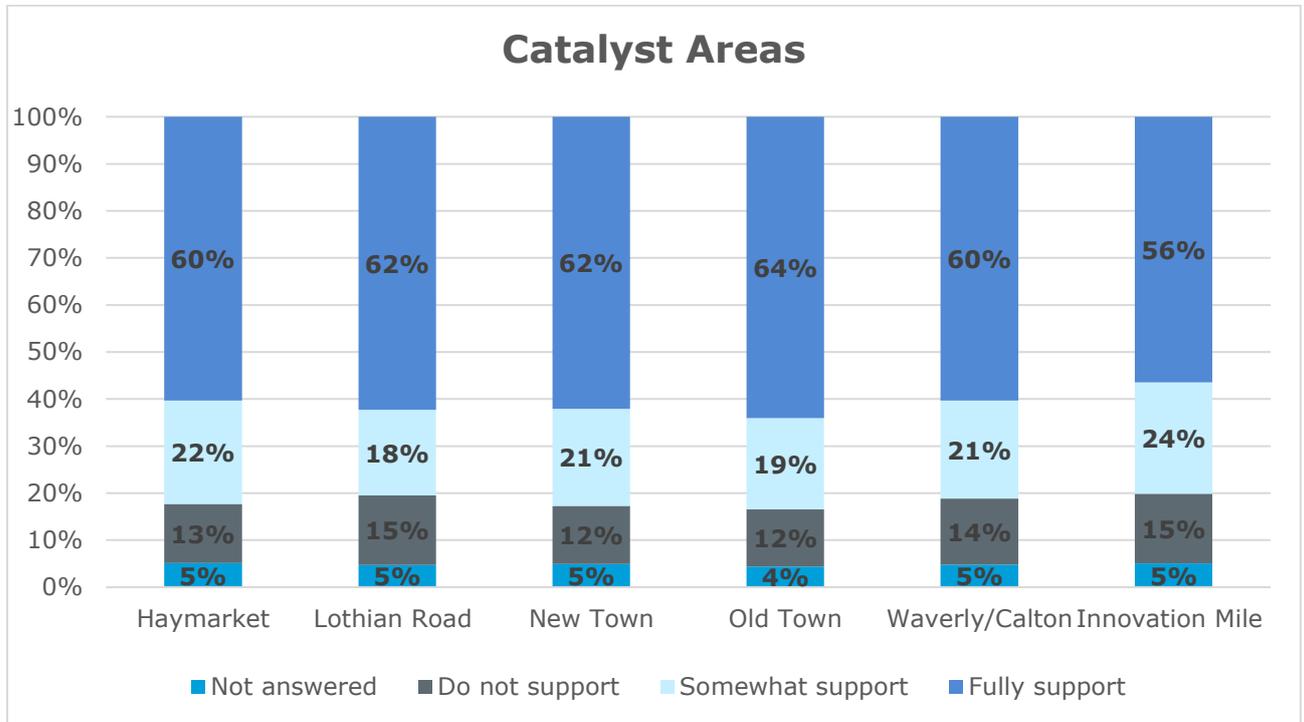
Network Rail support the closure of Waverley Bridge to traffic to form a plaza, which aligns with the Waverley Station masterplan. Improvements to footways, public realm and the re-location of bus stops to ease footway congestion around Waverley and Haymarket stations are supported. The proposed pedestrian/cycle bridge across the Waverley valley should explore a variety of options for crossing the railway, including integration with any new station development.

TfE are supportive of the proposals however highlight that access via Waverley Bridge should be retained for incident management and resilience.

The Fruitmarket Gallery have concerns around the Waverly Bridge proposals with regards to capacity to relocate a wide range of traffic. Specific concerns were raised around the taxi rank in Market Street as the street is too narrow and cannot cope with rail passenger numbers. The protected delivery bays of local businesses, including those for Fruitmarket Gallery are compromised by station drop-off/pick-up.

**2.14 Catalyst Areas**

**2.14.1 Consultation hub**



Overall 80% of respondents supported the illustrative proposals for the six identified catalyst areas that will bring about the greatest benefits for the people, economy and environment. The key themes emerging from the analysis include:

<b>Key theme</b>	<b>Summary</b>
<i>Not a high priority</i>	Other higher priorities such as fixing the roads
<i>Cost/funding</i>	Concerns were raised regarding funding of the measures
<i>Design related</i>	A desire for green space, segregated cycle facilities, shelter from elements, Lothian Road was most frequently mentioned as a priority
<i>Conflicts between modes</i>	Desire for pedestrians and cyclists to be separated
<i>Locals/tourists priorities</i>	Concern that the proposals benefits tourists and not locals
<i>Access for disabled/elderly</i>	Desire for accessible toilets, seating, for places to remain free and accessible
<i>Traffic conditions</i>	Concern for traffic displacement, particularly on Lothian Road, being a key arterial route
<i>Public transport</i>	Concern for public transport journey times
<i>Safety</i>	Desire to make tram tracks safer for cyclists

### **2.14.2 Organisation responses**

The following comments were made by organisations regarding each of the catalyst areas.

#### *2.14.2.1 Lothian Road*

Living Streets were keen for lanes of traffic to be reduced to allow tree planting on areas that are currently taken up by road with the pavements on both sides widened to improve the pedestrian experience.

Spokes have expressed specific concerns regarding the West End junction and have highlighted that a complete redesign, including linking Lothian Road to the CCWEL should be prioritised. In addition, Spokes support the reduction in vehicle lanes and the introduction of cycle facilities. Cycle facilities should be segregated throughout to protect cyclists from general traffic, which will likely be significant as a diversionary route when Bank Street is closed.

Spokes highlight that it is important that a cycleway along Morrison Street is continued across Lothian Road and along Bread Street to the West Port for connection to the Grassmarket area and Innovation Mile. This should be achievable early on as Morrison Street has 4 lanes of traffic and Bread Street has an unused contraflow bus lane that can be repurposed.

#### *2.14.2.2 Haymarket*

Spokes are supportive of the plans, however have highlighted the need for the proposals to rethink more junctions and to prioritise improvements at Haymarket and West End. Haymarket junction redesign should be considered as part of the CCT proposals as it is currently unsafe for cyclists. Spokes suggest it should incorporate safe cycling from the CCWEL at Haymarket Terrace and Grosvenor Street to/from Morrison Street and Dalry Road. Opportunity to create a safe cycle route through to Fountainbridge and beyond to Marchmont/Bruntsfield by coordinating the junction redesign with the Haymarket development.

Spokes welcome the proposals to rethink Morrison Street, but concerned that the sketches show no room for a segregated cycleway. This must be provided (in both directions) to link the CCWEL to the Lothian Road and Innovation Mile areas.

#### *2.14.2.3 New Town*

Spokes highlight that there will still be significant demand for cycling along Princes Street even after the CCWEL is completed along George Street.

#### *2.14.2.4 Waverley /Calton*

Living Streets highlight that the proposals require more detail around enhancing the walking experience around Waverley Station.

Regarding the Leith Street cycleway, Spokes highlight the need for this to be reconsidered as part of CCT. Regarding the East End junction redesign, Spokes mention that this junction is dominated by traffic and features no cycle lanes on any approach, despite all approaches having 2 or more general traffic lanes. Spokes urge a complete rethink of the junction to ensure that cyclists can safely travel from the CCWEL at St. Andrew Square to the Bridges and to Waterloo Place and onwards to Abbeyhill. Regarding public realm improvements and cycle facilities, Spokes hope that Waterloo Place will be included in the proposals.

Other comments from organisations stress the importance of aligning with the delivery of Waverley and Calton masterplan. In addition, organisations were concerned with regard to the potential impact of the closure of Waverley Bridge on displacement of traffic through the city centre. The diversion of traffic to Leith Street for north-south traffic movements was mentioned as a key concern.

#### *2.14.2.5 Innovation Mile*

University of Edinburgh support the proposals for the Innovation Mile, however have some concerns regarding the Potterow Transport Hub. They welcome the improved pedestrian connections and permeability that form part of this hub however they are concerned that this may be difficult under the constraints of the site and may negate its use as a prime civic development site. They have asked that consideration is given to other locations.

The University are supportive of tram expansion and improving connectivity in this area, but highlight that this needs to be carefully balanced with the other vehicular and pedestrian movements along and across Lauriston Place.

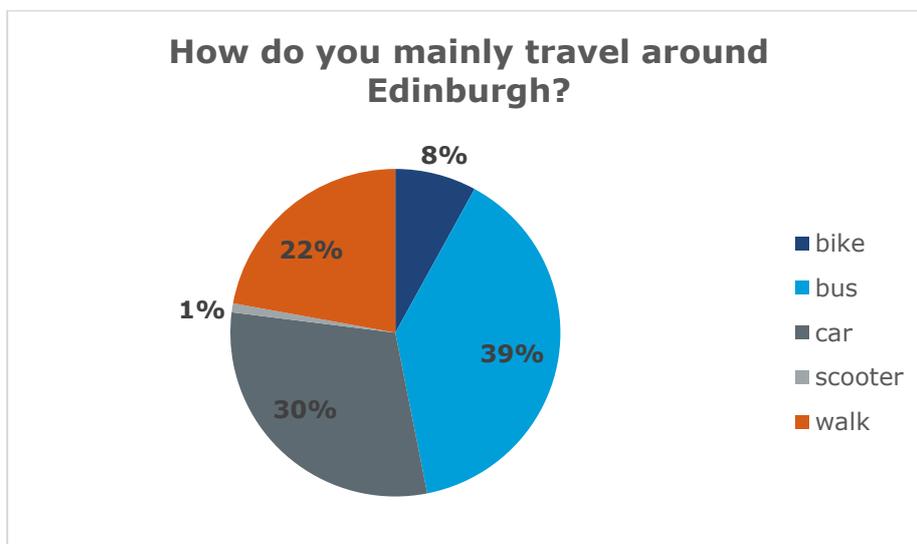
#### *2.14.2.6 Old Town*

Spokes welcome the Bank Street closure, but are concerned that keeping The Mound open to traffic will lead to increased traffic volume on Market Street, and a rat run via Jeffrey Street. In addition, Spokes are pleased to see the Bridges marked as a safe cycling route but are concerned about how this will be delivered while retaining a through route for general traffic at the same time as supporting bus, tram, and widened footways. Spokes also urge a rethink on retaining the Cowgate as a through route.

### **3 Children, Young People and Education Engagement**

#### **3.1 Children and Young People’s Survey**

The children and young people’s survey was issued to all primary and secondary schools in Edinburgh to give young people a say in the City Centre Transformation proposals. Pupils were asked to either write in their responses to the questions or draw or attach a suitable image. 113 responses were received from young people aged 4-16 from a total of 20 primary and secondary schools across the city.



The graph above highlights that 39% of respondents mainly travel around the city centre by bus, with 30% travelling around by car. 22% of respondents walk as their main mode of transport in comparison with 8% who travel by bike. Concerns were raised regarding bike safety and pavements being too busy which will be explored in the analysis below.

The following key themes came out of the analysis of the survey based on the 5 questions that were asked below around the proposed measures.

##### **3.1.1 Make our streets better for people walking and on bikes**

Majority of comments received were around cycle safety and how having a segregated cycle way would be safer for both cyclists and pedestrians, which would encourage more people to travel by bike. In addition, respondents thought having wider pavements for pedestrians would be beneficial.

In addition, some pupils attached the following images shown below to their response, highlighting the appetite for segregated cycling, wider footpaths and more bike storage.



**3.1.2 What could the new outdoor lifts to help people get around steep streets look like?**

Respondents felt that this would be a good idea for people who are elderly and people with mobility issues. Other comments stated that this lift should only be available for those who are in need of it as it would encourage people to be less active.

Regarding the aesthetics of the lifts, many comments suggested it should look like a ski lift and be a glass dome so that people would be able to look outside at the scenery.

**3.1.3 No traffic and less parking spaces on some streets in the old town**

A majority of respondents were very excited by this idea and suggested a variety of ideas for how the traffic free streets could be used. Having more outdoor markets was a popular comment as well as having more green space and trees within the area. In addition, respondents recognised huge environmental benefit to the reduction of traffic.

**3.1.4 Improving spaces where people gather like our parks**

Respondents were in favour of having more green space in the city centre and felt that parks should be looked after and not surrounded by big roads. Other comments were around reducing litter and waste in the parks, improving seating and sheltered areas and having more playgrounds for children.

**3.1.5 A free bus to get around the city centre**

The comments made around the free city centre hopper bus were around ensuring the bus was electric and that it should be colourful to distinguish from other buses. Other comments made were regarding the costs and that it should not be free for tourists.

### 3.2 Edinburgh Science Festival

Prior to the consultation commencing in May, the ECCT programme took the opportunity to engage with young people at the Edinburgh Science Festival held at the National Museum of Scotland. This was to engage with under 16s as this was identified as a gap from the first round of consultation and encourage under 16s to think creatively about Edinburgh’s city centre streets/landscape, utilising the Sustrans street design model kit on 1:50 street layouts. Young visitors were able to experiment with the Sustrans ‘Streets Ahead’ activity, redesigning some of Edinburgh’s key streets using scale models to create new cycle lanes, seating areas and greenspace.

### 3.3 Edinburgh College of Art – Product Design Project

In collaboration with Sustrans, third year students at the Edinburgh College of Art, used City Centre Transformation as a case study for their product design project. Their task was to map a value constellation, considering all stakeholders and looking for opportunities within the city centre.

The City Centre Transformation project was a perfect fit for this allowing students to engage with their city and with a live partner. The students presented their ideas to their peers, tutors and to Sustrans. One of the designs created by a student, showing vertical bike storage is shown in the figure below.



#### **4 Edinburgh Urban Design Panel Report**

As a significant plan for the future of Edinburgh's City Centre, the Proposed Strategy was reviewed by the Edinburgh Urban Design Panel (EUDP) at its meeting of 26 June 2019. The Panel is drawn from a range of organisations with particular expertise to offer to the design review process.

# EDINBURGH URBAN DESIGN PANEL

## Edinburgh City Centre Transformation

**REPORT**  
of meeting held at the  
City Chambers on 26  
June 2019

### Edinburgh City Centre Transformation

Daisy Narayanan  
Keith Gowenlock

ECCT  
Jacobs UK

Ben Palmer

OPEN

### Panel members

David Leslie  
Graham Marchbank  
Caroline Brown  
Samantha Campbell  
Bob Bainsfair

Chair – City of Edinburgh Council  
RTPI  
Heriot Watt University  
Police Scotland  
Landscape Institute Scotland

Ken Lochrie  
Ben Rainger  
Adam Wilkinson  
Richard Llewellyn  
Susan Horner  
Una Lee

EAA  
EAA  
Edinburgh World Heritage Trust  
Edinburgh Napier University  
Secretariat – City of Edinburgh Council  
Secretariat – City of Edinburgh Council

### Apologies

Steven Robb  
Nicola McLachlan  
Terry Levinthal  
Sole Garcia Ferrarri

Historic Environment Scotland  
EAA  
The Cockburn Association  
ESALA

## 1 Recommendations

The Panel welcomes the opportunity to comment on the Proposed Strategy for Edinburgh City Centre Transformation (ECCT) which it regards as an exciting, ambitious vision for the city centre with significant potential to deliver long-overdue change.

In particular, the Panel supports:

- The proposed principles for guiding city centre transformation
- The concept and scale of proposed interventions
- The Strategy's commitment to:
  - improving city centre accessibility
  - reducing traffic, including bus journeys, on Princes Street
  - putting road space to better use at strategic interchanges.

In progressing the Strategy, the Panel recommends further consideration is given to:

- Ensuring integration between this Strategy and all relevant city-wide policies, plans and projects;
- Designing and delivering fit-for-purpose interventions at strategic interchanges;
- Preparing a comprehensive plan to enhance open space provision in the city centre, including parks, green space and places for people to sit comfortably rather than move through;
- Preparing new guidance on public realm design in the city centre, clarifying the specification and location of new infrastructure;
- Dialogue with Police Scotland at detailed design stage, addressing the design and location of seating, cycle storage, CCTV etc.
- Staging an international design competition for the proposed Waverley Valley Bridge;

- Links between this Strategy and the Council’s commitment to make the city carbon neutral by 2030, and Scottish Government’s target to generate 50% of energy consumption from renewable sources by 2030;
- The case for delivering huge conceptual interventions while avoiding significant physical change;
- Minimising impact on the historic environment;
- Bringing passengers to – not through – Princes Street;
- Ensuring buses are easier to use than cars, particularly for people making north/south journeys across the city centre;
- Use of guided buses as an alternative to extending the tram route to the south of the City of Edinburgh Council;
- Experience of introducing public lifts from elsewhere in northern Europe.

## 2 Planning Context

### The Proposed Strategy

ECCT is an ambitious programme to prioritise movement on foot, bike and public transport in the city centre and to adapt public spaces to better support urban life and a thriving economy, conserve heritage and improve access and opportunity for all.

The Proposed Strategy seeks to rebalance the design, management, and operation of the city centre through a series of measures co-ordinated within a spatial framework. Measures include new public transport interchanges, reductions in through traffic, pedestrian priority zones, public realm enhancements and a network of segregated and safe cycle routes. The Strategy illustrates how transformation could be delivered across six catalyst areas: Haymarket; Lothian Road; First New Town; Old Town; Waverley/Calton; and Innovation Mile.

### **Planning Considerations & History**

ECCT uses the Old and New Towns of Edinburgh World Heritage Site as a study area boundary, whilst developing the Strategy with a wider appreciation of surrounding town centres and remit of the City Mobility Plan, Low Emission Zone.

Relevant planning policies as set out in the in the Adopted Edinburgh Local Development Plan (LDP) include design policy and environmental designations, such as:

- Policy Env 1 World Heritage Sites;
- Policy Del 2 City Centre – promoting high quality, comprehensively designed and mixed use development, including public realm;
- Policy Ret 2 – City Centre Retail Core;
- Policy Env 6 – Conservation Areas – Development – including the Old Town, First New Town, West End and Southside; and
- Policy Env 7 Historic Gardens and Design Landscapes;

A number of protected skyline views apply to the City Centre as well as vistas identified in Conservation Area Character Appraisals.

Preparation of the Strategy has involved review of the following strategies and background studies:

- Edinburgh Economy Strategy – Enabling Good Growth (2018)
- South East Locality Improvement Plan (2017- 2022);
- The Old and New Towns Edinburgh World Heritage Site Management Plan 2017-2022;
- Royal Mile Action Plan (2013);

- City Centre and Southern Arc Area Development Framework (2012);
- Edinburgh Re-visited, Gehl Associates (2010); and
- City Centre Princes Street Development Framework (2007).

### This report

No declarations of interest were noted by Panel members.

This report should be read in conjunction with the pre-meeting papers.

This report is the view of the Panel and is not attributable to any one individual. The report does not prejudice any of the organisations represented at the Panel forming a differing view at the proposals at a later stage.

## **3 Panel Comments**

The Panel's detailed comments are as follows:

### Overview

In the Panel's view the ECCT project provides an exciting, ambitious vision for the city centre with significant potential to deliver long-overdue change. The Panel wholeheartedly supports this vision and thanks the ECCT team for their success in building momentum behind the proposals and making a complex task easy to understand.

### Proposed Strategy

The Panel is broadly in favour of the Proposed Strategy, in particular proposals to improve accessibility to the city centre such as transport interchanges that promote more widespread use of public transport, walking and cycling.

Measures to reduce traffic, including bus journeys, on Princes Street are strongly supported. Bringing passengers to – not through – Princes Street should be a key priority, including locating stops close to workplaces.

It is important that the Strategy makes buses easier to use than cars. The Panel considers that making interchanges work will be a key challenge. Proposed diagrams appear to reinforce segregation between the north and south of the city. People using public transport should not have to make lengthy detours to cross the transformation zone (e.g. Pleasance to New Town; Lothian Road to Canonmills).

The Panel notes significant potential to put road space to better use at Tollcross, Morrison Street and Potterrow. It suggests making Waverley Bridge a "sticky street" similar to the area surrounding King's Cross where activities encourage people to stay in the vicinity, not just pass through.

While the concept and scale of proposed interventions are strongly supported, the Panel queries the need for huge physical change. Minimising impact on the city centre's historic environment is a key consideration. So too is thorough preparation for construction impacts.

The potential to extend the tram route to the south of the city is also queried, including whether guided buses could be equally effective in expanding public transport.

While the Panel recognises the benefits of introducing lifts to make it easier for pedestrians and cyclists to navigate the topography of the city centre, attention is drawn to experience elsewhere in northern Europe where lifts have triggered problems with security and vandalism. The potential to substitute escalators for lifts should be explored.

The Panel highlights the importance of tying this strategy to the Council's Sustainability Approach, including its commitment to make the city carbon neutral by 2030. The strategy should also be linked to the Scottish Government target to generate 50% of energy consumption from renewable sources by 2030.

The Strategy should also commit to staging an international design competition for the proposed Waverley Valley Bridge.

Panel members highlighted the following issues that are important to watch out for in finalising and implementing the Strategy:

- Ensure interventions at strategic interchanges are fit-for-purpose;
- Factor in latent demand – e.g. allocate adequate space for pedestrians at key locations in case footfall exceeds expectations;
- Implement city-wide strategies in advance that will deal with issues such as traffic displacement arising from ECCT proposals;
- Plan for unintended consequences of traffic orders, including potential to encourage illegal parking on the edge of the ECCT zone;
- Ensure effort is not undermined by competing agendas (e.g. electric vehicle use);
- Locate taxis appropriately, complete with electric charging points;
- Work with Lothian Buses to make passenger convenience the key driver for diverting bus routes;
- Ensure public realm proposals factor in “anti-social” side of city life such as rough sleepers, graffiti etc.
- Present proposals for Catalyst Areas to EUDP for review as details evolve.

**CITY CENTRE PRINCIPLES** (*People First; Liveable; Enhanced Open Spaces; Unique Character & Identity; Inclusive & Accessible; Integrated Policies & Projects*)

The Panel notes and strongly supports the proposed principles for guiding city centre transformation, subject to the following detailed comments:

Integrated Policies & Projects

The Panel regards this principle as an essential starting point in achieving city centre transformation. Integration with city-wide policies such as the City Mobility Plan and the Local Development Plan is a key priority. For example, interventions affecting movement must take account of travel to/from proposed new residential areas on the outskirts of the city. Preparation of plans and policies should be concurrent and should consider feedback from all relevant public consultations.

Enhanced Open Spaces

The Panel considers the preparation of a comprehensive plan for open space, parks and green space as essential to successful delivery of the Strategy. All open space (public and private) in/around the city centre should be identified and considered strategically. Attention is drawn to effective approaches to enhancing open space (including connectivity) in Manchester, Amsterdam, and Barcelona. The Edinburgh approach should maintain a strong focus on nature.

The Panel strongly recommends preparation of new guidance on public realm design in the city centre, clarifying the specification and location of new infrastructure - both standard and unique. Large areas of hard surfacing for movement are discouraged, such as blanket carpets of granite setts. It would be appropriate to incorporate this guidance into an updated version of the Street Design Guide.

Dialogue with Police Scotland is recommended at detailed design stage, addressing the design and location of seating, secure cycle storage, CCTV etc.

#### Liveable

The Panel cautions against reliance on transport and movement to make the city liveable. It emphasises the importance of creating high quality spaces, e.g. places for people to sit comfortably rather than move through.

#### Unique Character & Identity

Public realm improvements must respect the diverse mix of built heritage in the city centre (Georgian and medieval) and focus on minimising impact on this important historic environment.



## **Environmental Report**

**City of Edinburgh Council**

**Edinburgh City Centre Transformation Proposed Strategy**

**Strategic Environmental Assessment**

September 2019



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## Appendices

**Appendix A - Plans, Policies and Strategies Review**

**Appendix B - Baseline Report**

**Appendix C - Summary of Consultation Authority Responses to SEA Scoping Report**

**Appendix D - SEA Assessment Matrices**

## Key facts

<b>Name of Responsible Authority</b>	City of Edinburgh Council
<b>Title of PPS</b>	Edinburgh City Centre Transformation Strategy
<b>Requirement for the PPS</b>	A requirement from a Council motion as set out and approved by the Council in October 2017 Scoping Report and identified as action within the adopted Edinburgh Economic Strategy 2018.
<b>Subject of PPS</b>	Land use and transportation
<b>Period covered by PPS</b>	10 years from date of adoption
<b>Frequency of Updates</b>	Interim review after 5 years
<b>Area covered by PPS</b>	The study area comprises the Old and New Towns of Edinburgh World Heritage Site and edge of city centre communities.
<b>Purpose of the PPS</b>	Strategy to direct future development of the city centre, and detail the required changes to urban infrastructure, public transport and public spaces to achieve a transformed city centre.

## Non – Technical Summary

### Introduction

The purpose of this Environmental Report is to provide information on the Edinburgh City Centre Transformation Proposed Strategy and to identify, describe and evaluate the likely environmental influence of the Strategy.

### Background to the Edinburgh City Centre Transformation Strategy (ECCT)

Schedule 3 of the Environmental Assessment (Scotland) Act 2005 requires that an Environmental Report includes, “an outline of the contents and main objectives of the plan or programme”.

Edinburgh City Centre Transformation’s (ECCT) Proposed Strategy sets out an ambitious programme to prioritise movement on foot, bike and public transport in central streets and to adapt public spaces to better support urban life, a thriving economy, conserve our unique heritage and provide improved access and opportunity for all. The proposed Strategy is the outcome of extensive public and stakeholder data analysis, multi-modal transport modelling, benchmarking with international cities of the appraisal of alternative scenarios and interventions in which the SEA was a key influence. Its purpose is to deliver, by 2030, 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. The Strategy and associated delivery plan set out the key infrastructure, policy and management interventions required to transform the City Centre.

### Policy Context

The Strategy will sit alongside the current Local Development Plan, the Local Transport Strategy and Economy Strategy which together will provide a coherent strategy to direct future development of the city centre. It details the required changes to urban infrastructure, public transport and public spaces to achieve a transformed city centre. The Strategy will also input into the preparation of the forthcoming City Mobility Plan and City Plan 2030 to inform policies and proposals for the city centre and ensure an integrated and holistic approach. SEA consideration of the Strategy, within the context of a focussed range of other PPS, support the identification of current/wider environmental protection objectives and issues that the Strategy should take cognisance of and might support with its delivery.

A comprehensive policy review has been undertaken and is included as Appendix A to this report. A summary of the key environmental objectives identified is provided in section 2.2 of the report.

### Environmental Context

A baseline information gathering exercise was carried out for both the city centre study (set as the World Heritage Site Boundary) and for the wider city boundary to summarise the key environmental characteristics against the SEA topics. The full baseline report is provided in Appendix B of this document.

An assessment was also undertaken to provide an overview of the key environmental issues and an assessment of the likely evolution of each baseline issue in the absence of the ECCT proposed strategy (i.e. a do-nothing option). Key baseline issues included;

- A rich cultural heritage and unique townscape that needs to be preserved and current cultural activities protected.
- Projected population increase by 15% between 2016 and 2041.
- Two Air Quality Management Areas (City Centre and West End) and exceedance of air quality standards from NOx pollution in other areas.
- Increased use and pressure upon public open space
- Increasing demand on existing transport infrastructure and streetscape/civic pressure

- Increased rainfall and implications on surface water drainage within a constrained City Centre.

The full assessment can be found in section 2.4 of the report.

## Assessment Methodology and Recommendations

Focused assessments were undertaken by a SEA specialist alongside the ECCT development to understand both the intention of the draft strategy, and the options available to strengthen the likely environmental gain or improve the sustainability benefits associated with the proposed strategy.

The SEA assessment adopted a matrix-based approach assessing;

- The compatibility of the ECCT Objectives against SEA Objections. In line with SEA recommendations these were refined to ensure the best environmental and wider sustainability outcomes. The final objectives were presented in the Interim Report at the February Transport and Environment Committee.
- The alternative scenarios smart, local and connected against the SEA objectives and SEA assessment criteria and interventions both to determine mitigation and enhancement recommendations and to assess the likely effects of implementing these interventions. The findings of this assessment influenced the final list of interventions proposed as part of the proposed strategy.
- Assessment of the proposed strategy interventions focusing on the key changes, identifying where mitigation measures/recommendations had been adopted and considering the effects of implementing these interventions.

Following each stage of assessment, any identified negative impacts or positive opportunities were discussed with the project team to determine effective mitigation and enhancement recommendations. The key recommendations have included refinements to objectives, policy wording and alternative intervention options.

Cumulative impacts have been considered at both intra-plan (the impact of a combination of interventions) throughout both the alternative scenarios assessment and proposed strategy assessment and the inter-plan (the impact of the plan alongside other plans and policies) focusing on forthcoming proposals in the City Mobility Plan and City Plan 2030. This cumulative assessment has been undertaken in discussion with other plan teams and based on the information available at this time.

## Key Findings

The SEA concluded that the proposed strategy would have a predominately positive effect across the SEA topics with key benefits identified on air quality and population and human health. This was a result of an overall reduction in traffic and anticipated modal shift to more sustainable transport modes, including improved and safer active travel opportunities. Opportunities were also identified to increase the resilience of Edinburgh to climate change, in particular extreme rainfall.

Localised negative effects were identified where interventions could impact on natural or cultural heritage designations. It was determined that mitigation would be put in place as detailed proposals develop.

The findings of each stage of assessment are summarised in section 4 of the report.

## Next Steps and Monitoring Framework

The draft Environmental Report was issued alongside the draft ECCT and was subject **to public consultation for a period of 6 weeks**. All comments and representations have been considered before finalising the ECCT Strategy and Environmental Report.

Best practice in SEA Monitoring requires that a detailed monitoring framework reflects the implementation of the Strategy actions, identifies where existing indicators (from the delivery of related PSS) can be used to track

progress and, ideally, is embedded within the final Strategy to ensure that monitoring is undertaken as part of ECCT delivery.

It is proposed that the monitoring framework would align with the forthcoming City Mobility Plan and City Plan 2030 to ensure an integrated approach. The development of such a framework was discussed at a workshop with the Consultation Authorities following the public consultation. A monitoring framework and associated targets/indicators will be presented in the Post Adoption SEA statement.

## Introduction

### 1.1 Purpose of this Report

1.1.1 SEA provides plan-making authorities with a transparent process to incorporate environmental considerations into decision making at an early stage and in an integrated and documented manner.

1.1.2 The overall objective SEA is to

*Provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development' (Article 1 of the European SEA Directive 2001/42/EC).*

1.1.3 In Scotland, the 'Environmental Assessment (Scotland) Act 2005' (the Act) transposes the EU Directive into Scottish legislation, and Section 1 of the Act sets out the primary requirement, which is to secure the completion of an environmental assessment during the preparation of a qualifying plan or programme.

1.1.4 This document reports on the findings of the Strategic Environmental Assessment (SEA), which has been prepared by Jacobs with the support of Turley. The assessment has been carried out in accordance with statutory SEA requirements and presents the anticipated impacts from the proposed interventions on the topics relevant to the study area. In accordance with the statutory SEA requirements, a Non-Technical Summary (NTS) forms part of this report. The main objectives of this report are to fulfil the statutory SEA reporting requirements, identify anticipated significant environmental effects from the Edinburgh City Centre Transformation Strategy (ECCT) interventions and propose mitigation and enhancement measures which have been incorporated into the final strategy.

### 1.2 Structure of this Report

1.2.1 The structure of this report is as follows:

- The remainder of this section identifies the statutory requirements for undertaking SEA in Scotland and provides as summary of its content and purpose;
- Section 2 provides a summary the outcomes of policy review and environmental baseline review highlighting the key environmental requirements and current environmental problems/trends;
- Section 3 provides an overview of the SEA process undertaken, including the scoping and the assessment methodology;
- Section 4 presents summaries of the SEA assessment of the objectives, alternative scenarios and packages of interventions and the proposed packages of interventions including the ECCT Strategy response to the recommendations emerging from the assessment; and
- Section 5 presents the next steps and monitoring approach.

### 1.3 Statutory Requirements

1.3.1 The 2005 Act requires Responsible Authorities, including local authorities, to assess the likely significant effect on the environment of implementing relevant Plans, Programmes or Strategies (PPS), as defined within the 2005 Act. The assessment will be carried out by following a staged process of reporting known as SEA.

1.3.2 The Edinburgh City Centre Transformation Strategy is proposed to be adopted by City of Edinburgh Council as a non-statutory planning guidance and operational plan.

- 1.3.3 Under the 2005 Act, once the need for SEA of a PPS has been established, a three-stage process is required:
- **SEA Scoping** (Section 15): Responsible Authorities must provide the Consultation Authorities with sufficient information to enable them to consider the proposed scope, level of detail and consultation period for an environmental report to accompany the PPS;
  - **Preparation of and Consultation regarding an Environmental Report** (Section 14): Responsible authorities must prepare an environmental report to “identify, describe and evaluate the likely significant effects on the environment of implementing” a PPS. This report should be based on the outcomes of the SEA Scoping and the information requirements specified in Schedule 3 of the 2006 Act. The report must be consulted on in tandem with the PPS for a period as agreed with the Consultation Authorities through SEA Scoping. This report responds to these legislative requirements; and
  - **Preparation of a Post Adoption SEA Statement** (Section 18): Following the adoption of a PPS, the Responsible Authority must prepare a statement setting out, amongst other matters, how environmental considerations and the SEA have been taken into account within the adopted PPS.

## 1.4 Background to Edinburgh City Centre Transformation (ECCT)

- 1.4.1 In September 2018 City of Edinburgh Council (CEC) published a prospectus for public consultation entitled 'Edinburgh: connecting our city, transforming our places'. This prospectus combined three major projects being prepared throughout 2018 and 2019.
- Edinburgh City Centre Transformation (ECCT) – an action plan for a vibrant and people-focused capital city centre to improve community, economic and cultural life.
  - The City Mobility Plan – setting the strategic approach for how people and goods travel into, and around, our growing city. Its development will supersede the existing Local Transport Strategy for Edinburgh, in setting policies and actions that help to make Edinburgh a fair, thriving, connected and inspired capital city.
  - Low Emission Zones – the Council is taking a comprehensive approach to developing Low Emission Zones (LEZs) as a step towards protecting Edinburgh’s citizens from the harms of poor air quality, in line with Scottish Government priorities to introduce LEZs in Aberdeen, Dundee, Edinburgh, and Glasgow by 2020.
- 1.4.2 These major projects are being considered in the context of the emerging City Plan 2030 which is subject to its own SEA.
- 1.4.3 The prospectus set out a series of 15 ideas for a more active and connected city, a healthier environment, a transformed city centre, neighbourhood streets and civic life. Following extensive public and stakeholder consultation on the ideas in the prospectus, detailed proposals are now being developed for each project.

## 1.5 ECCT Development Approach

- 1.5.1 Following consultation on the prospectus an [interim report](#) was drafted and presented to the Transport and Environment Committee on 28<sup>th</sup> February 2019. This summarised the work done to date in developing the proposed ECCT approach and included a summary of the policy review, benchmarking and data collection and analysis.
- 1.5.2 It outlined the aims and objectives which were refined and shaped by the SEA assessment as well as series of ECCT principles which were presented as anticipated outcomes of the implementation of the ECCT and identified potential catalyst areas for change.

- 1.5.3 It advised that the next steps in the development process was to appraise the proposed interventions/measures required to deliver against the aims and objectives. With a clear reference to the vision, aims and objectives three alternative appraisal scenarios were identified **Smart, Local** and **Connected**. Measures were packaged up under each scenario to enable the appraisal of how these could deliver the outcomes sought by the Strategy.
- **Smart:** This scenario focused on the best possible management of existing resources (including road space and public realm) within the City Centre.
  - **Local:** This ambitious scenario was people focused, potentially making the city centre work better for residents and wider communities.
  - **Connected:** This scenario maintained significant overall levels of people movement but significant reductions in vehicle movement, particularly through the City Centre with a strong focus on improved public transport and interchange facilitating orbital as well as radial movements.

## 1.6 The Proposed Strategy

- 1.6.1 The ECCT proposed strategy is the outcome of the appraisal of scenarios and corresponding packages interventions in which the SEA was a key influence. Its purpose is to deliver, by 2030, 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.
- 1.6.2 It is presented in several ways. Firstly, the spatial framework shows how and where across the city centre changes will be made. This is then broken down into 'movement' and 'place' layers to enable users of the city centre to fully appreciate the scale and location of the proposed changes, in the context of how they move and use the city centre.
- 1.6.3 The individual interventions, or actions, which will be undertaken as part of the Strategy are then shown. These are grouped in a different way to the layers, and shown as actions relating to street space allocation, public transport services, parking reduction and re-prioritisation, optimisation of open spaces and those related to city operations and management. Also shown here are actions which will be required outside the city centre to enable the benefits identified to be achieved within the city centre.
- 1.6.4 Lastly, the ECCT Strategy illustrates how the interventions could be implemented in six key catalyst areas of the city centre. These areas have been identified as critical to the achievement of the outcomes sought, however the specific proposals shown are examples of what could be achieved in these locations, and not fixed or designed plans for these locations. Detailed proposals will be developed for these locations as part of future projects and will be subject to further consultation.

## 2. Policy and Environmental Context

### 2.1 Introduction

2.1.1 This section summarises the outcomes of policy review and environmental baseline review highlighting the key environmental requirements and current environmental problems/trends. This has served as an important base upon which to build the SEA Assessment Framework.

### 2.2 Relationship with other Plans Programmes or Strategies

2.2.1 The ECCT Strategy sits alongside the current Local Development Plan, the Local Transport Strategy and Economy Strategy which together will provide a coherent strategy to direct future development of the city centre. It will detail the required changes to urban infrastructure, public transport and public spaces to achieve a transformed city centre. ECCT will also input into the preparation of the forthcoming City Mobility Plan and City Plan 2030 to inform policies and proposals for the city centre and ensure an integrated and holistic approach.

2.2.2 SEA consideration of ECCT, within the context of a focussed range of other PPS, support the identification of current/wider environmental protection objectives and issues that the ECCT should take cognisance of and might support with its delivery.

2.2.3 A comprehensive policy review has been undertaken and is included as Appendix A to this report. A summary of the key environmental objectives identified through the review is presented in Table 1.

**Table 1: SEA Objectives and Policy Interventions**

Topic	Key Environmental Requirements/Objectives
Biodiversity	<ul style="list-style-type: none"> <li>• Ensure that there are no significant adverse impacts on the integrity of European designated sites</li> <li>• Ensure that there are no adverse impacts on the notified features of national designated sites</li> <li>• Conserve and enhance biodiversity at all levels</li> <li>• Create a natural environment valued for its natural capital and which aims to deliver multiple benefits, including social and economic</li> <li>• Improve connectivity of natural places</li> <li>• Create a natural environment resilient to the threats of climate change, invasive species, habitat fragmentation, pests and diseases</li> </ul>
Population and Human Health	<ul style="list-style-type: none"> <li>• Plan for demographic change</li> <li>• Maintain and improve health</li> <li>• Promote active travel and decarbonising travel</li> <li>• Promote access to quality open space</li> <li>• Improve the city's walking and cycling infrastructure</li> <li>• Reduce the need to travel</li> </ul>
Material Assets	<ul style="list-style-type: none"> <li>• Promote sustainable design and innovation to reduce material consumption</li> <li>• Minimise waste generation</li> <li>• Maximise re-use of material resources and use of recycled materials</li> <li>• Maintain and enhance transport infrastructure</li> <li>• Encourage innovative approach to heat generation/renewable infrastructure</li> </ul>
Water and Soil	<ul style="list-style-type: none"> <li>• Ensure that the water environment (our coasts, lochs, river corridors, their flood plains and routes for rain and surface water) often referred to as blue and green infrastructure, is valued for the multiple benefits it brings the people of Edinburgh:</li> <li>• Identify, protect and restore the water environment and properly integrate water into the design of urban landscapes.</li> </ul>

Topic	Key Environmental Requirements/Objectives
Air and Climatic Factors	<ul style="list-style-type: none"> <li>• Reduce harmful emissions to air</li> <li>• Support Edinburgh’s transition to a low carbon economy</li> <li>• Promote ‘clean’ economic growth</li> <li>• Encourage modal shift to lower emission modes of travel</li> <li>• Protect citizens from the harmful effects of air pollution</li> <li>• Air quality should not be compromised by new or existing development and where places are designed to minimise air pollution and its effects.</li> <li>• Ensure citizens are well informed, engaged, and empowered to improve air quality</li> <li>• Contribute to the response to climate change, through sustainable design mitigation and adaptation</li> <li>• Integrate whole life carbon considerations through sustainable design</li> </ul>
Cultural Heritage	<ul style="list-style-type: none"> <li>• Ensure that there are no significant adverse impacts on the integrity of cultural heritage sites</li> <li>• 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.</li> <li>• Seek to protect and enhance (where possible) the significance of Inventory Garden and Designed Landscape sites including e.g. New Town Gardens and within the setting of other Inventory sites including Holyrood Park.</li> <li>• Promote a sustainable approach that integrates conservation with the needs of all communities and visitors to the site</li> <li>• 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</li> <li>• Ensure that the Outstanding Universal Value (OUV) of the World Heritage Site and its setting is understood, protected and sustained.</li> <li>• Relationship between World Heritage Site and economic success needs to be protected, developed and celebrated.</li> </ul>
Landscape/Townscape	<ul style="list-style-type: none"> <li>• Ensure that the unique qualities of the city, its historic environment and the character of its urban areas are safeguarded for the future</li> <li>• Protect important landscape and natural features of the environment</li> <li>• Increase the number of people that can benefit from greenspaces that are sustainably managed, biologically diverse and contribute to health and wellbeing.</li> <li>• 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</li> <li>• To respect and enhance the skyline and key views.</li> <li>• Landscape design should integrate natural and built elements including design for water (this includes design for flooding, extreme rainfall and climate change) to making our communities more resilient in times of extreme weather such as floods, droughts and heat.</li> </ul>

## 2.3 Baseline Information

2.3.1 A baseline information gathering exercise was carried out for both the city centre study (set as the World Heritage Site Boundary) and for the wider city boundary in order to summarise the key environmental characteristics against the SEA topics. This approach was presented and agreed at a Scoping Workshop (see section 3.1 for further details), to provide an assessment buffer if an intervention

spanned across the city centre boundary. The full baseline report is provided in Appendix B of this document.

## 2.4 Relevant Environmental Problems

2.4.1 Table 2 lists the environmental problems identified city-wide and within the city-centre study area the relevant SEA topic and implications for the ECCT and ECCT SEA.

**Table 2: Relevant SEA Environmental Issues**

Environmental Problems		Relevant Topic	Implications for ECCT/ECCT SEA
City-wide	City centre		
<p>Possible future decreases in air quality/need to encourage more sustainable forms of transport.</p> <p>There are six Air Quality Management Areas in Edinburgh. Five related to road traffic. (One new Air quality management area (Jan 2017) has been identified for particulate matter due to deterioration of air quality in Leith docks area.)</p> <p>Need to adapt to predicted climate change and its potential impacts.</p> <p>The population of Edinburgh is projected to increase by 15% between 2016 and 2041</p> <p>The social, economic and physical environmental conditions in Edinburgh are variable and therefore do not provide a consistent quality of environment adequate to ensure good standards of public health across all areas and communities.</p>	<p>Two AQMA (City Centre and West End) Exceedance of air quality standards from NOx pollution in urban areas.</p> <p>Congestion in the city centre</p> <p>Cycle safety due to presence of significant numbers of large vehicles.</p> <p>Impact of deteriorating air quality on the impact of the historic buildings</p> <p>Two candidate Noise Management Areas</p>	<p>Air and Climatic factors</p> <p>Population and human health</p>	<p>ECCT will need to address the projected increase in population</p> <p>ECCT should develop interventions which assist in achieving air quality and carbon reduction targets</p> <p>ECCT should support and encourage modal shift to lower emission modes of travel.</p> <p>ECCT should promote and develop safe active travel options</p> <p>The SEA should develop objectives and assessment criteria which seek to improve quality of life and human health.</p> <p>The SEA should consider the interactions between air quality and human health</p>

Environmental Problems		Relevant Topic	Implications for ECCT/ECCT SEA
City-wide	City centre		
<p>Edinburgh has a rich cultural heritage with a World Heritage Site, Scheduled Monuments, Listed Buildings and Conservation Areas and Inventory Garden and Designated Landscapes.</p> <p>Edinburgh is under significant development pressure particularly in the historic core. There is a need to protect the cultural heritage from the negative impacts of development e.g. setting of SM, loss of LBs, effect of pollutants, etc</p>	<p>Need to ensure proposals are in-keeping as to not devalue the historic character of the area and retain and enhance the townscape at city wide and neighbourhood level and protect cultural activities that take place within the city centre.</p>	Cultural Heritage	<p>ECCT should contribute to the preservation of Edinburgh's significant cultural heritage</p> <p>The SEA should develop objectives and assessment criteria to ensure the protection of the World Heritage Site.</p>
<p>Ensure that the water environment (our coasts, lochs, river corridors, their flood plains and routes for rain and surface water) often referred to as blue and green infrastructure, is valued for the multiple benefits it brings the people of Edinburgh.</p> <p>Identify, protect and restore the water environment ('blue and green infrastructure') and properly integrate water into the design of urban landscapes to deliver multiple benefits</p>	<p>Historic localised flooding around Water of Leith.</p> <p>Need to respond to increased rainfall and implications on surface water within a constrained City Centre</p>	Water	<p>ECCT should develop interventions which support sustainable solutions to surface water drainage and integrate natural and built elements including design for water (this includes design for flooding, extreme rainfall and climate change.</p>
<p>Increasing demand on existing transport infrastructure</p> <p>Increasing demand for resources such as water and waste water treatment, heat and energy, and waste management created by new built development.</p> <p>Development pressure - streetscape/civic pressure</p>	<p>Large proportion of short-term rental properties reducing longer term rentals in the city centre and eroding communities.</p>	<p>Material Assets</p> <p>Population and Human Health</p>	<p>ECCT should seek to improve existing transport and urban realm infrastructure to ensure more sustainable use.</p>
	<p>Impact on greenspace/biodiversity from increasing use of public open spaces</p>	Biodiversity	<p>The SEA will need to consider the impact of specific interventions on condition on designated</p>

Environmental Problems		Relevant Topic	Implications for ECCT/ECCT SEA
City-wide	City centre		
			sites, ensuring the protection of these designations and where appropriate their enhancement.
Edinburgh has a unique landscape setting surrounded by hills and open countryside.	Unique townscape and urban realm with key views that need to be protected	Landscape and Townscape	The SEA should develop objectives and assessment criteria to protect the unique character and townscape of the city centre and consider how Landscape design should integrate natural and built elements including design for blue and green infrastructure to protect and enhance the unique townscape and landscape settings.

## 2.5 Environmental Baseline Evolution

- 2.5.1 In the absence of the ECCT Strategy, land development, urban realm improvements and transport management activities would continue to be promoted through the Local Development Plan and current Local Transport Strategy however, there would not be a fully co-ordinated and integrated approach specific to Edinburgh City Centre. ECCT is not a statutory requirement and the measures presented are to encourage a more ‘transformational’ approach. It is anticipated that the ECCT will act as a catalyst for wider change throughout the entire city and enable the city to achieve its full potential long into the future.
- 2.5.2 The evolution of the environmental baseline, particularly the environmental problems and trends identified within Table 2 against each of the SEA topics are presented in Table 3 below.

**Table 3: Evolution of Environmental Baseline**

SEA Topic	Evolution under a ‘Do Nothing’ Scenario
Biodiversity	Biodiversity, flora and fauna is protected through other Council policies and wider environmental legislation, therefore there would be limited change.
Population and Human Health	If ECCT is not implemented, it is possible that the existing infrastructure/urban realm would not be able to effectively accommodate increased population and visitor pressure in the city centre or meet the needs of an ageing population. Failure to manage traffic levels could exacerbate air quality issues on human

SEA Topic	Evolution under a 'Do Nothing' Scenario
	health and limiting active travel opportunities and accessible travel options.
Material Assets	Maintenance of assets is managed under other Council policy.
Water and Soil	If ECCT is not implemented, there is the potential for increased risk of surface water flooding. This is to be addressed by a separate technical guidance on Sustainable Drainage Systems within the Edinburgh Street Design Guidance. This has been commissioned by City of Edinburgh Council and will consider surface water management issues within the City Centre.
Air and Climatic Factors	If ECCT is not implemented the air quality issues would be still be managed through the Air Quality Management Plan by other supporting measures including the forthcoming Low Emission Zone. However, failure to manage traffic levels could exacerbate air quality issues
Cultural Heritage	The protection of historic structures would still exist through existing policies and legislation. Therefore, there would be limited change.
Landscape/Townscape	The protection of landscape/townscape would still be protected under the Local Development Plan and other streetscape policies.

### 3. SEA Process

#### 3.1 ECCT Development and SEA Assessment

3.1.1 The SEA process has been aligned with ECCT development to ensure the SEA has had influence at each stage of the strategy development and along with the Integrated Impact Assessment (IIA) process has informed the refinement and revision of the proposed strategy.

Focused assessments were undertaken by a SEA specialist and the ECCT development team to understand both the intention of the Proposed Strategy, and the options available to strengthen the likely environmental gain or improve the sustainability benefits associated with the Strategy.

A Scoping Workshop was held with Scottish Natural Heritage, Scottish Environmental Protection Agency and Historic Environment Scotland (December 2018) to discuss and inform the scope and methodology.

3.1.2 The SEA adopted a matrix-based approach assessing;

- The compatibility of the ECCT Objectives against SEA Objections. In line with SEA recommendations these were refined to ensure the best environmental and wider sustainability outcomes. The final objectives were presented in the Interim Report at the February Transport and Environment Committee.
- The alternative scenarios 'smart', 'local' and 'connected' and associated interventions against the SEA objectives and SEA assessment criteria both to determine mitigation and enhancement recommendations and to assess the likely in combination, secondary and synergistic effects of implementing these interventions. The findings of this assessment influenced the final list of interventions proposed as part of the proposed strategy.
- Assessment of the proposed strategy interventions focusing on the key changes, identifying where mitigation measures/recommendations had been adopted and considering the in combination, secondary and synergistic effects of implementing these interventions.

3.1.3 Following each stage of assessment, any identified negative impacts or positive opportunities were discussed with project team to determine effective mitigation and enhancement recommendations.

3.1.4 The key recommendations have included refinements to objectives, policy wording, intervention options, caveats and monitoring controls based on the environmental criteria that considered and have responded to not only to direct impacts but also indirect, secondary and cumulative impacts. Scoping of SEA Topics

3.1.5 The baseline and policy review were carried out to determine the SEA topics to be scoped into the assessment that would be anticipated to have positive and/or negative impacts as well as topics where a significant cumulative impact is anticipated. All topics with the exception of Soil have been scoped into the assessment as shown in Table 4. This approach was presented and agreed at the scoping workshop.

**Table 4: Scoping of SEA Topics**

Topic	Scoped In/Out	Comment
Air Quality & Climatic Factors	In	ECCT has the opportunity to deliver significant positive impacts with reduced emissions through encouraging modal shift to more sustainable modes of transport, use of low carbon transport, opportunity for climate change adaptation and incorporating resilience measures. Alignment with the City

Topic	Scoped In/Out	Comment
		Mobility Plan and Low Emissions Zone will be beneficial in achieving these aims.
Population and Human Health	In	ECCT has the opportunity to deliver significant positive impacts on physical health through improved access to safe walking and cycling routes and through a modal shift to more sustainable modes of transport (i.e. improve air quality).  ECCT should recognise and include policies to address potential changes in noise levels associated with proposals.
Cultural heritage	In	ECCT has the potential to have both significant positive and negative impacts on and/or on the setting of Listed Buildings, Scheduled Monuments, Inventory Gardens and Designed Landscapes, Conservation Areas and upon the outstanding universal value (OUV) of the Old and New Towns of Edinburgh World Heritage Site (WHS).  ECCT has the potential to have positive impacts on improving access to and understanding of the historic environment with opportunities for improved public realm and wayfinding.  ECCT has potential to have both positive and negative impacts on key views to and from heritage assets with changes to public realm/streetscape.
Material Assets	In	ECCT has potential to have significant positive impact on existing transport infrastructure and green infrastructure including city centre parks with a modal shift to more sustainable modes of transport and public realm improvements.
Landscape and Townscape	In	Potential significant positive and negative impact on local landscape and townscape characters including sensitive views, through improved access for walking and cycling to areas of open space, a modal shift to more active travel and public realm improvements.
Water	In	ECCT has potential to have a positive impact on resilience/ flood protection measures for existing and proposed transport and public realm infrastructure.  ECCT should aim to support requirements for SUDS however this would likely be considered on a project basis.  It is considered that there is limited potential for significant direct impact, however there is potential for a significant cumulative impact.
Biodiversity, Flora & Fauna	In	There is one national designation within the city centre. There may be potential impacts and opportunities on habitats and species at a project/ site specific level and it considered that these will be considered on an individual project basis.
Soil	Out	As the interventions/proposals are focused with the city centre there is limited opportunity for significant impact on soil including in combination and cumulative impacts.

### 3.2 ECCT elements subject to SEA Assessment

3.2.1 In line with the Scottish Governments *Strategic Environmental Assessment Guidance 2013* the assessment has been focused on the key elements within ECCT which are likely to have significant environmental effect to ensure a proportionate approach to assessment.

**Table 5: ECCT elements subject to SEA Assessment**

ECCT Elements	Subject to SEA assessment	Comment
Vision	No	The vision was approved by the Transport and Environment Committee and presented in prospectus which aimed to guide the ECCT, CMP and LEZ therefore limited scope for change.
Aims	No	The aims were reviewed and refined as part of a wider policy review undertaken in discussion with the SEA team, however it was determined that the objectives were likely to have more significant impact and therefore the SEA assessment focused on these.
Objectives	Yes	It was determined that the objectives could be refined to ensure a better environmental outcome which would filter down to the development of the scenarios and interventions
Principles	No	The principles were identified as the desired outcomes of delivering against the aims and objectives and not policy/measures/interventions which would have a significant effect on the environment
Scenarios and interventions	Yes	It was determined that these elements could have a significant effect on the environment.
Proposed interventions	Yes	It was determined that these elements could have a significant effect on the environment.
Layers	No	The spatial framework and individual layers are the spatial presentation of the interventions that have been subject to SEA assessment.
Catalyst areas	No	The catalyst areas bring together combinations of interventions that could be implemented in six key locations within the city centre. The specific proposals shown are examples of what could be achieved in these locations, and not fixed or designed plans for these locations. While it is recognised that there may be in-combination effects these would be considered as part of future project specific environmental assessments where appropriate.

3.2.2 The overall approach to the SEA has been refined to take account of Scoping consultation responses, as detailed in Appendix C.

## 4. Assessment of Environmental Effects

### 4.1 Introduction

4.1.1 The SEA Act requires the Environmental Report to present the assessment and evaluation of the likely significant effects that ECCT will have on the environment. It is important to recognise that the SEA focuses on strategic level issues and does not consider detailed measures for specific developments and construction projects within the study area. Such effects would be the focus of a project level Environmental Impact Assessment (EIA) where appropriate. Strategic mitigation has been identified throughout the assessment and this will form the basis of future, project level assessments that focus on interventions identified in the ECCT.

### 4.2 SEA Objectives and Assessment Criteria

4.2.1 The SEA assessments used a set of SEA objectives and assessment questions identified in Table 6, that cover each of the environmental topics scoped into the assessment. The SEA objectives and assessment criteria presented have been developed from a comprehensive review of the baseline issues and policy requirements to align with the SEA objectives used with the forthcoming City Plan 2030 (LDP) SEA and City Mobility Plan SEA to ensure a consistent approach and been updated to reflect Consultation Authorities' feedback.

**Table 6: SEA Objectives and SEA Assessment Questions**

SEA Topic	SEA Objective	SEA Assessment Question How will the policy/intervention...
Biodiversity	Protect and enhance biodiversity, flora and fauna and habitat networks	<ul style="list-style-type: none"> <li>Protect and or enhance the national and local integrity of designated biodiversity sites and wildlife sites?</li> <li>Protect and or enhance the integrity of existing habitat and green/blue networks and other wildlife corridors?</li> <li>Protect protected species?</li> </ul>
Population and Human Health	Improve the quality of life and human health for all users of the city centre through improved environmental quality	<ul style="list-style-type: none"> <li>Increase and enhance provision of walking and cycling facilities?</li> <li>Improve and enhance links between Core Path Networks?</li> <li>Reduce and avoid severance or other detriment to existing walking and cycling routes?</li> <li>Improve access for all including people with disabilities and older people?</li> <li>Improve safe and sustainable access to new and/ or existing education facilities?</li> <li>Improve safe and sustainable access to new and / or existing places of work.</li> <li>Improve and enhance access to public open space/green space?</li> <li>Reduce exposure to air pollution by most vulnerable groups?</li> <li>Create a city centre environment that feels safer to all users during the day time and night time?</li> </ul>
Material Assets	To promote the sustainable use and management of material assets	<ul style="list-style-type: none"> <li>Promote sustainable use and management of existing infrastructure e.g. transport, water, heat, energy or flood protection infrastructure?</li> <li>Support or lead more sustainable maintenance activity in new development?</li> <li>Contribute towards 'Zero Waste' objectives?</li> </ul>

SEA Topic	SEA Objective	SEA Assessment Question How will the policy/intervention...
		<ul style="list-style-type: none"> <li>• Increase the amount of waste which is re-used, recycled and recovered?</li> </ul>
Water	Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way	<ul style="list-style-type: none"> <li>• Contribute to reducing emissions and particulates of key pollutants to water from road transport?</li> <li>• Support network resilience to anticipated extreme weather events and climate change?</li> <li>• Promote the avoidance of flood risk?</li> <li>• Reduce the demand for waste water treatment?</li> </ul>
Air Quality and Climatic Matters	To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change	<ul style="list-style-type: none"> <li>• Contribute to reducing emissions and particulates of key pollutants to air from road transport?</li> <li>• Assist in meeting AQMA targets?</li> <li>• Promote and facilitate modal shift to more sustainable transport options?</li> <li>• Encourage the provision of low/zero carbon technologies?</li> </ul>
Cultural Heritage	Conserve or enhance the historic environment	<ul style="list-style-type: none"> <li>• Have a direct impact, or impact on the setting of Listed Buildings, Scheduled Monuments, Inventory Gardens and Designed Landscapes, Conservation Areas and non-designated historic environmental assets, places and spaces?</li> <li>• Have an impact upon the outstanding universal value (OUV) of the Old and New Towns of Edinburgh World Heritage Site (WHS)?</li> <li>• Have an impact on key views to and from heritage assets?</li> <li>• Improve access to and understanding of the historic environment?</li> <li>• Respect / respond to the historic urban spatial structure / plan of the city?</li> <li>• Have an impact upon the cultural identity of the city?</li> </ul>
Landscape and Townscape	Protect and enhance the landscape and townscape character and setting of the city.	<ul style="list-style-type: none"> <li>• Impact on sensitive views?</li> <li>• Create and maintain an attractive public realm?</li> <li>• Respect existing urban landscape and settlement pattern?</li> <li>• Protect and enhance the character, integrity and liveability of key streetscapes, including removing barriers to use?</li> </ul>

## 4.3 Matrix Approach

4.3.1 The SEA assessment adopted a matrix-based approach. The ECCT objectives have been assessed using a high-level compatibility assessment against the SEA objectives while the other elements of the Strategy were subjected to a detailed assessment approach to identify likely significant effects on the SEA objectives. This approach allowed for the recording of potential effects and their significance, as well as any assumptions, uncertainties and suggested mitigation or enhancement measures.

4.3.2 The complete matrix-based assessment of the objectives, alternative scenarios and interventions and proposed interventions provided in Appendix D of this report. The qualitative scoring system shown in Table 7 was used to identify likely significant environmental and wider sustainability effects.

**Table 7: SEA Scoring System to Establish Key Environmental Effects**

Score	Description	Symbol
Significant (Major) Positive Effect	Policy/package of interventions is likely to have a direct, significant, long term positive effect on the objective and /or contribute significantly to the achievement of this objective.	++
Minor Positive Effect	Policy/package of interventions is likely to have some positive influence on the SEA topic/ objectives and/contribute the achievement of the SEA but not significantly.	+
Neutral Effect	Policy/package of intervention is assessed as being neutral or having no influence/ effect on the SEA topic/ objectives.	0
Minor Negative Effect	Policy/package of intervention is likely to have some minor negative impact on the SEA topic/ objectives and could be addressed through mitigation.	-
Significant (Major) Negative Effect	Policy/package of interventions an uncertain relationship to the SEA objectives. In addition, there may be insufficient information to enable an assessment to be made.	--
Uncertain Effect	Policy/package of interventions an uncertain relationship to the SEA objectives. In addition, there may be insufficient information to enable an assessment to be made.	?
No Clear relationship	There is no clear relationship or negligible relationship between the proposed policy/package of interventions and the SEA objective.	~

#### 4.4 SEA Assessment of ECCT Objectives

4.4.1 A high-level compatibility assessment was used to determine whether the Draft ECCT objectives were compatible with the developed SEA Objectives and Assessment criteria. Where appropriate the SEA made recommendations for enhancement or mitigation. This assessment is presented in Appendix D1. It determined there was good level of compatibility for the scope of the strategy, with each of the SEA topics covered by at least one of the ECCT objectives. Recommendations made were to enhance environmental and wider sustainability benefit where possible. The objectives were subsequently refined in line with the SEA recommendations. The final list of objectives was included in the interim report presented to the Transport and Environment Committee on 28th February 2019.

## **4.5 SEA Assessment of Alternative Scenarios**

- 4.5.1 An assessment of the alternative scenarios ('smart', 'local' and 'connected') and associated packages of interventions was undertaken against the SEA objectives and SEA assessment criteria to determine mitigation and enhancement recommendations and to assess the likely in combination, secondary and synergistic effects of implementing these interventions. The full assessment is presented in Appendix D and a summary of the assessment is presented in Table 8 below.

**Table 8: Summary of SEA Assessment for Alternative Scenarios and Packages of Interventions**

<b>Scenario 1: Smart</b>		
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 parking provision for residents and short stay. Some regeneration/redevelopment is assumed but limited further major new development. There is a strong management/operational 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 City Centre Transformation in isolation.		
<b>SEA Topic</b>	<b>SEA summary</b>	<b>Proposed Recommendation/Mitigation</b>
<b>Road Space Allocations</b>	<p>This package aims to gradually remove the dominance of vehicles in the city centre make it safer and more accessible for Pedestrians and cyclists to travel to and within the city centre. Reducing road space available for vehicles would limit the number of vehicles that can be in the city centre and alongside road closures could reduce the release of tailpipe emissions. This would be beneficial for addressing the exceedance issues in the two Air Quality Management Areas (AQMAs) in the city centre. However, road closures on routes such as Bank Street, High Street and reallocation of road space may result in displaced impacts on air quality and noise as a result of redirecting traffic elsewhere.</p> <p>Provision of more space for pedestrians and cyclists and segregation from road traffic could improve public confidence in using active travel means. Improved north-south cycle connections would improve the performance of the National Cycle Network Route 1 which travels through the city centre and introduction of cycle hub facilities would increase the likelihood of modal shift to active travel. With walking accounting for 40% of commuting in the city centre, reallocating more space to pedestrians would improve the experience for pedestrians and cyclists in the city centre. These contribute to the ECCT aims of improving the use of public space, facilitating active travel and improving road safety.</p> <p>The package aims to make better use of the existing material assets and reduce need for construction of new infrastructure.</p> <p>Interventions including road closures, removing parked cars and traffic would have a positive impact on setting of proximate listed buildings and localised parts of Conservation Areas and WHS. However, measures do not affect the principal streets of the City Centre within the World Heritage Site.</p>	<p>To achieve modal shift, efficient, reliable and affordable public transport and active travel options are essential to maintain accessibility if through traffic is to be reduced with in the city centre. Needs to be delivered in combination with public transport packages to see significant environmental benefit.</p> <p>The measures set out in the associated strategies such as improved P&amp;R, integrated public transport and the LEZ aim to reduce the need for people to use private transport, therefore resulting in less traffic in the city centre and less displaced traffic. Ongoing traffic monitoring should be implemented to monitor impacts and potential for traffic displacement as interventions develop.</p> <p>Clearer provision of secure, sheltered bicycle storage on residential streets should be considered to allow city centre residents a safe and convenient facility, not just at the transportation hubs.</p>

	There would be a positive impact on townscape with enhancing attractiveness of space with reduction in vehicle dominance but is likely to have only localised effects.	
<b>Parking</b>	<p>This package aligns with the road space allocations package by reducing the space set aside for vehicles. It has the potential to have a positive effect on localised air quality and less parking in the city centre would limit the number of vehicles that can travel to it and park, encouraging people to use active or public transport. This could result in positive effects on public health and air quality, helping to reduce exceedances of the two city centre AQMAs.</p> <p>The package aims to make better use of the existing material assets with use of pop up events on existing areas of hardstanding, reducing the need for new infrastructure.</p> <p>Localised positive impact on setting of proximate listed buildings and localised parts of Conservation Area and WHS. However, measures do not affect principal streets of City Centre/ WHS.</p> <p>Localised positive impact enhancing attractiveness of public realm, but does not affect principal streets of City Centre / WHS.</p>	<p>As is the case for road space allocations package, provision of reliable, effective and affordable public transport and active travel opportunities must be provided to allow people greater choice to access the city centre.</p> <p>Maintaining private vehicular access for people with impaired mobility should be considered when reducing availability of on-street parking.</p>
<b>Public Transport</b>	<p>Re-organisation of bus stops to optimise footway space and road space re-allocation to prevent pavement and road congestion from buses stopped for long periods. Review of traffic signals and bus stop locations could aid the reliability of services and use of existing infrastructure without having to provide new infrastructure.</p> <p>Improved public transport performance could increase public confidence in using it and reduce the reliance on private cars. This could reduce vehicles in the city centre, having a positive effect on air quality and public health and quality of life. This must consider the accessibility for all to include users with impaired mobility. Public transport must be perceived as safe for users, especially late at night, to instil confidence in users.</p> <p>Limited relationship between the measures and cultural heritage</p> <p>Rationalisation of the bus stops would remove street clutter and have a minor positive impact on public realm.</p>	<p>To ensure benefits are maximised, public transport should aim to be powered by alternative fuels and electrified where possible to reduce air pollution.</p> <p>Must be considered in-line with parking and road space allocation packages to maximise benefits.</p>
<b>Activating Open Space</b>	<p>The activation of open space could have localised negative effects on the biodiversity of green spaces if they are more heavily used, however additional investment in open space and public realm improvements would see opportunities for improvement and use of green spaces.</p> <p>Increased accessibility in Princes Street Gardens may have negative impacts on the qualifying geological features of SSSI at Castle Rock.</p> <p>Potential for negative effects on the water environment from utilising green open space, reducing the</p>	<p>Seek to incorporate opportunities for improved biodiversity where improving public realm. Poor quality green spaces as defined within Council Green Space Audit could be given priority.</p> <p>Lighting hierarchy needs to be developed to be sensitive to exiting habitat/wildlife activities in accordance with CEC Lighting Strategy.</p>

	<p>permeability of green space through permanent/temporary installations and events</p> <p>A lighting hierarchy would enhance safety and personal security, encouraging more use of public spaces but could have negative impacts on measures to improve biodiversity, particularly where areas are currently unlit. .</p> <p>Impacts on air quality would be dependent on level of vegetation clearance/additional planting Proposed.</p> <p>Maximising the potential of existing public spaces and improving wayfinding would increase the positive use of material assets by better using under-utilised spaces, path networks and trails.</p> <p>Difficult to determine nature of effect on cultural heritage interests, particularly for Princes Street Gardens (a key part of the New Town Gardens Inventory GDL and WHS).</p> <p>Measures would likely have a positive impact enhancing attractiveness of public realm.</p>	<p>Regular patrolling and maintenance would likely be required to make sure heavily used green spaces remained litter free and well maintained as well as prevent anti-social behaviour.</p> <p>Opportunities for improved surface water management and mitigating reduced permeability need to be considered in the context of Council forthcoming SUDS technical guidance.</p> <p>Ensure all detailed proposals are informed by detailed understanding of the sensitivity to change (in terms of cultural heritage and landscape and townscape) with regard to New Town Gardens Inventory GDL and WHS).</p> <p>Wayfinding could be expanded to include consideration of accessibility/mobility issues to achieve wider benefit residents/visitors.</p>
<p><b>Operations and Management</b></p>	<p>This package aims to make better use of the existing infrastructure through smart solutions to make it easier for the public to use public transport and active travel modes. It also uses technology to manage traffic in real-time to address traffic management issues when they arise. This would have a positive effect through the promotion of the sustainable use of material assets. Measures to improve the pedestrian and cyclist experience such as count-down clocks, maintenance of footways/cycleways and enhancing kerbside enforcement would improve pedestrian and cyclist safety and encourage more people to walk in the city centre. This could result in increases to the 40% of commuter journeys made on foot within the city centre currently.</p> <p>Having enhanced data would allow future resources and policies to be targeted at areas most in need.</p> <p>There would also be a beneficial impact on air quality from promotion of car clubs and cycle hire, to decrease the number of single occupancy vehicles and reduce traffic.</p> <p>No specific relation between these measures and cultural heritage.</p> <p>Interventions would improve usability of streets and ensure attractive public realm.</p>	<p>Seek to incorporate opportunities for improved biodiversity where improving public realm. Poor quality green spaces identified within Council Green Space Audit should be given priority</p> <p>Regular patrolling and maintenance would likely be required to make sure heavily used green spaces remained litter free and well maintained as well as prevention of anti-social behaviour.</p> <p>Opportunities for improved surface water management and mitigating reduced permeability need to be considered in the context of CEC forthcoming SUDS technical guidance.</p> <p>Ensure all detailed proposals are informed by detailed understanding of the sensitivity to change (in terms of cultural heritage and landscape and townscape) with regard to New Town Gardens Inventory GDL and WHS).</p>

		Wayfinding could be expanded to include consideration of accessibility/mobility issues to achieve wider benefit residents/visitors
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**Scenario 2: Local**

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.

*A 15% reduction 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. These wider interventions are considered within the cumulative assessment presented in section 5 of this report*

Package Title	SEA summary	Proposed Recommendation/Mitigation
<b>Road Space Allocations</b>	<p>This package aims to more significantly remove the dominance of vehicles in the city centre make it safer and more accessible for pedestrians and cyclists to travel to and within the city centre. Reducing road space available for vehicles would limit the number of vehicles that can be in the city centre and alongside road closures could reduce the release of tailpipe emissions. This would be beneficial for addressing the exceedance issues in the two Air Quality Management Areas (AQMAs) in the city centre. However, road closures on key arterial routes and reallocation of road space may result in displaced impacts on air quality and noise as a result of redirecting traffic elsewhere.</p> <p>Improved pedestrian and cyclist impact on human health and quality of life, dependent on the public perception of active travel being a safe mode of transport across the city. Segregation from traffic would facilitate this and should have a positive effect on road safety and personal security through reduced vehicle conflict. A move towards active travel would further reduce the reliance on vehicle transport in the city, improving air quality through reductions in tail-pipe emissions.</p> <p>Improved public realm and the creation of quiet streets should again encourage more walking cycling with positive effects on health and air quality</p> <p>Difficult to assess impacts of package of measures on cultural heritage due to limited detail. However, anticipated local listed negative effect on George Street if included if it is redesigned to be a flexible space. George Street is likely not to be an appropriate location for this policy, it is the key road within the First New Town and a key element of the WHS. Axial views along the street are of both heritage and landscape / townscape importance.</p>	<p>Traffic plans and wayfinding for vehicles to navigate from north-south is important to maintain traffic flow and prevent minor roads becoming congested.</p> <p>The measures set out in the associated strategies such as improved P&amp;R, integrated public transport and the LEZ aim to reduce the need for people to use private transport, therefore resulting in less traffic in the city centre and less displaced traffic. Ongoing traffic monitoring should be implemented to monitor impacts and potential for traffic displacement as interventions develop.</p> <p>Need to ensure that road closures are undertaken alongside other measures to encourage modal shift to avoid displacing impacts throughout the network</p> <p>Proposals on George Street must be informed by detailed understanding of the sensitivity to change of the street both in terms of cultural heritage and townscape.</p> <p>Changes to public realm to be carried out in line</p>

	<p>Overall, considered to have a positive impact enhancing attractiveness of public realm, townscape and landscape.</p>	<p>with Council's Street Design Guidance and opportunities for improved surface water management need to be considered in the context of forthcoming SUDS technical guidance.</p> <p>Implementation of segregated cycle network in principal streets of the city must be informed by detailed understanding of sensitivity to change both in terms of heritage and landscape/townscape importance.</p>
<b>Green Linkages</b>	<p>There is potential for beneficial impacts to enhance the biodiversity in the city centre through provision of green space for both habitat creativity and biodiversity. Creating additional green space in the urban environment would also have beneficial impacts on human health through providing more pockets and green corridors in the city for the public to enjoy. More green space and linkages would have a beneficial impact on improving air quality through the carbon sequestration and air purification properties of organic matter growth. In addition, more green land in the urban environment would potentially have beneficial impacts on the water environment if there is more permeable green space covering the impermeable road surfaces, to assist with rainfall and surface water management</p> <p>The greening of principal historic streets designed in neo-classical style and not intended to incorporate trees/vegetation along streets would have a significant negative effect upon the historic urban spatial structure/ plan of the city.</p> <p>The greening of principal historic streets would have a localised negative effect on key views within the WHS and would alter the overall appearance of the townscape and current urban framework.</p>	<p>Opportunities for improved surface water permeability to be sought as green linkages proposals are developed.</p> <p>Ensure that any proposals for tree planting/ greening are informed by a thorough understanding of the historic environment and designated heritage assets and of key townscape views particularly on principal historic streets.</p> <p>Changes to public realm to be carried out in line with Council's Street Design Guidance.</p> <p>Introduction of 'green roofs' on buildings has been proven as an effective method of water management and improving biodiversity in the urban environment and has the added benefit of being an effective natural building insulator. Green roofs could be an inexpensive and effective addition to a green linkages intervention.</p>
<b>Parking</b>	<p>Removal of on street parking on city centre streets would have beneficial impacts on human health for all users of the city centre by giving more space to pedestrians. It would also be beneficial for safety, particularly during peak time periods in the year when pedestrian traffic is heavy. There would be potential benefits on the sustainable use and management of material assets with more road space being freed up for active travel infrastructure, and pop up street activities.</p> <p>Reducing the space for cars to be parked within the city centre would reduce the number of vehicles able to travel into it, having a beneficial impact on air quality and tailpipe emissions in the city centre, reducing exceedance air quality levels in AQMAs.</p>	<p>Maintaining vehicular access for people with impaired mobility should be considered when reducing availability of on-street parking.</p> <p>As is the case for road space allocations package, provision of reliable, effective and affordable public transport and active travel opportunities must be provided to allow people greater choice to access the city centre.</p>

	<p>Positive impact on setting of proximate listed buildings and localised parts of Conservation Area and WHS. However, measures do not affect principal streets of City Centre/ WHS.</p> <p>Positive impact enhancing attractiveness of public realm, but does not affect principal streets of City Centre / WHS.</p>	
<b>Public Transport</b>	<p>Rationalising bus services in the city centre and allowing some services to 'kiss' the centre would have positive effects on air quality within the city centre boundary and impacts on use and management of existing infrastructure. Bus congestion on key routes such as Princes street, Lothian Road and North Bridge cause delays to services as well as blocking the tram service. There is significant air pollution created from large numbers of buses idling in slow moving traffic.</p> <p>Additional investments in bus and tram services could increase the public's confidence in using it and reduce the reliance on private cars. This could reduce vehicles in the city centre, having a positive effect on air quality and public health and quality of life. This must consider the accessibility for all to include vulnerable users with limited mobility. Public transport must be perceived as safe for users, especially late at night, to instil confidence in users.</p> <p>Vertical motorised connections would have a positive effect on accessibility for all users improving the liveability of streets, removing barriers to use. However, depending on the location of the motorised connection to Castle this may have a negative effect on SSSI and Local Nature Conservation Site and Scheduled Monument.</p> <p>Vertical connectivity interventions would have significant negative effect on cultural heritage as the affect key and prominent locations within the WHS Grassmarket/ Mound / Castle and North Bridge and would alter the overall appearance of the townscape and current urban framework.</p>	<p>Public transport has to be perceived as safe for users, especially late at night and for vulnerable people. Having well lit, stops in non-secluded areas would influence this. The public transport must be affordable and reliable to give the public confidence to stop using cars.</p> <p>To achieve the potential benefits in air quality and improving human health, public transport should be low-emission and alternative fuel to reduce diesel vehicles in the city centre. The proposed Low Emissions Zone for Edinburgh will help achieve this.</p> <p>Better integration of the tram and rail network at Waverley Station would prove beneficial for increasing passenger numbers, particularly those with impaired mobility.</p> <p>Vertical connection to castle should seek to avoid impact to SSSI and significant negative impact on Scheduled Monument.</p> <p>Ensure all detailed proposals are informed by thorough understanding of the historic townscape, sensitivity of heritage assets and key views of them, and effects on the WHS.</p>
<b>Activating Open Space</b>	<p>The activation of open space and the possibility of new lighting could have localised negative effects on the biodiversity of green spaces if they are more heavily used, in particular if opening private, semi-private open spaces, however additional investment and improved design and maintenance would support opportunities for improvement particularly in areas of poor quality green space.</p> <p>Increased accessibility in Princes Street Gardens may have negative impacts on the qualifying geological features of SSSI at Castle Rock.</p> <p>Increased access to open space and improved design and maintenance including lighting would have positive effects on population and health providing safe and more accessible spaces for all users.</p>	<p>Seek to incorporate opportunities for improved biodiversity where improving public realm. Poor quality green spaces identified within Council Green Space Audit should be given priority.</p> <p>Lighting hierarchy needs to be developed to be sensitive to exiting habitat/wildlife activities.</p> <p>Regular patrolling and maintenance would likely be required to make sure heavily used green spaces</p>

	<p>Potential for negative effects on the water environment from utilising green open space, reducing the permeability of green space through permanent/temporary installations and events</p> <p>Impacts on air quality would be dependent on level of additional planting proposed.</p> <p>Maximising the potential of existing public spaces and improving wayfinding would increase the positive use of material assets by better using under-utilised spaces, path networks and trails.</p> <p>Difficult to determine nature of effect on cultural heritage interests, particularly for Princes Street Gardens (a key part of the New Town Gardens Inventory GDL and WHS).</p> <p>Measures would likely have a positive impact enhancing attractiveness of public realm.</p>	<p>remained litter free and well maintained as well as prevention of anti-social behaviour.</p> <p>Opportunities for improved surface water management and mitigating reduced permeability need to be considered in the context of Council forthcoming SUDS technical guidance</p> <p>Ensure all detailed proposals are informed by detailed understanding of the sensitivity to change (in terms of cultural heritage and landscape and townscape with regard to New Town Gardens Inventory GDL and WHS).</p> <p>Changes to public realm to be carried out in line with Council Street Design Guidance</p> <p>Wayfinding could be expanded to include consideration of accessibility/mobility issues to achieve wider benefit residents/visitors</p> <p>Wayfinding including use of apps could include historic interpretation and improve understanding of the historic environment.</p>
<p><b>Operations and Management</b></p>	<p>This package would aim to make better use of existing road space and reduce the need for vehicles in the city centre. Real-time traffic management, focussing on pedestrian demand would improve accessibility, safety and the ability for pedestrians and cyclists to move in the city centre on the significant pedestrian and cyclist route network within the city, promoting active travel and public health. Strategic planning for diversion routes to avoid residential areas, shared loading and last mile cargo bike distribution and expansion of shared mobility would beneficially impact air quality and in-turn human health. Diversion routes must also take into account the type of vehicle likely to use them such as buses and HGVs and the negative impact this could have on existing road infrastructure.</p> <p>Opening up additional open spaces for public use that are currently closed could have a negative impact on the biodiversity due to increased human presence and potential disturbance in areas such as the Arthur's Seat SSSI. Opening up of graveyard spaces would enable better access to historic environment and assuming appropriate maintenance measures were put in place, it is likely also to improve setting of any designated heritage assets within these graveyard spaces. However, it may have a negative effect on biodiversity as increase activity in spaces that have previously been underused.</p> <p>Measures would help to ensure an attractive public realm and would enhance the integrity and liveability of key streets removing barriers to use.</p>	<p>Diversion routes must also take into account the type of vehicle likely to use them such as buses and HGVs and the negative impact this could have on existing road infrastructure.</p>

**Scenario 3: Connected**

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 multimodal transport hubs. High intervention and investment in public transport system and also new approaches to freight, logistics and waste. Stronger Design and Development focus.

*The 30% reduction 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. These wider interventions are considered within the cumulative assessment presented in section 5 of this report*

Package Title	SEA summary	Proposed Recommendation/Mitigation
<p><b>Road Space Allocations</b></p>	<p>This package aims to more significantly remove the dominance of vehicles in the city centre make it safer and more accessible for Pedestrians and cyclists to travel to and within the city centre. Reducing road space available for vehicles would limit the number of vehicles that can be in the city centre and alongside road closures, reduce the release of tailpipe emissions. This would be beneficial for addressing the exceedance issues in the two Air Quality Management Areas (AQMAs) in the city centre. However road closures on key arterial routes and reallocation of road space on s may result in displaced impacts on air quality and noise as a result of redirecting traffic elsewhere.</p> <p>Implementing traffic calming measures around schools and on routes between them and key transport nodes would improve safety for school children and reduce the need for parents to drop them off in the car, reducing vehicle traffic during peak travel times.</p> <p>Improved pedestrian and cyclist infrastructure connecting North and South would have a beneficial impact on human health and quality of life, dependent on the public perception of active travel being a safe mode of transport across the city. Increased segregation from traffic and implementation of quiet streets would facilitate this. A move towards active travel would further reduce the reliance on vehicle transport in the city, improving air quality through reductions in tail-pipe emissions. An enhanced cycle parking plan is crucial for enabling this.</p> <p>Positive impact on setting of proximate listed buildings and localised parts of Conservation Areas and WHS. However, measures largely do not affect the principal streets of the City Centre/WHs.</p> <p>Positive impact enhancing attractiveness of public realm, but potential for localised negative effect of segregated cycle network on principal.</p>	<p>Traffic plans and wayfinding for vehicles to navigate from North-South is important to maintain traffic flow and prevent minor roads becoming congested.</p> <p>Need to ensure that road closures undertaken alongside other measures to encourage modal shift to avoid displacing impacts throughout the network. The measures set out in the associated strategies such as improved P&amp;R, integrated public transport and the LEZ aim to reduce the need for people to use private transport, therefore resulting in less traffic in the city centre and less displaced traffic. Ongoing traffic monitoring should be implemented to monitor impacts and potential for traffic displacement as interventions develop.</p> <p>Proposal on George Street must be informed by detailed understanding of the sensitivity to change of the street both in terms of cultural heritage and townscape.</p> <p>Changes to public realm to be carried out in line with Council Street Design Guidance and opportunities for improved surface water management need to be considered in the context of Councils forthcoming</p>

		<p>SUDS technical guidance.</p> <p>Implementation of segregated cycle network in principal streets of the city must be informed by detailed understanding of sensitivity to change both in terms of heritage and landscape/townscape importance.</p>
<b>Green Linkages</b>	<p>There is potential of beneficial impacts on enhancing the biodiversity on the city centre through provision of green space for both habitat creativity and biodiversity. Creating additional green space in the urban environment would also have beneficial impacts on human health through providing more pockets and green corridors in the city for the public to enjoy. More green space and linkages would have a beneficial impact on improving air quality through the carbon sequestration and air purification properties of organic matter growth. In addition, more green land in the urban environment would potentially have beneficial impacts on the water environment if there is more permeable green space covering the impermeable road surfaces, to assist with rainfall and surface water management</p> <p>The greening of principal historic streets designed in neo-classical style and not intended to incorporate trees/vegetation along streets would have a negative effect upon the historic urban spatial structure/ plan of the city.</p> <p>The greening of principal historic streets would have a localised negative effect on key views within the WHS and would alter the overall appearance of the townscape and current urban framework.</p>	<p>Introduction of 'green roofs' on buildings has been proven as an effective method of water management and improving biodiversity in the urban environment and has the added benefit of being an effective natural building insulator. Green roofs could be an inexpensive and effective addition to a green linkages intervention.</p> <p>Opportunities for improved surface water permeability to be sought as green linkages proposals are developed.</p> <p>ensure that any proposals for tree planting/ greening are informed by a thorough understanding of the historic environment and designated heritage assets and of key townscape views particularly on principal historic streets</p> <p>Changes to public realm to be carried out in line with CEC Street Design Guidance</p>
<b>Parking</b>	<p>Removal of on street parking on city centre streets would have beneficial impacts on human health for all users of the city centre by giving more space to pedestrians. It would also be beneficial for safety, particularly during peak time periods in the year when pedestrian traffic is heavy. There would be potential benefits on the sustainable use and management of material assets with more road space being freed up for active travel infrastructure, and pop up street activities.</p> <p>Reducing the space for cars to be parked within the city centre would reduce the number of vehicles able to travel into it, having a beneficial impact on air quality and tailpipe emissions in the city centre, reducing exceedance air quality levels in AQMAs.</p> <p>Positive impact on setting of proximate listed buildings and localised parts of Conservation Area and WHS. However, measures do not affect principal streets of City Centre/ WHS.</p>	<p>Greater restriction on city-centre trade permits could have negative impacts on small trade businesses carrying out work in the city centre on properties and in businesses, increasing the prices for both traders and customers.</p> <p>Maintaining vehicular access for people with impaired mobility should be considered when reducing availability of on-street parking.</p>

	Positive impact enhancing attractiveness of public realm, but does not affect principal streets of City Centre / WHS.	
<b>Public Transport</b>	<p>Significant investment on bus services and the implementation of a city centre tram loop would have significant positive effects on air quality within the city centre boundary and impacts on use and management of existing infrastructure. Bus congestion on key routes such as Princes street, Lothian Road and North Bridge cause delays to services as well as blocking the tram service. There is significant air pollution created from large numbers of buses idling in slow moving traffic.</p> <p>The creation of new public transport interchanges may result in a displacement of air quality and noise issues.</p> <p>Additional investments in bus and tram services could increase the public's confidence in using it providing high quality alternatives and reduce the reliance on private cars. This could reduce vehicles in the city centre, having a positive effect on air quality and public health and quality of life. This must consider the accessibility for all to include vulnerable users with limited mobility. Public transport must be perceived as safe for users, especially late at night, to instil confidence in users.</p> <p>Vertical motorised connections would have a positive effect on accessibility for all users improving the liveability of streets, removing barriers to use. However, depending on the location of the motorised connection to Castle this may have a negative effect on SSSI and Local Nature Conservation Site.</p> <p>New vertical connections affect key and prominent locations within the WHS -Grassmarket/ Mound / Castle and North Bridge. City centre tram loop passes by a large number of listed buildings and may affect their settings. Particular concern is raised regarding the spatially constrained area of Nicolson Square and likely significant affect upon historic townscape/ setting of listed buildings around the square, which lies within the Southside Conservation Area, as well as impacts upon key views (e.g. view north along North Bridge)</p> <p>The measures are likely to have an overall positive effect upon public realm, including due to the reduction of bus movement within the city centre.</p> <p>Measures regarding City Centre Tram Loop and vertical connections could affect sensitive views within the city and may have a negative effect upon the existing urban landscape and settlement pattern.</p>	<p>Public transport has to be perceived as safe for users, especially late at night and for vulnerable people. Having well lit, stops in non-secluded areas would influence this. The public transport must be affordable and reliable to give the public confidence to stop using cars.</p> <p>To achieve the potential benefits in air quality and improving human health, public transport should be low-emission and alternative fuel to reduce diesel vehicles in the city centre. The proposed Low Emissions Zone for Edinburgh will help achieve this</p> <p>Design and location of transportation interchanges need to be developed to ensure potential negative impacts on air quality and noise at these locations are avoided/mitigated</p> <p>Better integration of the tram and rail network at Waverley Station would prove beneficial for increasing passenger numbers, particularly those with limited mobility.</p> <p>Ensure all detailed proposals are informed by thorough understanding of the historic townscape, sensitivity of heritage assets and key views of them, and effects on the WHS.</p>
<b>Activating Open Space</b>	<p>Increased investment in open space could have localised negative effects on the biodiversity of green spaces if they are more heavily used.in particular if opening private, semi-private open spaces, however additional investment and improved design and maintenance would support opportunities for improvement.</p> <p>Increased accessibility in Princes Street Gardens may have negative impacts on the qualifying geological features of SSSI at Castle Rock.</p>	<p>Seek to incorporate opportunities for improved biodiversity where improving public realm. Poor quality green spaces identified within CEC Green Space Audit should be given priority.</p> <p>Lighting hierarchy needs to be developed to be sensitive to exiting habitat/wildlife activities in</p>

	<p>Transformation of areas such as Princes Street Gardens incl. Ross Bandstand Project must be sensitive to the existing biodiversity and importance of the green space. Commercialisation of the public spaces for uses such as ticketed concerts reduces public accessibility to open space, having a detrimental impact on its sustainable use.</p> <p>Increased access to open space and improved design and maintenance including lighting would have positive effects on population and health providing safe and more accessible spaces for all users but could have negative impacts on measures to improve biodiversity, particularly where areas are currently unlit. .</p> <p>Impacts on air quality would be dependent on level of vegetation clearance/additional planting. proposed</p> <p>Maximising the potential of existing public spaces and improving wayfinding would increase the positive use of material assets by better using under-utilised spaces, path networks and trails. would have beneficial impacts on public health by allowing people to get out and enjoy the outdoors and participate in activities. Investment in wayfinding and technology to increase the visibility of underused outdoor networks, improving the activity offering to the public and tourists in the city centre.</p> <p>Difficult to determine nature of effect of accessibility and permeability of Princes Street Gardens (a key part of the New Town Gardens Inventory GDL and WHS).</p> <p>Positive impact enhancing attractiveness of public realm across the city centre.</p>	<p>accordance with CEC Lighting Strategy.</p> <p>Regular patrolling and maintenance would likely be required to make sure heavily used green spaces remained litter free and well maintained as well as prevent anti-social behaviour.</p> <p>Opportunities for improved surface water management and mitigating reduced permeability need to be considered in the context of CEC forthcoming SUDS technical guidance</p> <p>Ensure all detailed proposals are informed by detailed understanding of the sensitivity to change (in terms of cultural heritage and landscape and townscape) of garden and other open spaces which form part of the New Town Gardens Inventory GDL and WHS).</p> <p>Changes to public realm to be carried out in line with CEC Street Design Guidance</p> <p>Wayfinding could be expanded to include consideration of accessibility/mobility issues to achieve wider benefit residents/visitors</p> <p>Wayfinding including use of apps could include historic interpretation and improve understanding of the historic environment.</p>
<p><b>Operations and Management</b></p>	<p>This intervention package targets management of pedestrian traffic in the city centre through signals and count-down clocks. In combination with promotion and expansion of cycle hire and shared loading and distribution for last mile cargo distribution of bikes could have beneficial impacts on air quality and subsequently human health by reducing traffic and HGV cargo traffic in the city centre. This would also promote sustainable use of existing infrastructure. No specific relation between these interventions and cultural heritage. No specific relation between these interventions and townscape/landscape.</p>	

## **4.6 SEA Assessment of Proposed Strategy**

- 4.6.1 The findings of the SEA assessment of the alternative scenarios and associated packages of interventions directly fed into the development of the final list of interventions proposed within the ECCT Proposed Strategy. An assessment of these interventions, focusing on the key changes from the alternative scenarios, against the SEA objectives and SEA assessment criteria was undertaken to determine mitigation and enhancement recommendations and to assess the likely in combination, secondary and synergistic effects of implementing these interventions. The full assessment is presented in Appendix D. A summary of the assessment is presented in Table 9. A schedule of the enhancement measures and mitigation recommended as part of the assessment is provided in Table 10 along with the ECCT response.

## **4.7 Post consultation update**

- 4.7.1 Following a six-week public consultation period comments have been received from the Statutory Consultees: Historic Environment Scotland, Scottish Environmental Protection Agency and Scottish Natural Heritage and these have been taken into consideration in finalising this report. A table of these comments and City of Edinburgh Council's response will be provided within the Post Adoption Statement.

All wider public consultation and stakeholder comments have been reviewed and no additional comments directly related to the SEA assessment and Draft Environmental Report were received.

Through a robust review of the consultation feedback alongside the implications of the finalisation changes to the ECCT Strategy, it was concluded that there were no additional or significantly altered interventions and no interventions were removed from the strategy; therefore, there would not be any significant changes to the findings of the SEA assessment.

A more detailed summary of this process will be provided in the post adoption statement as part of the narrative to show how the SEA has influenced the development of the strategy.

**Table 9: Summary of Assessment of Proposed Strategy**

Package Title	SEA summary
<p><b>Streetspace Allocations</b></p>	<p>This preferred package aims to more significantly reduce the dominance of vehicles in the city centre making it safer and more accessible for pedestrians and cyclists to travel to and within the city centre. Reducing road space available for vehicles would limit the number of vehicles that can be in the city centre and alongside additional road closures, reduce the release of tailpipe emissions. This would be further improved by filtered permeability zones within the Old and New towns. This would be beneficial for addressing the exceedance issues in the two Air Quality Management Areas (AQMAs) in the city centre.</p> <p>Implementing traffic calming measures around schools and on routes between them and key transport nodes would improve safety for school children and reduce the need for parents to drop them off in the car, reducing vehicle traffic during peak travel times.</p> <p>Improved pedestrian and cyclist infrastructure including North/South cycle route from Leith Street to the pleasure including a new pedestrian/cycle bridge from Calton Road to Jeffrey Street, creation of quiet zones and wider segregation from traffic would have a positive effect on road safety and personal security through reduced vehicle conflict particularly on Princes Street and Lothian Road. It would support a move towards active travel. This should encourage more walking cycling with positive effects on health and air quality and would further reduce the reliance on vehicle transport in the city, improving air quality through reductions in tail-pipe emissions. Potential for localised negative effects of cultural heritage depending on location and scale of proposals.</p> <p>Overall, considered to have a positive impact enhancing the attractiveness of public realm, townscape and landscape.</p>
<p><b>Parking</b></p>	<p>Selective removal of parking would still have beneficial impacts on human health for all users of the city centre by giving more space to support new cycleways. It would also be beneficial for safety, particularly during peak time periods in the year when pedestrian traffic is heavy. There would be potential benefits on the sustainable use and management of material assets with more road space being freed up for active travel infrastructure.</p> <p>The protection of residents parking permits would help retain the liveability of the city centre.</p> <p>Reducing the space for cars to be parked within the city centre would reduce the number of vehicles able to travel into it and the implementation and promotion of city centre charge points would have a beneficial impact on air quality and tailpipe emissions in the city centre, reducing exceedance air quality levels in AQMAs.</p> <p>Positive impact on setting of proximate listed buildings and localised parts of Conservation Area and WHS. Positive impact enhancing attractiveness of public realm.</p> <p>Potential for adverse impacts to retailers that are heavily dependent on passing trade.</p>

Package Title	SEA summary
<p><b>Public Transport</b></p>	<p>Reducing bus services in the city centre and allowing some services to 'kiss' the centre and the implementation of a city centre tram loop/hopper bus would have significant positive effects on air quality within the city centre boundary and impacts on use and management of existing infrastructure. Bus congestion on key routes such as Princes street, Lothian Road and North Bridge cause delays to services as well as blocking the tram service. There is significant air pollution created from large numbers of buses idling in slow moving traffic.</p> <p>The creation of new public transport interchanges may result in a displacement of air quality and noise issues.</p> <p>Additional investments in bus and tram services could increase the public's confidence in using it providing high quality alternatives and reduce the reliance on Public transport must be perceived as safe for users, especially late at night, to instil confidence in users. Improved reliability would have beneficial impacts from reduced waiting times at stops and interchanges. Potential for adverse impacts from additional conflict between trams and pedestrians/cyclists.</p> <p>Vertical motorised connections would have a positive effect on accessibility for all users improving the liveability of streets ,and removing barriers to use. However, the creation of motorised connection to Castle Esplanade would have a negative effect on SSSI and Local Nature Conservation Site and potential for significant negative effect on the Scheduled Monument. This effect would be localised.</p> <p>New vertical connections affect key and prominent locations within the WHS -Grassmarket/ Mound / Castle and North Bridge. City centre tram loop passes by a large number of listed buildings and may affect their settings. Particular concern is raised regarding the spatially constrained area of Nicolson Square and likely significant affect upon historic townscape/ setting of listed buildings around the square, which lies within the Southside Conservation Area</p> <p>The measures are likely to have an overall positive effect upon public realm due to the reduction of bus movement within the city centre.</p> <p>Measures regarding City Centre Tram Loop and vertical connections could affect sensitive views within the city and could have a negative impact upon the existing urban landscape and settlement pattern.</p>
<p><b>Optimisation of Space/Green Links</b></p>	<p>There is potential of beneficial impacts on enhancing the biodiversity on the city centre through provision of green space for both habitat creativity and biodiversity. Creating additional green space in the urban environment would also have beneficial impacts on human health through providing more pockets and green corridors in the city for the public to enjoy. More green space and linkages would have a beneficial impact on improving air quality through the carbon sequestration and air purification properties of organic matter growth. In addition, more green land in the urban environment would potentially have beneficial impacts on the water environment if there is more permeable green space covering the impermeable road surfaces, to assist with rainfall and surface water management. However potential for localised negative effects on the water environment from utilising green open space, reducing the permeability of green space through permanent/temporary installations and events</p> <p>Increased access to open space and improved design and maintenance including lighting would have positive effects on population and health providing safe and more accessible spaces for all users. However, the activation of open space and the possibility of new lighting could have localised negative effects on the biodiversity of green spaces if they are more heavily used, particularly in areas previously unlit. However, additional investment and improved design and maintenance would support opportunities for improvement particularly in areas of poor-quality green space.</p>

Package Title	SEA summary
	<p>Increased accessibility in Princes Street Gardens may have negative impacts on the qualifying geological features of SSSI at Castle Rock.</p> <p>Linking the gardens across Princes Street to Castle Street would alter the plan layout (and ability to understand, appreciate and experience) of the First New Town – a key element of the World Heritage Site. The streets within the First New Town were intended to be free of trees/ greenery with greenery within enclosed gardens at specific locations within the plan (the same argument as I explained during the MCA meeting re greening of George Street). This would cause a significant adverse effect upon the World Heritage Site, the New Town Gardens Inventory GDL, and upon proximate heritage assets. Impacts on air quality would be dependent on level of vegetation clearance/additional planting.</p> <p>The greening of principal historic streets designed in neo-classical style and not intended to incorporate trees/vegetation along streets would have a negative effect upon the historic urban spatial structure/ plan of the city. (Relevant to George IV Bridge, Hanover Street and Dundas Street) Maximising the potential of existing public spaces and improving wayfinding would increase the positive use of material assets by better using under-utilised spaces, path networks and trails.</p> <p>Interventions would have an overall significant positive impact enhancing attractiveness of public realm.</p>
<p><b>Operations and Management</b></p>	<p>This package would aim to make better use of existing road space and reduce the need for vehicles in the city centre. However, the removal of the real-time traffic management, focussing on pedestrian demand reduces the opportunity to improve accessibility, safety and the ability for Pedestrians and cyclists to move in the city centre on the significant pedestrian and cyclist route network within the city, promoting active travel and public health.</p> <p>Micro-consolidation centres on the periphery of the city centre (potentially within Castle Terrace MSCP) with electric vehicles or cargo bikes last mile distribution would promote active travel with positive impact on public health.</p> <p>Measures to improve the pedestrian and cyclist experience including management of commercial bins, maintenance of footways/cycleways and enhancing kerbside enforcement would improve pedestrian and cyclist safety and the liveability of residents and encourage more people to walk in the city centre. Shop mobility schemes at key PT and retail hub would support access for all users and in particular improve accessibility for an ageing population and those with reduced mobility</p> <p>Having enhanced data would allow future resources and policies to be targeted at areas most in need.</p> <p>There would also be a beneficial impact on air quality from promotion of car clubs and cycle hire, to decrease the number of single occupancy vehicles and reduce traffic. Shared loading and last mile cargo bike distribution and expansion of shared mobility would beneficially impact air quality and in-turn human health.</p> <p>No specific relation between these measures and cultural heritage.</p> <p>Interventions would help to ensure an attractive public realm and would enhance the integrity and liveability of key streets removing barriers to use.</p>

**Table 10: Summary of ECCT Responses**

SEA recommendation	ECCT Response
<b>To be imbedded at strategy level</b>	
Temporary 'quirky' parking days were included in Scenario 1 and 2 but not referenced in the preferred package of interventions. The SEA recommends that these are included within the proposed package as it would have an overall positive effect to liveability of residents.	It was determined that this would be considered as part of wider parking strategy but not an individual intervention at this point.
The preferred interventions do not include reference to the consideration for maintaining spaces for disabled users to maintain access for groups with reduced mobility. This should be considered as would help support access for all users	ECCT has identified as an impact to be managed with the Strategy and will be a key consideration as projects develop.
The preferred interventions do not include reference to mention of policy for major city-centre developments to present an off-street parking action plan which CEC prior to construction which could be important to maintain accessibility for shoppers to retail.	This will be considered as part of wider parking strategy.
The preferred interventions do not include reference to wayfinding. This should be added back into strategy as will support better understanding	This has been added back into the optimisation of open space package of interventions.
Consideration to be given to provision of secure, sheltered bicycle on residential streets should be considered to allow city centre residents a safe and convenient facility, not just at the transportation hubs. Recommend intervention be expanded	It is considered too detailed for the strategy but could be considered on a street by street basis as specific projects develop. This would be balanced with urban realm requirements/historic impacts and in consultation with residents.
Public transport must be affordable and reliable to give the public confidence to stop using cars Integrated and smart ticketing likely to provide the opportunity for a step change in convenience for passengers thereby facilitating modal shift.	This is will be captured within the delivery plan which is being developed as part of ECCT.
Need to ensure that road closures undertaken alongside other measures to encourage modal shift to avoid displacing impacts throughout the network	This is will be captured within the delivery plan which is being developed as part of ECCT.
Better integration of the tram/bus and rail network at Waverley Station would prove beneficial for increasing passenger numbers, particularly those with limited mobility.	The connection between Princes Street and Waverley Station is identified as a public transport hub within ECCT and opportunity for integration is identified and will be developed further as proposals develop in line within the Waverley Station masterplan.
Wayfinding could be expanded to include consideration of accessibility/mobility issues to achieve wider benefit residents/visitors. Wayfinding including use of apps could include historic interpretation and improve understanding of the historic environment.	This will be explored further as the wayfinding project develops.

<p>The preferred interventions do not include reference to a city-centre diversion strategy. Careful planning of diversion routes to avoid narrow streets unsuitable for heavy vehicles should be carried out (i.e. as was seen in the Wester Coates area during the works around Haymarket).</p>	<p>ECCT is proposing that a city centre operation management plan be developed. This will be considered within this plan</p>
<p>Regular patrolling, maintenance and opening hours will need to be considered to ensure 'optimised' open spaces are safe, secure and well maintained.</p>	<p>ECCT is proposing that a city centre operation management plan be developed. This will be considered within this plan</p>
<p>The preferred interventions do not include reference to real-time traffic management, including fixed time PT plans and pedestrian count-down clocks which help to make better use of existing transportation infrastructure</p>	<p>ECCT is proposing that a city centre operation management plan be developed. This will be considered within this plan</p>
<p><b>To be considered as proposals develop</b></p>	
<p>Opportunities for improved surface water management and mitigating reduced permeability</p>	<p>To be included within the delivery plan</p>
<p>Ongoing traffic monitoring should be implemented to monitor impacts and potential for traffic displacement as interventions develop.</p>	
<p>When optimizing existing green space, poor quality green spaces identified within CEC Green Space Audit should be given priority.</p>	
<p>Changes to public realm to be carried out in line with CEC Street Design Guidance</p>	
<p>Ensure that any proposals for tree planting/ greening of street are informed by a thorough understanding of the historic environment and designated heritage assets and of key townscape views particularly on principal historic streets.</p>	
<p>Ensure all detailed public realm proposals are informed by thorough understanding of the historic townscape, sensitivity of heritage assets and key views of them, and effects on the WHS.</p>	
<p>Implementation of segregated cycle network in principal streets of the city (Royal Mile and George Street) must be informed by detailed understanding of sensitivity to change both in terms of heritage and landscape/townscape importance.</p>	
<p>To achieve the potential benefits in air quality and improving human health, public transport should be low-emission and alternative fuel to reduce diesel vehicles in the city centre.</p>	
<p>Seek to incorporate opportunities for improved biodiversity and habitat enhancement/creation where improving public realm/open space.</p>	
<p>There is considerable opportunity to increase the resilience of the city to extreme rainfall events through the incorporation of blue and green infrastructure into all landscaping proposals.</p>	

## 5. Cumulative Effects

- 5.1.1 Cumulative effects have been considered throughout both the alternative scenarios assessment and proposed strategy assessment and the inter-plan (the impact of the plan alongside other plans and polices) focusing on possible proposals in the City Mobility Plan and City Plan 2030.
- 5.1.2 This inter-plan cumulative assessment has been undertaken in discussion with the teams responsible for preparing these other emerging plans and based on the information available at the time of the assessment. A combined ECCT, CMP and LEZ workshop with the Consultation Authorities was held following the public consultation discuss the final cumulative assessment approach. It was agreed that this assessment would be reflected and built upon in the forthcoming City Mobility Plan SEA and City Plan Main Issues Report SEA.
- 5.1.3 The list below is not exhaustive but highlights some of the proposals which may have significant environmental effects;
- Smart integrated payment arrangements to enable interchange across all public transport services
  - Introduce a Low Emission Zone
  - Introduce a Workplace parking levy
  - Outward extension of parking controls across the city
  - Higher density developments prioritising sustainable modes around current or potential key public transport corridors
  - Park and Ride interchanges
  - Tram extensions to Newhaven and to the South - East
  - Explore regional freight consolidation centres and micro distribution centres
  - Orbital bus routes serving key trip-attractors
- 5.1.4 The table below presents a high-level narrative of the potential cumulative effects of implementing the ECCT alongside the forthcoming City Mobility Plan and City Plan 2030

**Table 11: Potential Cumulative effects with other proposals**

SEA Topic	Cumulative impact of ECCT	Cumulative impact with other proposals
Biodiversity	The cumulative effect of the ECCT on biodiversity is mixed. Key benefits are associated with increased green space/green linkages. There are anticipated localised negative effects with activating currently underused open space including designated site at Princes Street Gardens. These negative effects can be mitigated.	The cumulative effect of the ECCT and other proposals on biodiversity is likely to remain mixed with the potential for significant impacts/opportunities depending on the location of higher density development and park and ride interchanges.
Population and Human Health	The cumulative effect of the ECCT on population and human health is major positive. With key benefits associated with an overall reduction in traffic, improved and safer active travel opportunities, accessibility to open space inducing segregated routes and quiet roads and improved reliability of bus services. It anticipates a modal shift to more sustainable modes of transport to achieve these benefits.	The cumulative effect of the ECCT and other proposals on population and human health is likely to remain major positive with the wider measures supporting ECCT's interventions to see a significant reduction in traffic within the city centre by exploring regional consolidation centres, extension of parking controls parking levies and park and ride interchanges. The same proposals would also support and promote a modal shift to more sustainable modes of transport with integrated ticketing helping people to seamlessly move between different modes. The Low Emission Zone would support improvements to human health

SEA Topic	Cumulative impact of ECCT	Cumulative impact with other proposals
		with improved air quality and a reduction in traffic in the city centre.
Material Assets	The cumulative effect of the ECCT on material assets is minor positive. With key benefits associated with better use of existing transport and urban realm infrastructure.	The cumulative effect of the ECCT and other PPS proposals on material assets could see more significant positive effects through modal shift to sustainable transport modes, and the integration of sustainable transport options into new developments.
Water	The cumulative effect of the ECCT on water is mixed. The positive effects associated with opportunities for surface water permeability from green linkages needs to be balanced with negative effects from increased use of green spaces for pop-up activities/increase commercialisation of green spaces.	The cumulative effect of the ECCT and other PPS on water is likely to remain mixed with the potential for significant impacts/opportunities depending on the location of higher density development and park and ride interchanges. The implementation of new transport interventions has the potential to improve/upgrade material assets.
Air Quality and Climatic Factors	The cumulative effect of the ECCT on water is major positive. Key benefits associated with an overall reduction in traffic due to the reallocation of road space, bus services to 'kiss' city centre, reduction in parking, additional investment in bus services and providing vertical connectivity. It is anticipated that the interventions would encourage a modal shift to more sustainable modes of traffic to achieve these benefits.	The cumulative effect of the ECCT and other PPS on air quality is likely to remain major positive with the wider measures supporting ECCT's interventions to see a significant reduction in traffic within the city centre and a modal shift to more sustainable modes of transport. This in combination with the introduction of a Low Emissions Zone should see significant benefits for air quality and climatic factors.
Cultural Heritage	The cumulative effect of the ECCT on Cultural Heritage is mixed. Key benefits anticipated with reallocation of road space, improved public realm, removal of parking and road closures improving the setting of proximate listed buildings, however localised negative effects associated with proposed vertical connectivity measures, green linkages in principal historic streets and accessibility proposals within Princes Street Gardens (a key part of the New Town Gardens Inventory GDL and WHS).	The cumulative effect of the ECCT and other PPS proposals on cultural heritage is likely to remain mixed with similar benefits identified within ECCT and associated with the significant reduction in traffic anticipated within the city centre, however there could be adverse impacts from the extension of the tram line network and higher density developments depending on the location and design.
Landscape and Townscape	The cumulative effect of the ECCT on Landscape and Townscape is minor positive. Key benefits anticipated with improved public realm including green linkages and overall reduction of traffic and parking. Localised negative effects identified due to impact on views from vertical connections. This would be mitigated at a project level.	The cumulative effect of the ECCT and the other and other PPS proposals on Landscape and Townscape is likely to be mixed with benefits associated with the significant reduction in traffic anticipated within the city centre, however there could be adverse impacts from the extension of the tram line network and higher density developments depending on the location and design.

## 6. Next Steps

### 6.1 Monitoring

- 6.1.1 Section 19 of the Environmental Assessment (Scotland Act) Act 2005 requires the City of Edinburgh Council, as the Responsible Authority, to monitor the significant environmental effects of the implementation of the Strategy.
- 6.1.2 Best practice in SEA Monitoring requires that a detailed monitoring framework reflects the implementation of the Strategy actions, identifies where existing indicators (from the delivery of related PSS) can be used to track progress and, ideally, is embedded within the final Strategy to ensure that monitoring is undertaken as part of ECCT delivery.
- 6.1.3 It is proposed that the monitoring framework would align with the forthcoming City Mobility Plan and City Plan 2030 to ensure an integrated approach. Developing this integrated framework was discussed at a workshop with the Consultation Authorities following the public consultation.
- 6.1.4 A monitoring framework and associated targets/ indicators will be agreed with City of Edinburgh Council and presented in the Post Adoption SEA statement.

### 6.2 SEA activities to date and next steps

- 6.2.1 The draft Environmental Report was issued alongside the draft ECCT and was subject to public consultation for a period of 6 weeks. All comments and representations have been considered before finalising the ECCT Strategy and Environmental Report. A monitoring framework and associated targets/ indicators will be presented in the Post Adoption SEA statement.

Table 12: SEA activities and next steps

SEA Stage	SEA Requirements	ECCT SEA Activities
Screening	Determining whether the ECCT is likely to present significant environmental effects and deciding whether a SEA is required.	It was determined in-house that the ECCT would be likely to present significant environmental effects; therefore, a screening determination was not submitted.
Scoping	Considering the scope and level of detail of the Strategic Environmental Assessment, and the consultation period for the Environmental Report. Decided in consultation with Scottish Natural Heritage, Historic Environment Scotland and the Scottish Environment Protection Agency.	A Scoping Workshop on the 18 <sup>th</sup> December 2018 to agree scope and assessment methodology.  The Scoping Report was issued to the Consultation Authorities on 1 <sup>st</sup> February 2019  Responses were received on 8 <sup>th</sup> March 2019  A summary of the comments and team response is included in the Environmental Report.
Environmental Report	Publishing an Environmental Report which outlines the environmental analyses undertaken for the ECCT and its environmental effects, and consulting on that report.	The Draft Environmental Report was made available for public consultation on the 20 <sup>th</sup> May 2019 in conjunction with the ECCT <b>for a period of 6 weeks.</b>  This Environmental Report has been amended where appropriate in response to consultation

SEA Stage	SEA Requirements	ECCT SEA Activities
		feedback and finalised to be adopted alongside the final ECCT.
Adoption and SEA Assessment	Provides information on how the SEA process informed and improved the finalised ECCT; how consultation comments have been taken into account; and methods for monitoring the significant environmental effects of the implementation of the strategy.	Publication of a post-adoption statement will follow adoption of the Edinburgh City Centre Transformation Strategy and will demonstrate how the SEA has influenced the final ECCT, summarises consultation feedback and SEA responses and set out monitoring framework
Monitoring	Monitoring significant environmental effects in such a manner so as to also enable the Responsible Authority to identify any unforeseen adverse effects at an early stage and undertake appropriate remedial action.	To be undertaken by Edinburgh Council following adoption. To be aligned with City Mobility Plan and City Plan 2030 SEA monitoring requirements.

## Appendix A: Plans, Policies and Strategies Review

Name	Document Link/Location	Summary	Main requirements and objectives relevant to the ECCT and the SEA	How it affects or is affected by the Edinburgh City Centre Transformation Strategy	Related SEA Topics						
					Biodiversity	Population and Human Health	Landscape/Townscape	Air Quality	Cultural Heritage	Water	Climatic Factors
<b>International</b>											
United Nations Educational, Scientific and Cultural Organisation (UNESCO) (1972). Convention Concerning the Protection of the World Cultural and Natural Heritage; and Operational guidelines for the Implementation of the World Heritage Convention	<a href="http://whc.unesco.org/archive/convention-en.pdf">http://whc.unesco.org/archive/convention-en.pdf</a> <a href="https://whc.unesco.org/en/guidelines/">https://whc.unesco.org/en/guidelines/</a>	The World Heritage Convention was established in 1972 with the purpose of ensuring as far as possible the proper identification, protection, conservation and presentation of cultural and natural heritage sites of Outstanding Universal Value (World Heritage). The convention embraces the concept of "sustainable development" through the protection and conservation of the natural and cultural heritage. The cultural and natural heritage is among the priceless and irreplaceable assets, not only of each nation, but of humanity as a whole. The loss, through deterioration or disappearance, of any of these most prized assets constitutes an impoverishment of the heritage of all the peoples of the world. Parts of that heritage, because of their exceptional qualities, can be considered to be of "Outstanding Universal Value" and as such worthy of special protection against the dangers which increasingly threaten them	Identification, protection, conservation and preservation of cultural and natural heritage sites of Outstanding Universal Values (OUV). Sets criteria and conditions for inclusion on the World Heritage list to evaluate the Outstanding Universal Value of sites. Encourages State Parties to nominate sites for inscription on the World Heritage list, inscribes cultural and natural sites on the World Heritage list and guides State Parties in the protection and management of World Heritage properties.  The Old and New Towns of Edinburgh was inscribed on the World Heritage list by the UNESCO World Heritage Committee in 1995.	The Strategy is within the Old and New Towns of Edinburgh World Heritage Site.  The World Heritage Convention and UNESCO will monitor significant developments within the World Heritage Site (WHS) to assess the affects that this will have on its OUV.  The Strategy should be developed on an understanding of the OUV of the WHS and the impact on OUV, including the potential to enhance the WHS.			X		X		
UNESCO Old and new Towns of Edinburgh World Heritage Site: Statement of Outstanding Universal Value	Q	The Statement of Outstanding Universal Value (SOUV) for the Old and New Towns of Edinburgh World Heritage Site provides a statement of significance and criteria under which the site is deemed to have Outstanding Universal Value (OUV). This forms part of the inscription documentation for inclusion of the Old and New Towns of Edinburgh on the World Heritage list by UNESCO	The Statement of Outstanding Universal Value (SOUV) describes the justification for OUV and is the basis upon which the UNESCO World Heritage Committee monitors the condition of the WHS. This defines the criterion for OUV relevant to the Edinburgh WHS as: • <b>Criterion (ii):</b> The successive planned extensions of the New Town, and the high quality of its architecture, set standards for Scotland and beyond, and exerted a major influence on the development of urban architecture and town planning throughout Europe, in the 18th and 19th centuries. • <b>Criterion (iv):</b> The Old and New Towns together form a dramatic reflection of significant changes in European urban planning, from the inward looking, defensive walled medieval city of royal palaces, abbeys and organically developed burgh plots in the Old Town, through the expansive formal Enlightenment planning of the 18th and 19th centuries in the New Town, to the 19th century rediscovery and revival of the Old Town with its adaptation of a distinctive Baronial style of architecture in an urban setting.  In addition to these criteria for inscription on the World Heritage list a site must meet test of Integrity and Authenticity. These are as follows: <b>Integrity</b> - The property encompasses significant town planning components, including layout, buildings, open spaces and views, that demonstrate the distinctiveness between the organic growth of the Old Town and the planned terraces and squares of the New Town with the wide landscaped valley between. Overall, the property forms a remarkably consistent and coherent entity which has developed and adapted over time whilst preserving the key attributes of outstanding universal value within the site. The vulnerability of the skyline and views in and out of the property have been addressed by the introduction of a skyline policy. <b>Authenticity</b> - The level of authenticity in Edinburgh is excellent. Buildings of all dates have been conserved to a high standard and the layout of streets and squares maintain their intactness. The Site also continues to retain its historic role as the administrative and cultural capital of Scotland, while remaining a vibrant economic centre.	The Strategy area covers the Edinburgh WHS. State parties include DCMS, City of Edinburgh Council, Historic Environment Scotland and Edinburgh World Heritage Trust and they are involved in the protection and enhancement of OUV and the qualities that convey the OUV of the WHS through the management of the WHS.  The Strategy has the potential to affect these, in particular the spatial structure, the urban plan form, layout of street and squares, views and vistas and the dramatic topography of the WHS that are significant components of the OUV.  The Strategy also has the potential to influence the role of Edinburgh as the administrative and cultural capital of Scotland, and remaining a vibrant economic centre - this is interrelated to the core aims of the strategy.  The Strategy should be developed on an understanding of the OUV of the WHS and the impact on OUV, including the potential to enhance the WHS.			X		X		
<b>National</b>											
Equality Act 2010		The <i>Equality Act 2010</i> (Equality Act) requires public authorities to work to eliminate discrimination and promote equality in all their activities. Under Section 149 of the Equality Act a public authority has a duty to ensure that all decisions are made in such a way as to minimise unfairness, and do not have disproportionately negative impacts on people because of their protected characteristics or background.	The duty requires public bodies to have due regard to the need to eliminate unlawful discrimination, harassment and victimisation as well as to advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not under section 149 of the Equality Act 2010. (The relevant protected characteristics and groups are: age, disability, gender reassignment, pregnancy and maternity, race, gender, religion or belief, sexual orientation)	The Council will need to ensure it is able to demonstrate it has had regard to the objectives of the Act.			X				
Fairer Scotland Action Plan (2016)	<a href="https://beta.gov.scot/publications/fairer-scotland-action-plan/pages/0/">https://beta.gov.scot/publications/fairer-scotland-action-plan/pages/0/</a>	The Fairer Scotland Action Plan is based on five ambitions for 2030 and 50 selected actions regarding a Fairer Scotland. The plan seeks to build a better country - one with low levels of poverty and inequality, genuine equality of opportunity, stronger life chances, and support for all.	Five themes were created based on consultation response: • Work and living standards - Addressing poverty is seen as key to creating a fairer Scotland. • Homes and Communities - Affordability and access to housing were major issues. • Early years, education and health • Community participation and public services - There was a call for greater opportunities for local people to play a part in decisions that affect them and their communities. Access to services was raised in relation to rural communities, arguing that more resources were needed to improve access. • Respect and dignity - these emerged as strong themes in terms of how people are treated by public services and in particular, the social security system.  Action 41 of the 50 fairness actions includes: • <i>Transport Scotland is working with Young Scot to make the National Entitlement Card smart ready for 11-25 year olds. - This in turn should help with equity of access to public services such as transport.</i>	Action 41 is an example of how the Fairer Scotland Action Plan is seeking to improve access to all groups. The aims of the ECCT strategy should help in achieving the aims and actions listed in the Action Plan as the ECCT aspires for Edinburgh to be a fair and inspiring capital city.			X				
Fairer Scotland Duty (2018)	<a href="https://beta.gov.scot/publications/fairer-scotland-duty-interim-guidance-public-bodies/">https://beta.gov.scot/publications/fairer-scotland-duty-interim-guidance-public-bodies/</a>	The Fairer Scotland Duty Part 1 of the Equality Act 2010, went into force in Scotland from April 2018. It places a legal responsibility on particular public bodies in Scotland to actively consider (pay due regard to) how they can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions. Local Authorities are considered covered by the Duty.  The guidance is currently 'interim' as the Scottish Government want the final guidance to be developed with public bodies that have experience of working on the Duty. The Duty will be subject to a three year implementation phase in which their will be interaction with the Equality and Human Rights Commission (The Duty Regulator).	Socio-economic disadvantage is considered 'living on a low income compared to others in Scotland, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and services'.  In order for public bodies to fulfill their obligations under the Duty, they must meet key requirements: • to actively consider how they would reduce inequalities of outcome in any major strategic decision they make; and • to publish a written assessment, showing how they've done this.  The concept of 'due regard' should be well understood by public bodies in relation to the equality duties they are required to meet. Key Considerations should be taken into consideration with relation to 'due regard': • Active consideration - in making any strategic decision, a public authority subject to the Duty must actively consider, with an open mind, whether there are opportunities to reduce inequalities of outcome caused by socio-economic disadvantage. It is suggested that an appropriate officer must be involved in any assessment process under the Duty. • Participation - it may be easier to demonstrate that due regard has been paid if any assessment involves those who may be directly affected by the decision under consideration. • Proportionality - How much regard is due will depend on the relevance of the decision to the scale of socio-economic disadvantage and inequalities of outcome in relation to each strategic issue. • Due regard does not mean there is an obligation to achieve a result - Public bodies are not required to reduce inequalities of outcome as part of any decision made under the Duty. • Results are, however, important. • A record of the decision-making process is also important - to ensure that public authorities can demonstrate that they have paid due regard, a record of the assessment process should be written up and made publicly available. • Public bodies can be held to account under the new Duty - As with the Public Sector Equality Duty, if a public body fails to give due regard as required, any individual who is affected could take a Judicial Review arguing that the authority had failed to meet a statutory duty.	The Fairer Scotland Duty is relevant to the ECCT Strategy as addressing accessibility of transport is a small component in addressing socio-economic disadvantage in Scotland. Of relevance, '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. The example provided within the Duty is those that live in rural or remote areas. Thus, by creating better accessibility or access to public transport through the ECCT should help in addressing these socio-economic issues.			X				
A Route Map to the 2020 Vision for Health and Social Care	<a href="https://www.gov.scot/Resource/0/042/00423188.pdf">https://www.gov.scot/Resource/0/042/00423188.pdf</a>	The route map has been designed to retain Scotland's focus on improving quality and make progress to the 2020 vision.	Vision: <i>'Our vision is that by 2020 everyone is able to live longer healthier lives at home, or in a homely setting'</i> .  The route map lists 12 priority areas for action for pursuing the 2020 Vision for high quality sustainable health and social care services in three domains: • Quality of Care • Health of the population • Value and financial sustainability	The ECCT strategy should help in achieving the aims and vision of the 2020 Vision as it seeks to make Edinburgh a more 'healthy city and environment'. Through reducing automobile travel and promoting active travel people lead more healthier lives.			X				

Name	Document Link/Location	Summary	Main requirements and objectives relevant to the ECCT and the SEA	How it affects or is affected by the Edinburgh City Centre Transformation Strategy	Related SEA Topics							
					Biodiversity	Population and Human Health	Landscape/Townscape	Air Quality	Cultural Heritage	Water	Climatic Factors	
National Planning Framework 3 (NPF3) (2014)	<a href="https://www.gov.scot/resource/0044/00441850.pdf">https://www.gov.scot/resource/0044/00441850.pdf</a>	The National Planning Framework is Scotland's long-term development strategy. The Government's Economic Strategy sets out the measures the Scottish Government is taking to accelerate Scotland's recovery and to support employment. NPF is the spatial expression of that economic strategy, and of the government's plans for infrastructure investment. NPF alongside SPP guides the planning system to deliver the Scottish Government's visions and outcomes for Scotland.	In this framework the government outline four themes which they are working towards. These include making Scotland: 1. <b>a successful, sustainable place</b> (growing the low carbon economy and providing opportunities to all communities) 2. <b>a low carbon place</b> (making the country more energy efficient, producing less waste and decarbonising travel) 3. <b>a natural, resilient place</b> (developing the environment and infrastructure to be resilient to extreme weather, an impact of climate change) 4. <b>a connected place</b> (where the whole country has access to high-speed fixed and mobile digital networks, making better use of existing infrastructure and improving internal and international transport links)	The Strategy would contribute to the delivery of the framework delivering a city centre which supports sustainable economic growth, social inclusion, healthier living, connectivity and reduction in carbon emissions.  Through 'a successful, sustainable place' objective, NPF3 states that Edinburgh is seeking to promote active travel which will help in providing health benefits. This matches the aspirations of the Strategy in promoting better accessibility, access to public transport and a walkable city.		x						x
Scottish Planning Policy 2014	<a href="https://www.gov.scot/Publications/2010/02/03132605/0">https://www.gov.scot/Publications/2010/02/03132605/0</a>	SPP sets out the Scottish Government's view of the purpose of planning; the core principles and objectives for key parts of the system; statutory guidance on sustainable development and planning; concise subject planning policies, including the implications for development planning and development management; and the Scottish Government's expectations of the intended outcomes of the planning system.	The SPP provides policy guidance under the following headings: Economic Development, Town Centres and Retailing, Housing, Rural Development, Coastal Planning, Fish Farming, Historic Environment, Landscape and Natural Heritage, Open Space and Physical Activity, Green Belts, Transport, renewable Energy, Flooding and Drainage, Waste Management, Minerals, Onshore Oil and Gas Operations, Surface Coal Mining, and Communications Infrastructure. While a number of the policy topics are applicable specific reference should be made to paragraphs 57-61 Improving town centres which includes guidance on developing 'town centre strategies' Key objectives/requirements are:  • within the context provided by the development plan, a town centre strategy should provide the more detailed framework which enables action to be realised. Town centre strategies should be informed by the outcomes of regular monitoring of town centre performance and should: • indicate the capacity for change through redevelopment, renewal, alternative uses and diversification based on an analysis of the role and function of the centre, • consider the constraints to implementation, for example diversity in site ownership, unit size and funding availability, and recognise the rapidly changing nature of retail formats, • identify actions, tools and delivery mechanisms to overcome these constraints, for example improved management, Business Improvement Districts or the use of compulsory purchase powers, • promote new opportunities for development, using master planning and design exercises and taking account of historic and conservation considerations where necessary, • consider the potential to reduce impacts on the environment, for example using sustainable urban drainage and combined heat and power systems, and • include a monitoring exercise to link back to the health check and to examine the extent to which it resulted in the actual delivery and implementation of an improved town centre environment.	The development of the Strategy reflects the policy requirement for town centre strategies to deliver a comprehensive series of improvements. The objectives, policies and scenarios developed within the strategy should reflect the requirements identified to delivering a successful town/city centre whilst also addressing the objectives for Historic Environment, Landscape and Natural Heritage, Economic Development, Transport.	x	x	x		x	x		x
National Transport Strategy (2006 and 2016 refresh)	<a href="https://www.transport.gov.scot/media/10310/transport-scotland-national-transport-strategy-january-2016-final-online.pdf">https://www.transport.gov.scot/media/10310/transport-scotland-national-transport-strategy-january-2016-final-online.pdf</a>	The NTS sets out overall aims including improving journey times and connections, reducing emissions, and improving the quality, accessibility and affordability of public transport. The 2016 refresh indicated that the cores of the major challenges identified in 2006 remain but the context has shifted, this includes shifting challenges of tackling inequality while increasing sustainable economic growth; making the transition to a low carbon economy, and making the most of scarce public resources, and shows how transport is tackling them.	There are five high level objectives promote economic growth by building, enhancing managing and maintaining transport services, infrastructure and networks to maximise their efficiency; • promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network; • protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy; • improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff; and • improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport.	The strategy should contribute to the delivery of these wider national objectives in promoting social inclusion at a more local scale, maximising efficiency of existing transport infrastructure, protecting the environmental and improving health (identified through the SEA and IIA assessments) and improving integration.		x			x			x
Scotland's Economic Strategy (2015)	<a href="https://beta.gov.scot/publications/scotlands-economic-strategy/">https://beta.gov.scot/publications/scotlands-economic-strategy/</a>	Scotland's Economic Strategy sets out an overarching framework for how to achieve a more productive, cohesive and fairer Scotland. It forms the strategic plan for existing and all future Scottish Government policy. It prioritises boosting investment and innovation, supporting inclusive growth and maintaining our focus on increasing internationalisation.	The strategy identifies two key objectives of boosting competitiveness and tackling inequality underpinned by four priorities for sustainable growth: • Investing in our people and our infrastructure in a sustainable way; • Fostering a culture of innovation and research and development; • Promoting inclusive growth and creating opportunity through a fair and inclusive jobs market and regional cohesion; and • Promoting Scotland on the international stage to boost our trade and investment, influence and networks.	The strategy should contribute to the delivery of these national priorities by developing aims and objectives and actions which seek to create a city centre which will allow for economic competitiveness on the world stage but also be inclusive for all.								x
Climate Change (Scotland Act 2009)	<a href="https://www.legislation.gov.uk/asp/2009/12/contents">https://www.legislation.gov.uk/asp/2009/12/contents</a>	Sets a framework for greenhouse gas emissions reductions in Scotland by 42 per cent by 2020, and 80 per cent by 2050. To help ensure the delivery of these targets, the Act also requires that the Scottish Ministers set annual targets, in secondary legislation, for Scottish emissions from 2010 to 2050.		The strategy should ensure that the objectives and actions developed will assist in delivering these targets.								x
Flood Risk Management (Scotland) Act 2009	<a href="http://www.legislation.gov.uk/asp/2009/6/pdfs/asp_20090006_en.pdf">http://www.legislation.gov.uk/asp/2009/6/pdfs/asp_20090006_en.pdf</a>	The Act sets out a more sustainable approach to flood risk management. The Act includes the following specific measures: A framework for coordination and cooperation between all organisations involved in flood risk management Assessment of flood risk and preparation of flood risk management plans New responsibilities for SEPA, Scottish Water and local authorities in relation to flood risk management A revised, streamlined process for flood protection schemes New methods to enable stakeholders and the public to contribute to managing flood risk, and; A single enforcement authority for the safe operation of Scotland's reservoirs.		While there are no water bodies within study area the strategy should ensure that actions proposed do not negatively impact existing urban drainage system and seek to improve where appropriate.							x	
Nature Conservation (Scotland) Act (2004)	<a href="http://www.legislation.gov.uk/asp/2004/6/contents">http://www.legislation.gov.uk/asp/2004/6/contents</a>	Places a duty on public bodies and office-holders to make provisions for biodiversity conservation when carrying out any activity. Puts restrictions on any activities which might damage a protected feature of a SSSI; requires consent from SNH (although there are exceptions to this, of which Planning Permission under Part III of the Town and Country Planning (Scotland) Act 1997 is one). Covers the creation of Nature Conservation Orders and Land Management Orders, prohibiting certain activities on certain land.		While no EU or national designations are identified with the City Centre the strategy should ensure actions developed will seek to conserve habitats and species at a local level.	x							
Local Air Quality Management Act (Part of the Environment Act 1995)	<a href="https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69348/pb13566-laqm-policy-guidance-part4-090302.pdf">https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69348/pb13566-laqm-policy-guidance-part4-090302.pdf</a>			The strategy should set actions that will contribute to reduced air pollution and improve air quality for the benefit of human health.		x			x			x
Historic Environment Scotland Policy Statement*	<a href="https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=413711b-bb7b-4a8d-a3e8-a619008ca9b5">https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=413711b-bb7b-4a8d-a3e8-a619008ca9b5</a>	The Historic Environment Scotland Planning Statement (HESPS) (Historic Scotland, 2016) sets out how Historic Environment Scotland fulfils its regulatory and advisory roles and how it expects others to interpret and implement Scottish Planning Policy. It provides policy guidance for planning authorities having regard to their statutory duties as set out in the primary legislation affecting listed buildings, conservation areas and scheduled monuments, and the overarching Scottish Planning Policy that sets out the framework for the statutory obligations and material considerations within the planning process. These are also underpinned by the Managing Change in the Historic Environment guidance note series that address specific topic areas and advice on the application of Scottish Government policy.  *A replacement policy document to the HESPS, the Historic Environment Policy is due to be published in Spring 2019, a draft policy document is out for public consultation and is likely to supersede the HESPS within the timeframe for publication and adoption of the City Centre Transformation Project	The HESPS establishes guiding principles for managing Scotland's historic environment (Chapter 1) including: - a presumption in favour of preservation of individual historic assets and also the pattern of the wider historic environment; no historic asset should be lost or radically changed without adequate consideration of its significance and of all the means available to manage and conserve it; - Scotland's historic environment should be managed in a sustainable way, recognising that it is a social, cultural, economic and environmental resource of great value; - all of the people of Scotland should be able to enjoy, appreciate, learn from and understand Scotland's historic environment, and be assisted in that through access, research, knowledge, information and education and proactive conservation investment, without compromise to cultural significance.  HESPS establishes further guiding principles for bodies responsible for any aspect of the historic environment which include affording the historic environment respect in all their activities; that effective use is made of the statutory provisions available for protection of the historic environment; appropriate and effective systems are established for monitoring and recording the condition of the historic environment; and they work in partnership where there are shared interests. When conflict between sustainable management of the historic environment and other sustainable actions is likely HESPS sets some key principles to minimise the risk of potentially damaging actions including: ensuring that the proposed change is necessary and based on a best available knowledge; use appropriate assessment methodologies to determine the full impact of any proposed management, use or development; adopt strategies to mitigate its impact and keep any interventions to the minimum.  Chapter 3 of HESPS provides detailed guidance for proposals affecting heritage assets with particular regard to the local planning authorities fulfilment of statutory duties in relation to applications for listed building, scheduled monument and conservation area consent as set out in the relevant Acts - the primary legislation.	The Strategy should be able to demonstrate that it is based on an understanding of the significance of the historic environment of the City Centre and that it will affect and seek to manage this in a sustainable way.  The many partners involved in the Strategy should demonstrate that they are acting responsibly with regards to their activities affecting the City Centre's historic environment.  There is potential for the Strategy proposals to conflict with the aspirations and principles for the sustainable management of the historic environment as set out in eh HESPS, and appropriate action has been taken to minimise risk to the historic environment, establishing appropriate methodologies to assess impact and develop mitigation strategies.  *A replacement policy document to the HESPS, the Historic Environment Policy is due to be published in Spring 2019, a draft policy document is out for public consultation and is likely to supersede the HESPS within the timeframe for publication of the City Centre Transformation Project			x		x			

Name	Document Link/Location	Summary	Main requirements and objectives relevant to the ECCT and the SEA	How it affects or is affected by the Edinburgh City Centre Transformation Strategy	Related SEA Topics							
					Biodiversity	Population and Human Health	Landscape/Townscape	Air Quality	Cultural Heritage	Water	Climatic Factors	
Historic Environment Scotland Managing Change guidance-setting	<a href="https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=80b7c0a0-584b-4625-b1fd-a60b009c2549">https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=80b7c0a0-584b-4625-b1fd-a60b009c2549</a>	The HES Managing Change Guidance on Setting sets out the principles that apply to developments affecting the setting of historic assets or places, including scheduled monuments, listed buildings, Inventory historic gardens and designed landscapes, World Heritage Sites and conservation areas.	Planning authorities must take into account the setting of historic assets or places when drawing up development plans and guidance, when considering environmental and design assessments/ statements, and when making decisions on planning applications.  The Setting guidance note establishes the procedures and process for identifying and define the setting of heritage asset(s) and assessing the impact of development on that setting. An appropriate level of assessment to determine the impact on the setting of heritage asset (s) should be undertaken when developing proposals with appropriate mitigating action undertaken and implemented in finalised proposals to minimise any detrimental impacts on setting.	The Strategy is set within an urban area and historic landscape subject to considerable historic and future change. The Strategy will affect the setting of several heritage assets, some of these will be detrimental but also this change could be beneficial to setting of heritage assets.  The Strategy would need to identify, demonstrate and assess the potential impacts of proposals/scenarios 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.  The setting of the following heritage assets are likely to be significantly affected: - listed buildings - scheduled monuments - conservation areas - Inventory gardens and designed landscapes			X		X			
Historic Environment Scotland Managing Change guidance note-World Heritage	<a href="https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=89d391d9-9be2-4267-919f-a678009ab9df">https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=89d391d9-9be2-4267-919f-a678009ab9df</a>	The HES Managing Change Guidance on World Heritage Sites sets out the principles that apply to developments affecting World Heritage Sites, and the roles and responsibilities that organisations have to care for and protect these sites.	The World Heritage guidance sets out the management regimes available for managing and monitoring World Heritage Sites. Governments must have a management plan in place and also monitor the state of conservation of their World Heritage Sites.  The World Heritage guidance note establishes that any impacts on or changes to a World Heritage Site should be assessed in terms of its OUV.  The guidance defines the term attributes as specific qualities that convey the OUV of a World heritage Site - these can be tangible or intangible. And have authenticity and integrity meaning that they relate clearly and coherently to the original form of the site and demonstrate aspects of OUV.  The guidance on World Heritage Sites establishes governing principles for protecting the OUV of World Heritage Sites in accordance with Scottish Planning Policy and UNESCO's requirements.  The guidance note provides guidance on the process for assessing the impacts of development proposals on the OUV of World Heritage Site and for mitigating impacts on the OUV with the aim of encouraging proposals that enhance the WHS and make a positive contribution to sustaining the OUV for the future avoiding adverse impacts.	The Strategy area is within and encompasses the Old and New Towns of Edinburgh World Heritage Site. The site has range of tangible and intangible attributes that convey the OUV of the WHS.  The Strategy has the potential to make a significant contribution (beneficial affect) to the OUV of the WHS. The proposals should be developed on an understanding of the OUV of the WHS and the attributes that convey OUV.  A Strategy that is not developed on an understanding of the OUV of the WHS has the potential to have a significant adverse impact on the attributes and international significance of the World Heritage Site.  The SEA should include an assessment of impacts of the scenarios on the OUV of the World Heritage Site.  The Strategy has the potential to establish or inform monitoring systems to understand and measure the changes to the condition of the OUV of the WHS as a result of the proposals and to understand the impact on the OUV of the proposals.					X			
Historic Environment Scotland Managing Change guidance note-Gardens and Designed Landscapes	<a href="https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=83214207-c4e7-4f60-af87-a678009820b9">https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=83214207-c4e7-4f60-af87-a678009820b9</a>	The HES Managing Change Guidance note sets out the principles that apply to developments affecting Inventory designated Gardens and Designed Landscapes, along with the roles and responsibilities of planning authorities in managing change affecting Gardens and Designed Landscapes included on the Inventory.	The guidance note should inform planning policies and help with decisions relating to planning applications affecting Inventory sites.  It provides guidance on how to manage the impact of change relating to these sites respecting the inherent value of these sites in the context of a dynamic and changing environment. It establishes the process for identifying and assessing the impact of proposals on Gardens and Designed Landscapes on the Inventory such that change is managed to protect and , where appropriate, enhance the significant elements. The guidance provides examples for mitigation that can enhance the significance of the site.	The Strategy area contains a large area designated as an Inventory Garden and Design Landscape (New Town Gardens) and within the setting of other Inventory sites including Holyrood Park. The strategy should seek to enhance the significance of these designated areas.  An impact assessment with proposals to manage change and mitigate impacts such that the significance is enhanced should inform the scenarios development.			X		X			
Clean Air Strategy 2018 (DEFRA)		The Clean Air Strategy shows how the UK will tackle all sources of air pollution, making the air healthier to breathe, protecting nature and boosting the economy. It sets out a wide range of actions on which the UK government is consulting and also shows how devolved administrations intend to make their share of emissions reductions. This consultation will inform the Clean Air Strategy and detailed National Air Pollution Control Programme to be published by March 2019.	The strategy mentions Scotland's approach to tackling air quality through the 'Cleaner Air for Scotland - The Road to a Healthier Future (CAFS)' (explained below). Since CAFS was published, the Scottish Government has announced plans to establish Scotland's first Low Emissions Zone (LEZ) by the end of 2018 in Glasgow. This will however, be followed by further LEZs in Aberdeen, Dundee and Edinburgh by 2020.  Areas of relevance to both ECCT and IIA are: • Protecting the nation's health - There is a compelling case for action to reduce public exposure to air pollution in order to save lives and improve quality of life for many. • Clean Growth - Clean growth means growing our national income whilst tackling air pollution, protecting the natural environment, and cutting greenhouse gas emissions. It is about boosting productivity by improving air quality, using resources efficiently and making the shift to a low carbon economy. • Action to reduce emissions from transport - Transport has a key role to play in reducing emissions and meeting the government's objectives on the environment and public health. Modal shift to lower emission modes of travel plays a central role in reducing transport emissions. We remain committed to encouraging more sustainable modes of transport like cycling, walking and public transport.	The ECCT strategy and the UK Clean Air Strategy have similar aspirations to reduce improve air quality through enhancing modes of travel including active travel measures. In particular they both highlight this requirement in order to protect and improve humans health from emissions. The ECCT strategy should help in achieving the aims of the Clean Air Strategy.			X		X			
Climate Change Plan - The Third Report on Proposals and Policies 2018-2032 (Feb 2018) (CCP)	<a href="https://beta.gov.scot/publications/scottish-governments-climate-change-plan-third-report-proposals-policies-2018/">https://beta.gov.scot/publications/scottish-governments-climate-change-plan-third-report-proposals-policies-2018/</a>	The Climate Change Plan provides an update on previous targets and seeks to set out ambitious decarbonisation plans up to 2032. The CCP, which is a statutory plan, sets out how Scotland will meet the emissions reduction targets under the current legislation. Section 35 of the Climate Change (Scotland) Act 2009 requires Scottish Ministers to lay a report in Parliament setting out their proposals and policies for meeting annual emissions reduction targets. The plan sets out how Scotland can deliver its target of 66% emissions reductions for the period 2018-2032.  • Part one sets out the context for the Scottish Government's climate change proposals and policies. • The Scottish Government's statutory duties are covered in Part Two, alongside annual emissions targets to 2032. • Part three provides a detailed information on the emissions envelopes and emissions reductions trajectories for each sector.	Vision: 'By 2032, Scotland will have reduced its emissions by 66% against 1990 levels'.  Ambitions relevant to ECCT and IIA: • 'In transport, people and business will have access to cleaner forms of travel and transport, and our urban air quality will have improved' • 'People will have significantly more opportunities to walk and cycle, important for both their physical and mental health as well as improving our urban environment.' • 'We envisage significant decarbonisation of transport by 2032, with emissions reducing by 37% over the lifetime of the Plan. With our commitment to phase out the need to buy petrol and diesel cars and vans by 2032, low emission vehicles will be widespread and becoming the norm'.  The CAFS places importance on the planning system in dictating where new development should be built. As a result of these decisions this influences how people travel to and from the development; how it improves an area, the social and economic impacts which occur; and how all of this impacts on the emissions produced.	Although the CCF's core aims are climate change related, the benefits associated with these aims include social and health benefits. Thus aligning with the objectives of the ECCT strategy in seeking to improve air quality which can be achieved through greater active travel and improved accessibility. The ECCT Strategy should help in achieving the aims of the CCP.					X		X	
Cleaner Air for Scotland (2015) (CAFS)	<a href="https://www.gov.scot/Topics/Environment/waste-and-pollution/Pollution-1/16215">https://www.gov.scot/Topics/Environment/waste-and-pollution/Pollution-1/16215</a>	The purpose of Cleaner Air for Scotland - The Road to a Healthier Future is to provide a national strategy within which we can all work together towards the common aim of achieving the best possible air quality for Scotland. In addition it seeks to set out how the Scottish Government and its partner organisations propose to achieve further reductions in air pollution and fulfil our legal responsibilities as soon as possible.  CAFS outlines the contribution that better air quality can make to sustainable development whilst improving health and the natural environment and reducing health inequalities for the citizens of Scotland.	Five strategic objectives that underpin this core Purpose - Greener, Healthier, Safer & Stronger, Smarter and Wealthier & Fairer - are in turn linked to 15 National Outcomes which set out in more detail the Government's policy priorities.  Vision: 'Scotland's air quality will be the best in Europe'  Mission: 'To protect and enhance health, wellbeing, environment, place-making and sustainable economic growth through improved air quality across Scotland'.  Objectives: • Health - A Scotland which protects its citizens from the harmful effects of air pollution, reducing health inequalities. • Placemaking - A Scotland where air quality is not compromised by new or existing development and where places are designed to minimise air pollution and its effects. • Climate Change - A Scotland that reduces greenhouse gas emissions and achieves its renewable energy targets whilst delivering co-benefits for air quality. • Legislation and Policy - A Scotland where all European and Scottish legal requirements relating to air quality are as a minimum complied with. • Communication - A Scotland where all are well informed, engaged, and empowered to improve our air quality. • Transport - A Scotland that reduces transport emissions by supporting the uptake of low and zero emission fuels and technologies, promoting a modal shift away from the car, through active travel (walking and cycling) and reducing the need to travel.	Scotland's strong commitment to equality is a core aspect of CAFS, particularly in relation to reducing health inequalities arising from the impacts of air pollution. The objectives of the CAFS align with those of the ECCT Strategy which seek to improve health and wellbeing through improving air quality and reducing reliance on automobile use through promoting active travel. With the CAFS being aimed at a national scale the objectives should help in achieving the local level goals of the ECCT strategy.		X		X				

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					Biodiversity	Population and Human Health	Landscapes/Townscape	Air Quality	Cultural Heritage	Water	Climatic Factors	
Designing Streets (2010)(National Guidance)	<a href="https://beta.gov.scot/publications/designing-streets-policy-statement-scotland/">https://beta.gov.scot/publications/designing-streets-policy-statement-scotland/</a>	Designing Streets requires a design-led approach instead of a standard approach. Therefore, there is a requirement for consideration to site specific requirements and early engagement with all relevant parties.  Street design is aimed at everyone who plays a part in creating or determining the quality of streets; architects, engineers, planners, developers, politicians, local authorities and anyone interested.  Street design has a direct influence on significant issues such as climate change, public health, social justice, inclusivity and local and district economies. With this approach specific interests are not prioritised, rather there is an appreciation for a wider context and interest groups.	<b>Policies:</b> • Street design must consider place before movement; • street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals; • street design should meet the six qualities of successful places, as set out in Designing Places (Distinctive, Safe & Pleasant, Easy to move around, Welcoming, Adaptable and Resource Efficient); • street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach; and • street design should run planning permission and Road Construction Consent (RCC processes) in parallel.  <b>Six qualities of successful places: Key considerations for street design:</b> • street design should respond to local context to deliver places that are distinctive; • streets should be designed to be safe and attractive places; • streets should be easy to move around for all users and connect well to existing movement networks; • street layout and detail should encourage positive interaction for all members of the community; • street networks should be designed to accommodate future adaptation; and • street design should consider orientation, the integration of sustainable drainage and use attractive, durable materials that can be easily maintained.	The strategy should reflect the policies identified this guidance as designing attractive and well-connected streets will promote active travel, improve health and also encourage people to take public transport methods.		X	X					
The Wildlife and Countryside (Scotland) Act (2004)	<a href="http://www.legislation.gov.uk/ukpga/1981/69">http://www.legislation.gov.uk/ukpga/1981/69</a>	The act gives protection to native species, controls the release of non-native species, enhances the protection of Sites of Special Scientific Interest (SSSI) and builds upon the rights of way rules.	The act requires protection for native species, preventing the damaging of plant life and protection of SSSIs. The Arthur's Seat Volcano SSSI is located within the ECCT City centre study area, so making sure the strategy is not adversely affected by the interventions proposed in the strategy will be important.	The interventions aimed at greater utilisation of open space for public activities must be considerate of their potential effects on the SSSI.	X	X						
The Pollinator Strategy for Scotland 2017-2027	<a href="https://www.nature.scot/sites/default/files/2018-04/Pollinator%20Strategy%20for%20Scotland%202017-2027.pdf">https://www.nature.scot/sites/default/files/2018-04/Pollinator%20Strategy%20for%20Scotland%202017-2027.pdf</a>	The strategy sets out Scotland's strategy to reverse the decline in pollinator insects that are under threat from pressures such as land-use changes, land management, pesticides, pollution, pesticides. Invasive non-native species, diseases and climate change.	The strategy aims to make Scotland more pollinator friendly and take measures to restore the pollinator populations. The ECCT has proposed interventions on green spaces and outdoor areas so ensuring that these are considered in the strategy is important. The pollinator strategy outcomes require action to support pollinators in relevant strategies, policies and practices.	The proposed ECCT interventions aimed at greater utilisation of open space and green linkages should consider potential negative affects on the pollinators and that pollinator insects are considered when implementing interventions on existing green space.								
<b>Regional</b>												
SESPlan Strategic Development Plan 2013	<a href="http://www.sesplan.gov.uk/assets/files/docs/290813/SESPlan%20Strategic%20Development%20Plan%20Approved%2027%20June%202013.pdf">http://www.sesplan.gov.uk/assets/files/docs/290813/SESPlan%20Strategic%20Development%20Plan%20Approved%2027%20June%202013.pdf</a>	Sets the strategic economic development priorities and spatial strategy for the south east Scotland regions including in terms of land use and infrastructure. Region is divided into five Sub Regional Areas with Strategic Development Areas-Edinburgh City Centre is a Strategic Development Area within the Regional Core sub-region	SESPlan identifies Edinburgh city centre a key regional city centre performing a broad range of regional and national functions including shopping, office, leisure, culture, tourism and government and competes with other regional centres in Scotland and the North of England. It sets out a suite of policies to direct Local Development Plans over a series of topics, the most relevant being Policy 1A/1B as Edinburgh City Centre is identified as a Strategic Development Area.  Policy 1A/1B. The Spatial Strategy and Development Principles sets out relevant requirements for local development plans in: • Ensure that there are no significant adverse impacts on the integrity of international, national and local designations and classifications, in particular National Scenic Areas, Special Protection Areas, Special Areas of Conservation, Sites of Special Scientific Interest and Areas of Great Landscape Value and any other Phase 1 Habitats or European Protected Species; • Ensure that there are no significant adverse impacts on the integrity of international and national built or cultural heritage sites in particular World Heritage Sites, Scheduled Ancient Monuments, Listed Buildings, Royal Parks and Sites listed in the Inventory of Gardens and Designed Landscapes; • Have regard to the need to 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; • Contribute to the response to climate change, through mitigation and adaptation; and • Have regard to the need for high quality design, energy efficiency and the use of sustainable building materials.	The development of the strategy should recognise the importance of the Edinburgh City Centre as a regional centre. The strategy should seek to integrate with the SESplan policy requirements which will align with policy requirements in the Edinburgh Local Development.	X	X	X	X	X			X
SEStran (South East of Scotland Regional Transport Strategy 2008- 2023)	<a href="http://www.sestran.gov.uk/wp-content/uploads/2017/01/Regional-Transport-Strategy.pdf">http://www.sestran.gov.uk/wp-content/uploads/2017/01/Regional-Transport-Strategy.pdf</a>	The main purpose of the RTS is to provide a framework which will guide the future management of, and investment in, transport for the SEStran area over the next 10-15 years. SEStran contains eight constituent council areas – City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian. The RTS provides a key input to regional planning policy, Local Transport Strategies and planning policy, and will also impact on other public bodies such as Health Boards.	The SEStran sets out a series of 44 policies under 24 topics. Relevant topics include improvements to public transport, public transport affordability, traffic reduction, cities and town centres, sustainable modes, equal opportunities, disabled access, health, environmental impact, energy use/efficiency, health promotion, energy use/efficiency, personal security in transport, air quality, noise.	The strategy should seek to integrate with SEStrans policy objectives which will align with policy requirements in the Edinburgh Local Transport Strategy.		X						
<b>Local</b>												
Edinburgh City Vision 2050	<a href="https://edinburgh.org/media/1140/697/2050_Booklet_for_2017_event_dps_FINAL.pdf">https://edinburgh.org/media/1140/697/2050_Booklet_for_2017_event_dps_FINAL.pdf</a>	The emerging vision for Edinburgh is composed of two components: the themes that articulate the values and purpose of the vision; and action areas, which show projects and programmes, will be developed as part of city vision	The vision for Edinburgh by 2050 consists of four themes that embody the values and purpose of the vision. These four themes aim to make Edinburgh: 1. <b>An inspired city</b> renowned for its creativity and ingenuity 2. <b>A thriving city</b> where innovators and entrepreneurs can achieve prosperity and success 3. <b>A connected city</b> where opportunities exist for understanding and exchanging ideas 4. <b>A fair city</b> without barriers where a good quality of life is a basic requirement	The Strategy would directly help to achieve the Edinburgh 2050 vision, a fairer, thriving, connected and inspired city. Both Strategy and 2050 city vision place importance on designing a better place which put people at the heart. Importantly, a theme of the 2050 city vision 'a fair city', seeks to improve the wellbeing and life experience of all citizens within the city, with no barriers to achievement and where a good quality of life is a basic requirement for all. 'a connected city' will in addition help in providing access to all as well as enabling social inclusion.								
Transport 2030 Vision	<a href="http://www.edinburgh.gov.uk/downloads/file/355/transport_2030_vision">http://www.edinburgh.gov.uk/downloads/file/355/transport_2030_vision</a>	The aim of Transport 2030 is to establish a clear long term vision to guide the work of the Edinburgh City Council in terms of delivering transport services. It is an internal document which sits alongside the Local Transport Strategy. The vision of the strategy supports the broad objectives of the city for the environment, social inclusion, accessibility, connectivity, health and the economy.	<b>Vision: 'By 2030, Edinburgh's transport system will be one of the greenest, healthiest and most accessible in northern Europe'.</b>  It will: • be environmentally friendly - reducing the impacts of transport, in particular playing its full part in reducing greenhouse gas emissions; • be healthy - promoting Active Travel with streets appropriately designed for their functions, with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality; • be accessible and connected supporting the economy and providing access to employment, amenities and services; • be smart and efficient providing reliable journey times for people, goods and services; • be part of a well planned, physically accessible sustainable city that reduces dependency on car travel, with a public transport system and walking and cycling conditions to be proud of; • be safe, secure and comfortable; • be inclusive and integrated; • be customer focussed and innovative; and • be responsibly and effectively maintained.	The Transport 2030 Vision accompanies the Local Transport Strategy for Edinburgh and share the same vision and outcomes. The Strategy possess similar aspirations to the 2030 vision, in that it seeks to promote environmentally friendly transport, active travel as well as accessible and inclusive transport. Thus the Strategy would help in achieving the vision and aims of the Transport 2030 vision.		X		X				X

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					Biodiversity	Population and Human Health	Landscape/Townscape	Air Quality	Cultural Heritage	Water	Climatic Factors	
Sustainable Edinburgh 2020	<a href="http://www.edinburgh.gov.uk/downloads/meetings/id/35307/item_7-sustainable_edinburgh_2020-action_plan">http://www.edinburgh.gov.uk/downloads/meetings/id/35307/item_7-sustainable_edinburgh_2020-action_plan</a> <a href="http://www.edinburgh.gov.uk/info/20206/sustainable_development_and_fairtrade/841/sustainable_edinburgh_2020">http://www.edinburgh.gov.uk/info/20206/sustainable_development_and_fairtrade/841/sustainable_edinburgh_2020</a>	The Council has approved 'Sustainable Edinburgh 2020' (SE2020), a policy framework document setting out the aims, objectives and targets for the sustainable development of both the Council and city. Covering ten themes, SE2020 aims to ensure that legislation is complied with and sustainability is mainstreamed across all council activities. Consultation in 2011 identified that action on poverty and inequality was a top priority as well as support for action on education and employment, health and behavioural change. 21 Indicators were developed to measure performance including social, economic and environmental issues. There are ten priority programmes to be implemented over a two year period. The plan is designed to ensure that the Council takes an integrated approach to core business across economic, social and environmental issues hence initiatives such as sustainability appraisals. In addition, a pre-assessment was completed and a full Equalities Impact Assessment was not required.	The council vision is that: <i>Edinburgh in 2020 will be a low carbon, resource efficient city, delivering a resilient local economy and vibrant flourishing communities in a rich natural setting.</i> Council objectives by 2020: • Edinburgh will maintain a good quality of life for all its citizens while consuming minimum resources • Edinburgh will be a leading knowledge, demonstration and development centre for sustainable development • Edinburgh will have a new trademark – the 'Sustainable City' – attracting visitors, industry and investors • Edinburgh will have created significant new employment opportunities in low carbon and green technologies • Edinburgh will have preserved and enhanced its biodiversity, landscape and coastal environments.  Delivering sustainable outcomes: • A sustainable city - where basic resources of air, land and water are kept clean and free of pollution and where resources are kept within sustainable limits. • A human city - where everyone has access to opportunities • A prosperous city - where people can earn a livelihood that will provide for them and their dependents. • An innovative city - where quality education is available to all and the benefits of research and innovation widely applied. • An efficiently and effectively managed city - where the integration and co-operation of different groups, sectors and stakeholders within the city share resources. • A compact city - where there is high density of population living within easy access of services, leisure and greenspace.	The strategy would help in achieving the councils Sustainable Edinburgh 2020 objectives. The Strategy's vision closely aligns with the objectives of Sustainable Edinburgh 2020 in that they seek an Edinburgh which is sustainable and one that provides access to opportunities.		X						
South East Locality Plan (2017-2022)	<a href="http://www.edinburgh.gov.uk/downloads/file/10245/south_east_locality_improvement_plan">http://www.edinburgh.gov.uk/downloads/file/10245/south_east_locality_improvement_plan</a>	The Council have asked individuals and community groups for their views on local priorities and services and using the feedback, they have now developed four Locality Improvement Plans for 2017 to 2022 for the south-west, south-east, north-west and north-east regions of the city. This plan seeks to help people who are in greatest need and to improve the quality of life of those who live in the South East in which the city centre is included. Content is based upon responses from local people when asked what would make the area better and what would need to be done to achieve this. A key aim of the approach to the locality plan is to change the attitude of tackling crisis but rather taking action through intervention and prevention at an early stage.	Key objectives are 1. Places that are safe, welcoming, clean and easy to move around in 2. Support to children, young people and families 3. Improved economy/employability 4. Improved health and wellbeing 5. Increased community safety  High level actions across the Locality include: • Reducing commuter traffic and parking in residential streets • Improving cycle safety and storage • Reducing street clutter and prioritising pedestrian routes • Increasing community art and food growing • Making public spaces more welcoming and accessible places to spend time • Improve place management • Involving young people in developing locality actions • Improving and promoting the local retail environment • Healthier lifestyles through walking, cycling, involvement in friends' groups/community gardens. • Improving community safety and reducing anti-social behaviour.	The South East Locality Plan should help in achieving the aims of the Strategy. Importantly, outcomes such as the ones below complement the aims of the Strategy : • Improved transport and active travel infrastructure; • People lead healthier lifestyles both physically and mentally; • Improved access to health and social care services; • Services support independent living at home for those with additional care needs;  Small Area Plans to ensure local people can experience a great quality of life, make use of their public spaces and benefit from the city's attractions and festivals. In particular they contain high level actions and measures that complement the objectives of the Strategy: City Centre: • Improving greenspace and developing community growing; • De-clutter and improve public realm in streets where people live e.g. Grassmarket, High Street, Canongate, Hunter Square and Rose Street. • Manage use of public space and impact of night-time economy • Realising benefits for residents of festivals and cultural institutions • Addressing needs of those with alcohol or drug misuse and those begging and rough sleeping. Dumbiedykes: • focussed on improving the local environment and access to services that meet residents needs e.g. dentists and GPs.			X					
North East Locality Plan (2017-2022)	<a href="http://www.edinburgh.gov.uk/downloads/file/10247/north_east_locality_improvement_plan">http://www.edinburgh.gov.uk/downloads/file/10247/north_east_locality_improvement_plan</a>	The Council have asked individuals and community groups for their views on local priorities and services and using the feedback, they have now developed four Locality Improvement Plans for 2017 to 2022 for the south-west, south-east, north-west and north-east regions of the city. This plan seeks to help people who are in greatest need and to improve the quality of life of those who live in the North East. Content is based upon responses from local people when asked what would make the area better and what would need to be done to achieve this. A key aim of the approach to the locality plan is to change the attitude of tackling crisis but rather taking action through intervention and prevention at an early stage.	Key objectives are 1. Improved economy/employability 2. Improved health and wellbeing 3. Increased community safety 4. Support to children, young people and families 5. Improved places	A relevant desired outcome within Economy /employability is 'Reduced structural and individual barriers to employment'. By achieving a number of the aims within the Strategy (e.g. creating better accessibility and making it easier to use public transport) this will help in reducing issues of barriers to employment.  This also applies to the outcomes of Health and Wellbeing within the North East Improvement Plan which seeks to achieve 'Reduced loneliness and social isolation', 'increased physical activity' and 'improve access to health and support services'. Achieving the aims of the Strategy will help to achieve these outcomes.  In terms of Children, young people and families, outcomes of relevance to the Strategy are 'improved access to learning for all' as well as 'increased access to high quality affordable play and leisure activities'. The aims of the Strategy will help in achieving these outcomes.  In order to improve places and improve the built environment, the North East Improvement Plan aims to 'promote active travel, public and community transport options' and 'consider the impact on transport corridors when programming maintenance and/or improvement activity'. These aims closely align with those of the Strategy.			X					
Edinburgh Local Development Plan 2016	<a href="http://www.edinburgh.gov.uk/info/20013/planning_and_building/66/edinburgh_local_development_plan">http://www.edinburgh.gov.uk/info/20013/planning_and_building/66/edinburgh_local_development_plan</a>	The LDP sets out policies and proposals relating to the development and use of land in the Edinburgh area. The policies in the LDP will be used to determine future planning applications. The LDP will also inform decisions on investment opportunities and the provision of infrastructure and community facilities. The LDP also includes a Proposals Map which illustrates the policies and proposals on an Ordnance Survey base map.	The Local Development Plan (LDP) aims to: - support the growth of the city economy; - help increase the number and improve the quality of new homes being built; - help ensure that the citizens of Edinburgh can get around easily by sustainable transport modes to access jobs and services; - look after and improve our environment for future generations in a changing climate; and, - help create strong, sustainable and healthier communities, enabling all residents to enjoy a high quality of life.	The City Transformation Strategy should be in conformity with the aims and strategic objectives of the Local Development Plan.	X	X	X	X	X	X	X	
		Targets	<b>4. Strategic Development Areas</b> Protect and Enhance the Environment Carbon dioxide - Reduce carbon emissions by over 40% across the city by 2020 (Sustainable Edinburgh 2020: base year 1990) Energy use - Reduce energy consumption by at least 12% by 2020 (Sustainable Edinburgh 2020: base year 1990) Energy generation - More renewable energy, with renewable energy technologies contributing at least 40% of energy consumed in the city by 2020 (Sustainable Edinburgh 2020) Renewable sources to generate the equivalent of 100% of Scotland's gross annual electricity consumption by 2020 (national target) Heat - Renewable sources to provide equivalent of 11% of Scotland's heat demand by 2020 (national target) Waste - 70% of all waste to be recycled by 2025 (Zero Waste Plan). No more than 5% of all waste going to landfill by 2025 (Zero Waste Plan).  Housing 2009 - 2019: 22,300 new homes 2019 - 2024: 7,210 new homes New schools and healthcare and community facilities	The LDP sets out a clear set of targets for the city . The Strategy should comply with the set targets and develop actions which will assist in meeting these targets.  Quantitative targets are indicated in the cell to the left. Other qualitative targets are indicated throughout the policies, as part of the mentioned aims and objectives.				X				X

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					Biodiversity	Population and Human Health	Landscape/Townscape	Air Quality	Cultural Heritage	Water	Climatic Factors	
		Policy. Delivering the Strategy Policy Del 2 City Centre	Development will be permitted which retains and enhances its character, attractiveness, vitality and accessibility and contributes to its role as a strategic business and regional shopping centre and Edinburgh's role as a capital city. The requirements in principle will be for: a) comprehensively designed proposals which maximise the potential of the site in accordance with any relevant development principles, development brief and/or other guidance b) a use or a mix of uses appropriate to the location of the site, its accessibility characteristics and the character of the surrounding area. c) Where practicable, major mixed use developments should provide offices, particularly on upper floors. At street level, other uses may be more appropriate to maintain city centre diversity, especially retail vitality on important shopping frontages d) the creation of new civic spaces and traffic-free pedestrian routes where achievable. Housing as part of mixed use development will be encouraged on appropriate sites to help meet housing need and create strong, sustainable communities.  Other major changes expected to take place in the City Centre in the next five or so years include the introduction of tram services running between York Place and the Airport, further investment and redevelopment along Princes Street, and at Haymarket, West Port/King's Stables and Dewar Place. A number of major public realm projects are also likely to be implemented. All future proposals in the city centre will be assessed in relation to Policy Del 2	The strategy should retain and enhance the City Centre's character, attractiveness, vitality and accessibility and contribute to its role as a strategic business and regional shopping centre and Edinburgh's role as a capital city.  Mix of uses and the creation of new civic spaces and traffic-free pedestrian routes are supported.  Identified major changes expected to take place in the City Centre around: - tram services and - further investment along Princes Street, and at Haymarket, West Port/King's Stables and Dewar Place,  That informs the Strategy both economically and spatially.		X	X					
		Policy 2. Design Principles for New Development	a) To ensure that new development is of the highest design quality and respects, safeguards and enhances the special character of the city b) To ensure that the city develops in an integrated and sustainable manner c) To create new and distinctive places which support and enhance the special character of the city and meet the needs of residents and other users	The Strategy would contribute to the delivery of the LDP strategic aims covering the areas of sustainable transport, economic resilience and enhancement, social inclusion, environmental protection and sustainable resources. The Strategy should be developed with the local development plan policies in mind and as a point of reference with regards to achieving planning permissions to implement and undertake aspects of the proposals/scenarios and in developing phasing and action plans to avoid conflict with local planning policies.		X	X		X			
		Policy 3. Caring for the Environment	<ul style="list-style-type: none"> <li>To ensure that the unique qualities of the city, its historic environment and the character of its urban areas are safeguarded for the future</li> <li>To protect important landscape and natural features of the environment, including the city's Green Belt setting</li> <li>To protect and enhance the nature conservation and biodiversity interest of the city</li> <li>To protect natural resources</li> </ul>		X		X	X	X	X	X	X
		Policy 4. Employment and Economic Development	<ul style="list-style-type: none"> <li>To promote sustainable growth in jobs and investment in Edinburgh's economy</li> <li>To protect a range of existing business and industry locations of importance for a mixed and varied economy</li> <li>To maintain and enhance the diversity of jobs available in the city, paying special attention to small business needs</li> </ul>									
		Policy 5. Housing and Community Facilities	<ul style="list-style-type: none"> <li>To meet the requirement for additional housing in Edinburgh whilst protecting environmental quality in established housing areas</li> <li>To promote more sustainable, better balanced communities</li> <li>To ensure that provision is made for necessary community facilities</li> </ul>			X						
		Policy 6. Shopping and Leisure	<ul style="list-style-type: none"> <li>To sustain and enhance the city centre as the regional focus for shopping, entertainment, commercial leisure and tourism related activities and encourage appropriate development of the highest quality</li> <li>To maintain the existing and proposed broad distribution of centres throughout the city and sustain their vitality and viability</li> <li>To ensure that some basic convenience provision is made or retained within walking distance of all homes</li> <li>To improve the appearance, quality and attractiveness of all centres</li> </ul>				X					
		Policy 7. Transport	<ul style="list-style-type: none"> <li>To minimise the distances people need to travel</li> <li>To promote and prioritise travel by sustainable means i.e. walking, cycling and by public transport.</li> <li>To minimise the detrimental effects of traffic and parking on communities and the environment</li> <li>To ensure that development does not prejudice the implementation of future road, public transport and cycle and footpath proposals.</li> </ul>			X		X				X
		Policy 8. Resources and Services	<ul style="list-style-type: none"> <li>To support appropriate energy generation and waste management development to help meet national targets</li> <li>To support the provision of other necessary resources and services: mineral extraction, water and drainage and telecommunications.</li> </ul>					X		X		X
The Old and New Towns Edinburgh World Heritage Site Management Plan 2017-2022	<a href="https://ewh.org.uk/plan/">https://ewh.org.uk/plan/</a>	The purpose of the WHS Management Plan for the Old and New Towns of Edinburgh is to provide a framework for the management of site that will sustain its OUV. The Management Plan is developed in accordance with UNESCO requirements by the World Heritage partnership-City of Edinburgh Council, Historic Environment Scotland and Edinburgh World Heritage Trust.	The main aims of the Management Plans are to: 1. Promote a sustainable approach that integrates conservation with the needs of all communities and visitors to the site 2. Build and maintain strong partnerships between local, regional and national organisations to help deliver the actions of the Plan 3. 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 4. Ensure that the Outstanding Universal Value of the Site and its setting is understood, protected and sustained.  Chapter 3 provides guidance on safeguarding the OUV of the WHS: Balancing the needs of the city to maintain its economic vibrancy and the need to protect the heritage is essential for both. The relationship between OUV and economic success needs to be protected, developed and celebrated. The challenge is to ensure that development takes appropriate account of the unique qualities of the Site (i.e., the OUV). Care and attention is required to ensure that any change preserves and enhances the OUV.  This Plan is a tool for influencing the development process in order to ensure that the OUV of the Site and its setting are understood, protected and sustained.  Chapter 4 sets out six key challenges to safeguarding the OUV of the World Heritage Site along with associated actions set out in an Action Plan. The six key challenges are: - Care and maintenance - Control and guidance - Contribution of new developments to city centre - Awareness of the World Heritage Site status - Visitor management - Influence and sense of control	The strategy has the potential to contribute to the aims of the WHS Management Plan in particular safeguarding the OUV of the WHS.  Selected challenges and actions for safeguarding the OUV of the WHS could inform strategic objectives in relation to the management of the WHS and for assessing the impact of the scenarios against objectives and benchmarks.			X		X			

Name	Document Link/Location	Summary	Main requirements and objectives relevant to the ECCT and the SEA	How it affects or is affected by the Edinburgh City Centre Transformation Strategy	Related SEA Topics							
					Biodiversity	Population and Human Health	Landscape/Townscape	Air Quality	Cultural Heritage	Water	Climatic Factors	
Conservation Area Character Appraisals	<a href="http://www.edinburgh.gov.uk/downloads/file/750/new_town_conservation_area_character_appraisal">http://www.edinburgh.gov.uk/downloads/file/750/new_town_conservation_area_character_appraisal</a> <a href="http://www.edinburgh.gov.uk/downloads/file/744/old_town_conservation_area_character_appraisal">http://www.edinburgh.gov.uk/downloads/file/744/old_town_conservation_area_character_appraisal</a> <a href="http://www.edinburgh.gov.uk/downloads/file/748/marchmont_meadows_conservation_area_character_appraisal">http://www.edinburgh.gov.uk/downloads/file/748/marchmont_meadows_conservation_area_character_appraisal</a> <a href="http://www.edinburgh.gov.uk/downloads/file/1103/southside_conservation_area_character_appraisal.pdf">http://www.edinburgh.gov.uk/downloads/file/1103/southside_conservation_area_character_appraisal.pdf</a> <a href="http://www.edinburgh.gov.uk/downloads/file/745/west_end_conservation_area_character_appraisal">http://www.edinburgh.gov.uk/downloads/file/745/west_end_conservation_area_character_appraisal</a>	Conservation Area Character Appraisals for the following conservation areas are relevant to informing proposals affecting the designated areas in a manner that seeks to preserve or enhance their special historic or architectural interest: - New Town - Old Town - Marchmont, Meadows and Bruntsfield - Southside - West End	Conservation area character appraisals are intended to help manage change. They provide an agreed basis of understanding of what makes an area special. This understanding informs and provides the context in which decisions can be made on proposals which may affect that character. An enhanced level of understanding, combined with appropriate management tools, ensures that change and development sustains and respects the qualities and special characteristics of the area.  Planning Advice Note PAN 71: Conservation Area Management (2005) specifies that: 'When effectively managed, conservation areas can anchor thriving communities, sustain cultural heritage, generate wealth and prosperity and add to quality of life. To realise this potential many of them need to continue to adapt and develop in response to the modern-day needs and aspirations of living and working communities. This means accommodating physical, social and economic change for the better'.  Conservation Area Character Appraisals are a material consideration when determining applications for development within a conservation area. They form the baseline against which proposals for change are assessed in relation to impact on the conservation area.	The Strategy has the potential to significantly affect the character and appearance of conservation areas, in particular the Old Town Conservation Area, and the New Town Conservation Area as it will invoke significant change in these areas.  Proposals should be informed by an understanding of the special character and appearance of conservation areas and seek to improve the special historic townscape qualities.			X		X			
Council Business Plan 2017-2022	<a href="http://www.edinburgh.gov.uk/downloads/file/9797/council_business_plan_2017-22">http://www.edinburgh.gov.uk/downloads/file/9797/council_business_plan_2017-22</a>	This plan outlines the council's strategic direction for the period 2017-22 and is built around 52 commitments the council administration have pledged to deliver by 2022.	The purpose of the business plan is to: • Set strategic direction for The City of Edinburgh Council over the period of this administration • Describe the Commitments and outcomes we need to achieve • Describe how we are going to achieve those outcomes, set out their approach to implementing strategy; and • Describe their approach to measuring progress towards delivery of those outcomes, and to managing budgets.  The council have made 52 commitments to the city which are structured around six themes including: 1. <b>Delivering an economy for all</b> (local jobs, growth and affordable housing) 2. <b>Building for a future Edinburgh</b> (a planning system that works to protect and develop the city) 3. <b>Delivering a sustainable future</b> (a better environment and a transport system that works for all) 4. <b>Delivering for the children and families of Edinburgh</b> (improving lives and futures) 5. <b>Delivering a healthier city for all ages</b> (a strong and vibrant community) 6. <b>Delivering a council that works for all</b> (a more empowered, transparent council with improved public services)	The Strategy should support the councils commitments and the strategy business plan will refer to these in its development.		X		X				
Active Travel Action Plan (2016)	<a href="http://www.edinburgh.gov.uk/downloads/file/7316/active_travel_action_plan_2016_refresh">http://www.edinburgh.gov.uk/downloads/file/7316/active_travel_action_plan_2016_refresh</a>	The Active Travel Action sets out a practical set of actions aimed at increasing the levels of walking and cycling in Edinburgh.	The core objective of the Active Travel Action Plan is to increase the numbers of people in Edinburgh walking and cycling, both as means of transport and for pleasure. The plan will seek to work towards its core objective by: - improving the city's walking and cycling infrastructure (maintenance, management, new provision, good design); - marketing of the opportunities to walk and cycle in the city (signing and mapping of cycle routes) and promoting walking and cycling (for instance seeking to overcome social barriers to cycling); and - training children to cycle.  A series of actions are identified:  Walking - programme of upgrades of priority corridors and areas, review prioritisation of footway maintenance, upgrade conditions for pedestrians, produce a priority list of bus stops for improved access, programme of accessibility improvements, review pedestrian signing and wayfinding, increase the promotion of walking.  Cycling - fill in gaps in Quiet Routes cycle network/national cycle network across city centre, make cycling attractive for a wide range of local trips, review cycle provision on main road, upgrade drop kerbs at access pots to cycleways/shared paths/upgrade city centre cycle parking, signing strategy, bike share/public bike hire scheme, increase no of primary age children p6 onwards receiving cycle training.  Sets out a series of Target/Objectives and Indicators	The strategy would align with the wider objectives of the plan and should consider the actions when developing the strategy. Should pay specific regard to Quiet Routes Network which could be implemented or impacted by the strategy.		X						
Edinburgh Design Guidance 2017 (incorporating Edinburgh Street Design Guidance)	<a href="http://www.edinburgh.gov.uk/downloads/id/2975/edinburgh_design_guidance">http://www.edinburgh.gov.uk/downloads/id/2975/edinburgh_design_guidance</a>	The Edinburgh Design Guidance sets out the Council's expectations for the design of new development in Edinburgh.	The guidance should be used as a point of reference, as a basis for the planning and design of new development proposals and will be a material consideration in assessing planning applications. It aims to: • provide guidance on how to comply with the policies in local plans; • support good placemaking by bringing together guidance for streets, spaces and buildings; • explain the key ideas which need to be considered during the design process; • give examples of good quality design; and • set out the requirements for design and access statements.	Placemaking proposals within the Strategy should be developed in accordance with aims and principles of the Edinburgh Design Guidance. New development would have to comply with the guidance in terms of aesthetics, shape, building height and form, provided parking standards, densities, protected views etc. It's a material consideration for planning.  Potential for increased Densities - Increased density can be achieved on sites where the surrounding density is lower provided that (1.5 Density): - there is a strong urban design rationale for the increase in density; and - the increased density would not have an adverse impact on neighbouring amenity  The Guidance supports the mix of uses if appropriate (2.9 Mix of Uses)  Section 3. Designing places: landscape, biodiversity and the water environment provides technical guidance to illustrate ways of integrating green networks within a range of development scenarios at different scales.  Section 4. Designing streets: Edinburgh Street Design Guidance provides technical guidance for street design seeking to create a sustainable network of streets and places.		X	X					
Royal Mile Action Plan (2013)	<a href="http://www.edinburgh.gov.uk/downloads/id/3064/royal_mile_action_plan">www.edinburgh.gov.uk/downloads/id/3064/royal_mile_action_plan</a>	The Action Plan sets out actions for the Council and its partners to ensure that the Royal Mile project results in clear action and lasting improvements for the street.	The action plan identifies four key outcomes: 1. An improved people experience along the street 2. A safe, clean and well maintained environment 3. A positive residential environment 4. An improved, more diverse, retail offer  It splits the street into six zones identifying the key issues within each of the zones and identify a series of actions to address these. These actions are defined as public realm/traffic actions/management actions and retail actions.	The actions developed for the strategy should align and take cognisance of those proposed in the royal mile action plan including the timescales which could influence the development plan. The action plan states a Retail Market Strategy will be developed and it would be helpful to understand its status.		X	X					



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					Biodiversity	Population and Human Health	Landscape/Townscape	Air Quality	Cultural Heritage	Water	Climatic Factors
City Centre Lets policy (2013)	<a href="http://www.edinburgh.gov.uk/downloads/download/id/9881/council_allocation_policy.pdf">http://www.edinburgh.gov.uk/downloads/download/id/9881/council_allocation_policy.pdf</a>	The City of Edinburgh Council wants to make finding a home as simple, fair and open as possible. We aim to do this in a number of ways :- • by working in partnership with other social landlords in the city through EdIndex, the Edinburgh Housing Register and through nomination arrangements. • by maximising choice to people through advertising our empty homes and alternative tenures in our "EH Your Key to Choice" scheme. • having a strong focus on housing advice to ensure that people get the best possible advice and assistance on all their housing options	LISTED WITHIN SCOPE DOCUMENT BUT UNCERTAIN AS TO ITS IMPACT/NFLUENCE ON ECCT AS DETAILED GUIDANCE ON HOW CEC MAKES DECISION ON LETTING SOCIAL HOUSING								
Edinburgh Partnership Community Plan 2015/18	<a href="http://www.edinburgh.gov.uk/downloads/download/424/the_edinburgh_partnership_community_plan">http://www.edinburgh.gov.uk/downloads/download/424/the_edinburgh_partnership_community_plan</a>	The Edinburgh Partnership Vision and Strategic Outcomes The Edinburgh Partnership Community Plan 2015-18 (Single Outcome Agreement 5) describes how the Edinburgh Partnership will deliver the community planning vision for the City.	The key ambition of the Community Plan is to improve services, and deliver better outcomes for service users, citizens and communities. Specifically, the plan places a renewed focus on tackling all forms of deprivation and inequality, improving approaches to prevention, and improving neighbourhood partnership working. It sets out four strategic outcomes and 12 strategic priorities  1. Edinburgh's economy delivers increased investment, jobs and opportunities for all - Reducing unemployment and tackling low pay Edinburgh's citizens experience improved health and wellbeing with reduced inequalities in health -Shifting the balance of care - reducing alcohol and drug misuse - reducing health inequalities 3. Edinburgh's children and young people enjoy their childhood and fulfil their potential - Improving early support - improving outcomes for children in need - improving positive destinations 4. Edinburgh's communities are safer and have improved physical and social fabric - Reducing antisocial behaviour, violence, harm - reduce re-offending -improving community cohesion, participation and infrastructure - Increasing availability of affordable housing - reducing greenhouse gas emissions  Each strategic priority is supported by an action plan.	The strategy would support the fourth outcome in delivering proposals to improve physical and social fabric It should seek to improve infrastructure within the city centre, reduce greenhouse gas emissions and promote the design of new spaces to reduce antisocial behaviour.		X					
Local Transport Strategy/ (LTS) (2014-2019)	<a href="http://www.edinburgh.gov.uk/downloads/download/id/3525/local_transport_strategy">http://www.edinburgh.gov.uk/downloads/download/id/3525/local_transport_strategy</a>	The LTS sets out the transport policies and actions for the next five years that will contribute to the Council's vision of Edinburgh, as a thriving, successful and sustainable capital city.	The outcomes are that Edinburgh's transport system should: • Be green, reducing the impacts of transport on the environment, in particular playing its full part in reducing greenhouse gas emissions. • Be healthy, promoting Active Travel, with streets appropriately designed for their functions, and with an emphasis on encouraging walking, cycling and public transport use and a high quality public realm; improving local air quality. • 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. • Be smart and efficient, providing reliable journey times for people, goods and services. • Be part of a well planned, physically accessible, sustainable city that reduces dependency on car travel, with a public transport system, walking and cycling conditions to be proud of. • Be, and be perceived to be, safe, secure and comfortable, so that people feel able move around by which ever mode they choose, whenever they wish. • Be inclusive and integrated. Everyone should be able to get around the city regardless of income or disability. • Be delivered through responsive, customer-focussed and innovative Council services, which are developed in consultation with the people who will use them, and engage with people from all walks of life, particularly the vulnerable or those potentially at risk of marginalisation. • Be effectively maintained to enhance and maximise our assets; with well co-ordinated works and high quality materials.	The LTS has a strong connection with the Edinburgh Local Development Plan and the Strategy. Although the plan is only relevant between the years 2014-2019, the LTS consists of the same ideas and aims as the Strategy in trying to promote Active Travel as well as improving Public Transport. By the time of implementation of the Strategy, the LTS will be in the process of being replaced by the City Mobility Strategy. The actions developed should also align with those proposed in the forthcoming City Mobility Strategy.	X	X	X	X	X		X
Edinburgh's Economy Strategy (2018) -	<a href="#">LINK TO A COMMITTEE REPORT</a>	The strategy provides information on the priorities and actions to be taken by the Council and partners over the next five years to help deliver the main aim to enable good growth for the Edinburgh economy. The strategy will	The strategy sets out eight steps to enable good growth •Deliver new approaches to tackling the barriers that reinforce worklessness, poverty and inequality •Reform Edinburgh's skills landscape to meet the needs of our changing economy •Support Edinburgh's transition to a low carbon economy •Establish Edinburgh as Scotland's leading city for fair work practices and socially responsible business •Enhance Edinburgh's position as the UK's most entrepreneurial city •Establish Edinburgh as the data capital of Europe •Build on the success of our world leading culture and tourism sectors •Deliver world class places fit to power good growth in Edinburgh	The strategy is specifically identified as key action in delivering world class places fit to power good growth in Edinburgh  It states 'Deliver a new vision for the City Centre: A vibrant City Centre is essential to the meeting of our ambitions for Edinburgh's economy and a critical location for many of the strategic developments outlined in this document. Delivery of a new Central Edinburgh Transformation Project will improve the public realm in the city centre and improve conditions, and access for pedestrians, cyclists, and public transport users'		X					
Biodiversity action Plan	<a href="http://www.edinburgh.gov.uk/downloads/download/id/7669/edinburgh_biodiversity_action_plan_2016-18.pdf">http://www.edinburgh.gov.uk/downloads/download/id/7669/edinburgh_biodiversity_action_plan_2016-18.pdf</a>	The Edinburgh Biodiversity Action Plan (EBAP) outlines a partnership approach to biodiversity conservation across the city.	This fourth EBAP includes actions which help to achieve national and global targets for habitat creation and biodiversity gain, such as meadow creation and management. It advises that a landscape scale approach is required to achieve the vision of a city with: • a natural environment valued for its natural capital and which aims to deliver multiple benefits, including social and economic; • improved connectivity of natural places; • enhanced biodiversity which underpins ecosystem services; and • a natural environment resilient to the threats of climate change, invasive species, habitat fragmentation, pests and diseases.	While there may be limited opportunity within the scope of the strategy, where relevant the strategy will reflect EBAP requirements	X						
Air Quality Action Plan (2008)	<a href="http://www.edinburgh.gov.uk/downloads/file/321/air_quality_action_plan_(from_2008)">http://www.edinburgh.gov.uk/downloads/file/321/air_quality_action_plan_(from_2008)</a>	The action plan sets out the measure proposed and targets to improve air quality in the AQMA.	The main aim of the Plan is to demonstrate how emissions of nitrogen dioxide will be reduced in the AQMAs and in particular to ensure that monitoring locations within the AQMAs meet objectives.	The strategy should develop objectives and actions which will assist in meeting City Centre AQMA targets and objectives				X			
Open Space 2021	<a href="http://www.edinburgh.gov.uk/info/20178/park_management_and_rules/427/open_space_strategy">http://www.edinburgh.gov.uk/info/20178/park_management_and_rules/427/open_space_strategy</a>	Open Space 2021, establishes principles guiding the continued protection, management and expansion of Edinburgh's green network over the next five years. It identifies the key challenges as delivery of new parks and active travel connectors as the city expands, creating inspiring places for new communities to socialise, grow food, play, keep active and experience nature, and which are resource efficient and climate-change ready.	The Strategy aims to increase the number of people that can benefit from greenspaces that are sustainably managed, biologically diverse and contribute to health and wellbeing. It sets a series of principles under the following headings to achieve this.	The strategy should be developed to support open space principles where relevant and the open space audit which informs the strategy could be used to help guide the development of scenarios.	X	X	X				
Equality, Diversity and Rights Framework (2017-21)	<a href="http://www.edinburgh.gov.uk/downloads/download/id/9516/equality_and_rights_framework_2017-21.pdf">http://www.edinburgh.gov.uk/downloads/download/id/9516/equality_and_rights_framework_2017-21.pdf</a>	This is the Council's second equality, diversity, and rights framework. It sets out a series of commitments to deliver the vision described above. It has been co-produced with members of the Edinburgh Equality and Rights Network (EaRN) during 2016/17. It has also been informed by a wide range of data and information gathered during 2016/17. The Framework is also a response to various items of legislation, including the Human Rights Act 1998, the Scotland Act 2003, and the Equality Act 2010.	Aligning with the Edinburgh City Vision 2050, the Council's ambition is to ensure equality, diversity and rights and are essential to the vision of the Equality, Diversity and Rights Framework. Five outcomes: Outcome 1 – Improved accessibility of council services, housing, and buildings. Outcome 2 – Improved community safety, justice, and cohesion services. Outcome 3 – Improved education and employability services Outcome 4 – Improved transport services. Outcome 5 –Improved social security and household income (see appendix for detailed objectives)	The equality, diversity and rights framework indicates a desire to use a new integrated approach which in addition to assessing equality, diversity and rights would include poverty, health inequality and environmental impacts. The strategy and the Framework complement each other in terms of enabling social inclusion and providing access for all groups. Key indicators of success that the Framework identifies in relation to the strategy include: • Improved access to pavements, parks, road crossings and the public realm for people who share protected characteristics; • Community engagement, empowerment and cohesion work across the City is strong and effective; • The City has a road network where all users are safe from the risk of being killed or seriously injured and its citizens have access to healthier and safer travel options; • Transport options are accessible to all regardless of protected characteristic; • The Transport Charter Action Plan has been delivered and people feel safe on public transport; and • Improved communication and information about transport services and options for people who share protected characteristics.		X					

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					Biodiversity	Population and Human Health	Landscape/Townscape	Air Quality	Cultural Heritage	Water	Climatic Factors	
Sustainable Energy Action Plan (2015-2020)	<a href="http://www.edinburgh.gov.uk/downloads/downloads/id/5075/seap_sea_environmental_report.pdf">http://www.edinburgh.gov.uk/downloads/downloads/id/5075/seap_sea_environmental_report.pdf</a>	The plan is the first energy action plan for Edinburgh with the overall aim to reduce carbon emissions in the city by 42%.	The SEAP sets out five delivery mechanisms; energy efficiency, district heating, renewables, resource efficiency and sustainable transport. The programme on transport supports the Local Transport Strategy, aiming to reduce the need to travel, encourage active travel and decarbonising travel. This includes a range of measures in the Active Travel Action Plan, walking and cycling including meeting the Charter of Brussels commitment to get 15% of commutes taken by bike by 2020. Other initiatives include: working with large employers to set travel targets; promoting Green Fleet Health checks; working with the City Car Club; supporting Lothian Buses on decarbonising public transport and engaging with other transport providers and publishing an electric vehicle strategy aiming to substantially increase the number of charging points across the city.	The strategy will support the action plan particularly in reducing the need to travel and encouraging active and decarbonising travel.		X		X				X
<b>Relevant Planning Briefs/Masterplans/Development Frameworks</b>												
City Centre Princes Street Development Framework 2007 (CCPSDF)	<a href="http://www.edinburgh.gov.uk/downloads/file/2811/city_centre_-_princes_street_development_framework">http://www.edinburgh.gov.uk/downloads/file/2811/city_centre_-_princes_street_development_framework</a>	The purpose of this framework document is to set out development principles to guide and co-ordinate development and investment in Edinburgh city centre, as well as to address the decline in retail offer and promote inward investment.  The CCPSDF focuses on the regeneration of the area between Princes Street and Rose Street Lane North within the context of the wider city centre initiatives.	The key aims of the strategy are: • incorporate the views of the private and public sector and the people of Edinburgh • identify a vision for the Retail Core and its future redevelopment • describe the current initiatives and priorities for future action • promote and markets the City Centre • give a context and direction to inform the 'Delivery Vehicle' • provide a clear agreed framework to guide public and private investment • be carried forward by the City of Edinburgh Council and key stakeholders in partnership  The Framework seeks to help bring forward opportunities for change that will build on the status of Princes Street to create a modern, dynamic environment to the highest standards using quality materials. It is essential to ensure: • pedestrian access and movement through the public realm, are prioritised, and designed to the highest standards using quality materials; • opportunities to promote and build new developments are identified to improve and increase the retail offer; • the diverse mix of uses, which could include residential, are enhanced to give vibrancy and vitality to a living centre; • proposals are in line with these guidelines and new developments acknowledge the heritage of the street and its diverse built form, while providing designs of excellence that will be the Listed Buildings of tomorrow; • where Listed Buildings are included and retained in the new developments they will be restored and repaired as part of the development.	This framework will be a material consideration for planning applications and for development within the Retail-Core. It will inform then the development of the Strategy and highlights a specific requirement retain and enhance a balanced level of non-retail City Centre activity.			X		X			
Living Streets : Street Audits - Tollcross (2015), Cowgate (2016)	<a href="http://www.livingstreetsedinburgh.org.uk/wp-content/uploads/2016/09/Cowgate-Edinburgh-Street-Audit-Final-Report-Aug16.pdf">http://www.livingstreetsedinburgh.org.uk/wp-content/uploads/2016/09/Cowgate-Edinburgh-Street-Audit-Final-Report-Aug16.pdf</a>	A structured assessment of the walkability of streets, seen from the pedestrian perspective. Conducted by Living Streets and local people. The aim is to identify (mostly short-term) improvements to design, maintenance and management and to build experience in street auditing.	<b>Tollcross</b> 1. Improve pavement surfaces 2. Remove street clutter 3. Improved cycle parking 4. Better enforcement of parking and obstacles 5. consistent dropped kerbs and tactile paving 6. Easier crossing at signalled crossings Cowgate 1. Better enforcement 2. Improved air quality and footfall monitoring 3. Install seating 4. Active traffic management (chicanes, restricted deliveries, vehicle size) 5. Overall aim is to reduce traffic and pollution, increase pavement size, and improve pedestrian infrastructure and enforcement	The Strategy needs to address the recommendations made at specific locations, as well as some wider issues about how traffic and waste collection are managed in the city.			X	X	X			
Town Centre Public Space : Public Life Street Assessments - Nicolson St/Clerk St, Tollcross	<a href="https://planningedinburgh.com/2017/12/14/public-life-street-assessments/">https://planningedinburgh.com/2017/12/14/public-life-street-assessments/</a> <a href="https://planningedinburgh.files.wordpress.com/2017/12/nicolson-street-clerk-street-r.pdf">https://planningedinburgh.files.wordpress.com/2017/12/nicolson-street-clerk-street-r.pdf</a> <a href="https://planningedinburgh.files.wordpress.com/2017/11/stockbridge-r.pdf">https://planningedinburgh.files.wordpress.com/2017/11/stockbridge-r.pdf</a> <a href="https://planningedinburgh.files.wordpress.com/2018/01/170621_herow_plsa_tollcross_full-report_printversion.pdf">https://planningedinburgh.files.wordpress.com/2018/01/170621_herow_plsa_tollcross_full-report_printversion.pdf</a>	Analyses how the street environment operates in each town centre. Uses direct observation, user interviews and facade, land use and activity studies using a standardised methodology that enables comparison between the town centres.	<b>Nicolson St/Clerk St</b> Suggested measures: 1. Benches 2. Art work 3. Repurpose parking spaces (parklets, cycle parking) 4. Create shared space (remove railings, raised road surfaces) In the longer term, identify design solutions through stakeholder engagement Tollcross 1. Wider street corners with trees and seating 2. Bicycle racks 3. Designated bin areas 4. Remove street clutter 5. Raised tables and shared spaces to prioritise pedestrians 6. Safer walking route to Tollcross Primary 7. Pilot pedestrian priority and temporary closures along Lochrin Place 8. Holistic redesign of Tollcross junction	The Strategy should use the findings of the assessments to inform its aims, as well as identify their consistent research methodology and possibly enhance it and use it as a tool to assess and analyse the public realm / street environment.			X		X			
Capital Streets Project: Grassmarket Evaluation Study (2012)		Evaluates the economic, community and environmental benefits of the Grassmarket Project public realm scheme, undertaken 2007-2010.	Public realm improvement not an end in itself. It is a platform for change, regeneration and investment. Need for complementary measures. Those undertaken were not sufficiently robust or implemented with sufficient conviction. CEC should therefore engage with business and residents' organisations to produce an early action plan.  Recommendations 1. Appraisal of public realm to identify 'quick wins' on street clutter, signage etc. 2. Improve management of waste disposal/recycling area and trade waste. 3. Identify low cost marketing and promotion activities (e.g. targeted campaigns, social media). 4. Support development of local business and residents' organisations. Create structures for ongoing engagement and actively support BID establishment. 5. Develop a realistic and deliverable 3 year events programme and funding strategy. 6. CEC undertake a review of the licensed trade in partnership with licensees, residents and police. Is the area becoming more inclusive and family friendly? 7. All key measures should be implemented by end 2013.	The Strategy would need to identify the lessons learnt and incorporate them in its objectives to develop a compelling case for enhancing the city's image and reputation through improved public realm.			X		X			
Princes Street Heritage Framework	<a href="http://www.edinburgh.gov.uk/downloads/file/2812/princes_street_heritage_framework">http://www.edinburgh.gov.uk/downloads/file/2812/princes_street_heritage_framework</a>	The purpose of the Heritage Framework is to better understand the features, details and planned form which give the Princes Street area its unique historic character and identity, and to provide a context for its preservation, development and management. The study establishes the significance of the surviving James Craig plan, the individual historic structures and the townscape, thus providing a basis for the regeneration of the Princes Street area through enhancement, adaptation and possible redevelopment.	The objectives of the Heritage Framework are: • To identify the cultural significance of the First New Town plan and the essential elements which define the area's character. • To provide a tool which can guide the management of change appropriately whilst protecting and enhancing the built heritage.	This framework will be a material consideration for planning applications and for development within the city centre			X		X			
St James Quarter Development Brief	<a href="http://www.edinburgh.gov.uk/downloads/downloads/id/2796/st_james_quarter_development_brief.pdf">http://www.edinburgh.gov.uk/downloads/downloads/id/2796/st_james_quarter_development_brief.pdf</a>	The purpose of this development brief is to set out the main planning and development principles on which redevelopment proposals for the area should be based. The development brief has been the subject of extensive public consultation and will be a material consideration in the determination of planning applications that come forward in the area	The development brief has the following objectives: • To establish a retail-led mixed use urban quarter • To enhance movement and access to and within the St James Quarter • To place sustainability at the core of future redevelopment proposals • To respect and enhance the skyline and key views • To create a clearly recognisable sense of place and a strong identity for the Quarter that links to the surrounding areas.	The development brief guides the redevelopment proposals for St James Quarter, which is a major retail hub whose further development will be also guided by the Strategy.			X					

## Appendix B: Baseline Report

## 1. Baseline Information

This section provides a summary describing the key environmental characteristics of both the Edinburgh Council area and specifically within the city centre study area as shown on Figures 1 and 2. The city centre study boundary has been set as the World Heritage Site (WHS) boundary.

This approach was presented and agreed at the Scoping Workshop to provide an assessment buffer should any of the interventions proposed fall out with the city centre boundary.

Appropriate baseline information is important to allow a 'Base Case' or Business as Usual option to be developed. The Base Case will be used in the SEA assessments as a reference to help highlight particular environmental problems, risks and opportunities.

Figure 1: City of Edinburgh Boundary

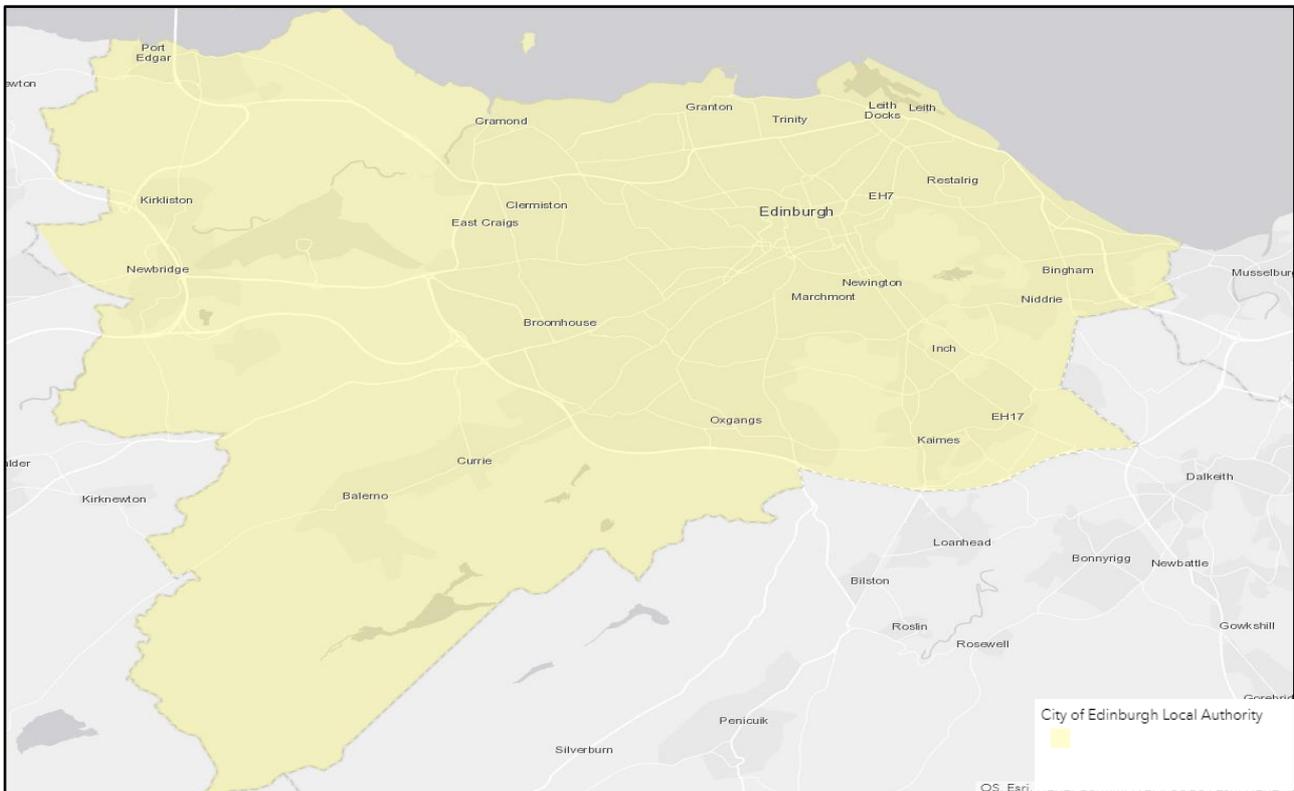
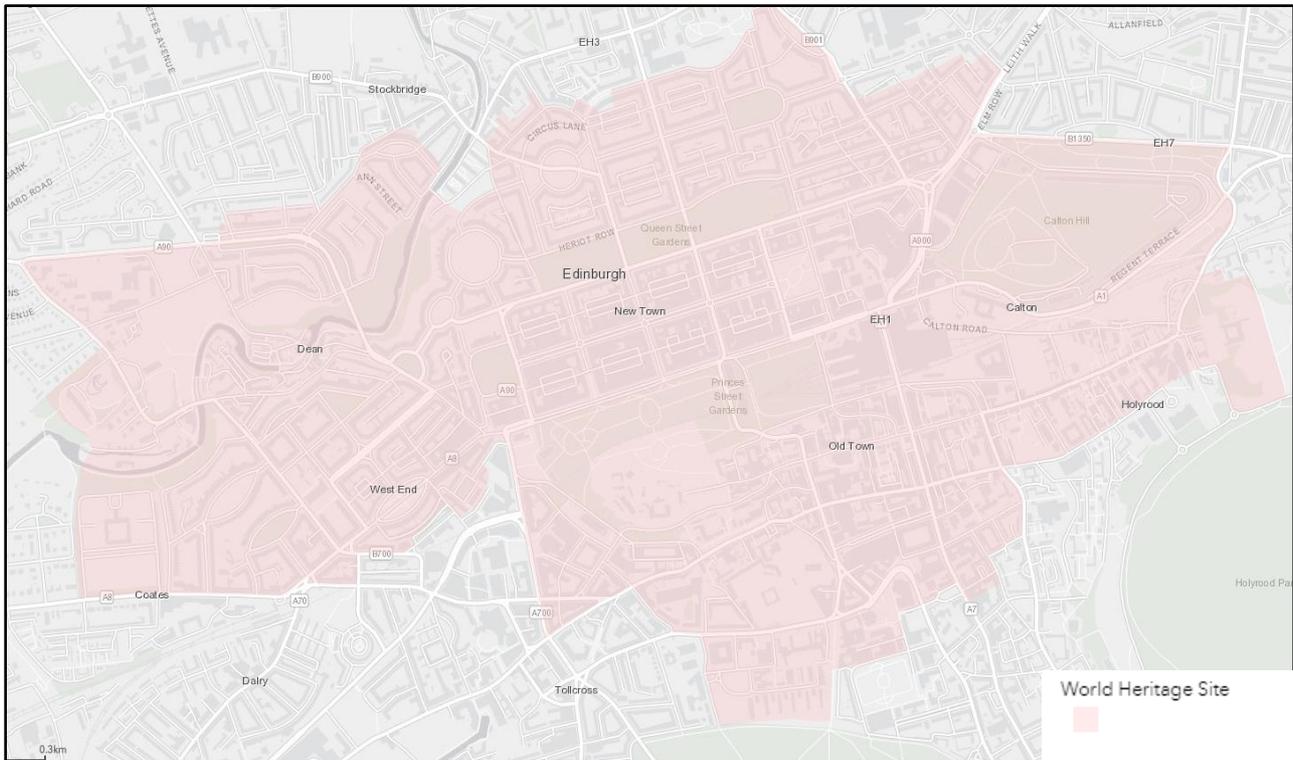


Figure 2: City Centre World Heritage Site Boundary



## 1.1 Biodiversity, Flora and Fauna

### 1.1.1 City-wide

Edinburgh has a diverse range of valued areas, habitats and species including the following:

- Three Special Protection Areas (SPA) and one proposed Special Protection Area (SPA): The Imperial Dock Lock SPA classified in 2004, part of the Firth of Forth SPA and Forth Islands SPAs;
- The Firth of Forth is also a Ramsar site which is an international designation for Wetlands of International Importance;
- Seven Sites of Special Scientific Interest (SSSI) covering a total area of 1,239 hectares; and
- Non-statutory designated sites: 109 Local Nature Conservation Sites (including Local Biodiversity Sites and Local Geodiversity sites).

Edinburgh has a Biodiversity Action Plan (EBAP) 2016-18 which takes a landscape scale approach to improve connectivity of natural places; enhance biodiversity which underpins ecosystem services; build in environmental resilience and value natural capital. Sections within the EBAP include blue and green networks and the built environment. This Action Plan will be subject to rolling replacement from early 2019.

**Table 1: Natural Heritage Designations - City-wide**

Designation	Number of Sites
Special Protection Area (SPA): Designated under the Wild Birds Directive for wild birds and their habitats	3 and 1 proposed Firth of Forth, Imperial Dock Lock, Forth Islands, Outer Firth of Forth and St Andrews Bay Complex (SPA)
Ramsar sites: designated under the Convention of Wetlands of International Importance	1 (Within same boundary as Firth of Forth SPA)
Sites of Special Scientific Interest	7 (Agassiz Rock, Arthurs Seat Volcano, Balerno Common, Duddingston Loch, Firth of Forth, Inchmickery Wester Craiglockhart Hill)
Local Nature Reserves	8 (Burdiehouse Burn Valley Park, Cammo Estate, Corstorphine Hill, Easter Craiglockhart Hill Hermitage of Braid & Blackford Hill, Meadows Yard, Ravelston Woods)
Local Nature Conservation Sites	109 Local Biodiversity sites (LBS) 71, Local Geodiversity sites (LGS) 30

### 1.1.2 City Centre

Within the city centre study boundary there is only one designated site:

- The Arthur's Seat Volcano Site of Special Scientific Interest last designated in 1986 for Lowland grassland and vascular plant assemblage.

**Table 2: Natural Heritage Designations – City Centre**

Designation	Number of Sites
Special Protection Area (SPA): Designated under the Wild Birds Directive for wild birds and their habitats	0
Ramsar sites: designated under the Convention of Wetlands of International Importance	0

Designation	Number of Sites
Sites of Special Scientific Interest	1 (Arthur's Seat Volcano)
Local Nature Reserves	0
Local Nature Conservation Sites	0

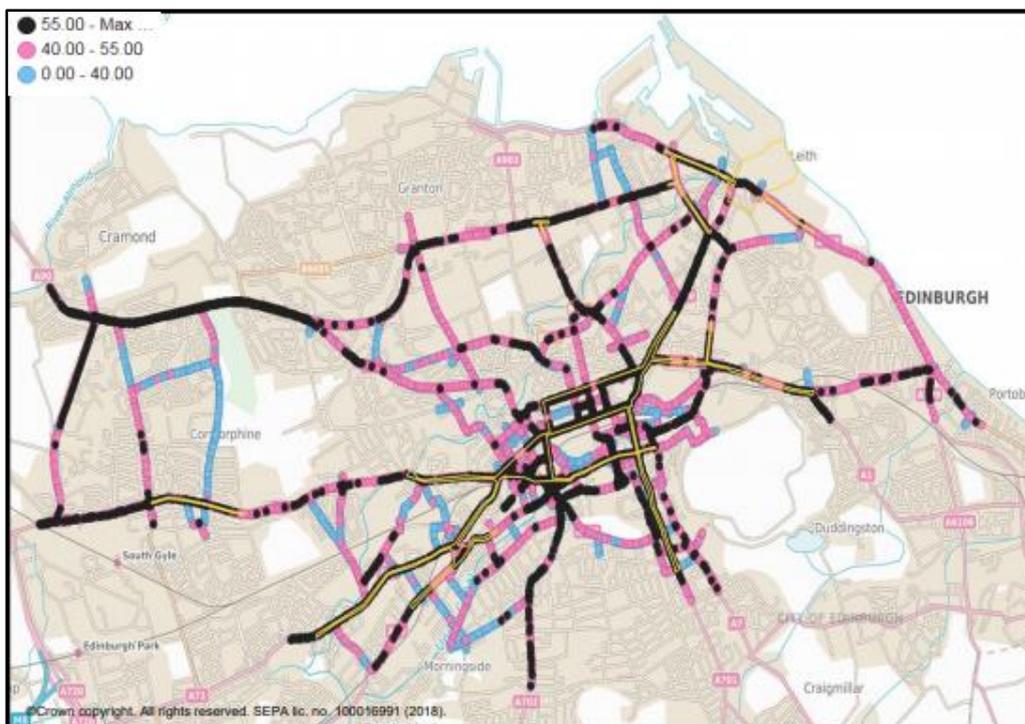
## 1.2 Air Quality and Climatic Factors

### 1.2.1 City-wide

An emerging public health priority in Edinburgh, as well as many cities in the UK and across the world, is dealing with poor air quality. This is primarily caused by road transport emissions of gases such as nitrogen oxides (NO<sub>x</sub>) and particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>). These can have significant impacts on health, child development and environmental quality. In Scotland, recent work by Health Protection Scotland estimates that in 2016 there were 1,724 attributable deaths (not actual deaths, but modelled estimates that would be attributable to long term exposure) associated with anthropogenic PM<sub>2.5</sub>. In Edinburgh this is equivalent to 153 attributable deaths in the same year.

Figure 3 shows modelled Nitrogen Oxide concentrations across the city. As expected the highest concentration levels are found on main arterial routes including Queensferry Road, Ferry Road and Leith Walk.

Figure 3: Modelled NO<sub>2</sub> (µg-m-3) concentrations city-wide 2016 (SEPA)



To mitigate air quality issues in areas identified as poor, Air Quality Management Areas (AQMA) have been introduced. City-wide, there are six AQMAs in the following locations:

- Central;

- Great Junction Street;
- Inverleith;
- St Johns Road;
- Salamander Street; and
- Glasgow Road.

The Scottish Government has committed to implementing Low Emission Zones (LEZ) in Scotland's four major cities by 2020 to penalise vehicles entering the zone that do not comply with emission standards. Local authorities will be in charge of regulating their own areas.

Climatic factors considers the resilience and adaptability of the city to the anticipated effects of climate change. Climatic factors has strong interdependency with multiple SEA directive topics including biodiversity, water, air quality and material assets. The anticipated impacts of climate change to Edinburgh include warmer, drier summer and milder, wetter winters. This will put additional stress on water infrastructure from higher demand during warmer periods with less rainfall, as well as on drainage infrastructure during higher intensity rainfall events. City-wide, ensuring flood strategies for rivers where drainage outflows lead to is important to reduce the threat of rivers bursting banks and flooding property.

The resilience of Edinburgh's building stock also needs to be considered to cope with warmer temperatures and high-intensity rainfall. The listed status of buildings can prevent adaptation work to combat the impacts of climate change. This is particularly prominent in the city-centre where there is a high concentration of listed buildings.

### 1.2.2 City-centre

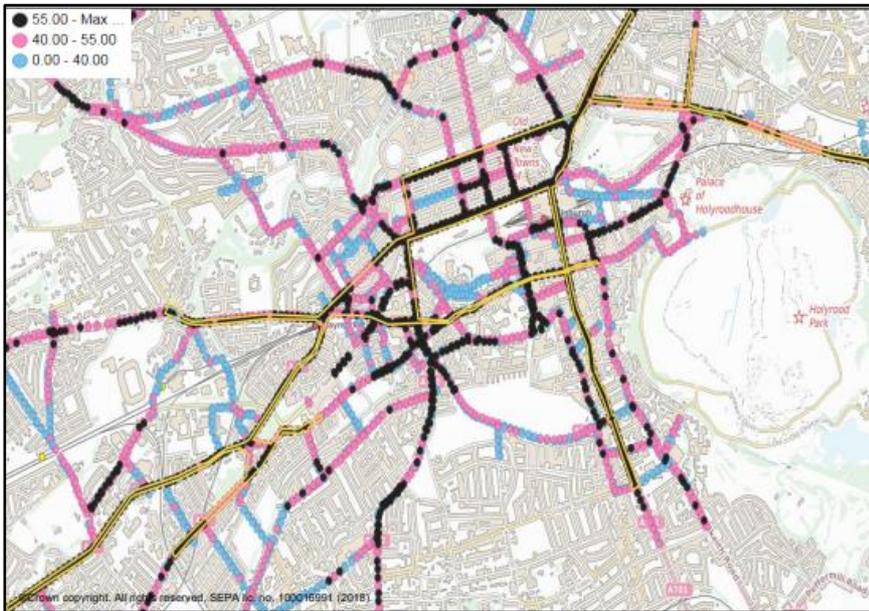
As is the case in the wider city, the city centre has issues with air quality given the urban setting with limited open space and congested streets. The WHS has two AQMAs (City Centre and West End) where legal standards for NO<sub>2</sub> are regularly exceeded as is visible on Figure 4. On North and South Bridges, buses and coaches are identified as being accountable for 60% of NO<sub>x</sub> emissions. Princes Street is particularly affected by bus congestion with one count recording 5,334 bus movements over a 24-hour period.

Figure 4: City Centre AQMA (SEPA 2016)



Figure 5 shows the modelled roadside annual NO<sub>2</sub> (µgm-3) for 2016 in the city centre. The black dots show the highest NO<sub>2</sub> concentrations which are the target areas of the AQMAs. The West End areas around Lothian Road and Morrison Street as well as Princes Street, Queen Street and the Bridges are the pollution hotspots.

Figure 5: City centre Modelled NO<sub>2</sub> concentrations 2016 (SEPA 2016)

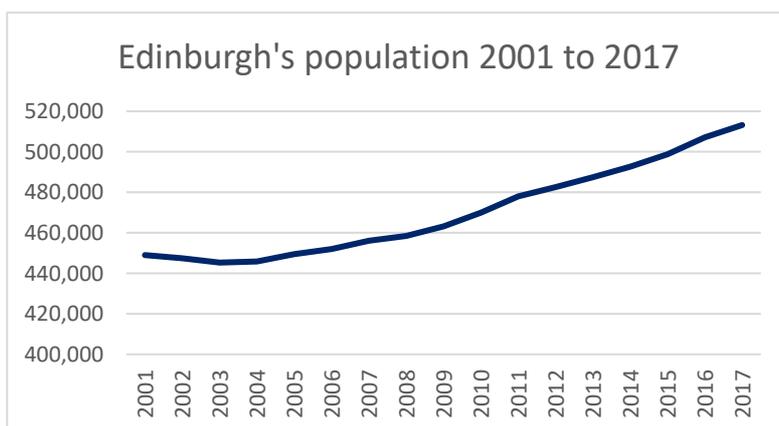


### 1.3 Population and Human Health

#### 1.3.1 City-wide

- The total resident population of Edinburgh is 507,170 (2017) and covers an area of 26,373 hectares (National Records of Scotland).
- The age structure of Edinburgh's population differs significantly from the national average, with fewer children and older people and more young adults.
- The population of Edinburgh is projected to increase by 15% or 75,965 between 2016 and 2041 (National Records of Scotland).

Figure 6: Edinburgh's Population (2001-2017)



In general, the population of Edinburgh enjoys a high standard of health. Life expectancy is high with females living to 81.1 years and males living to 77.1 years. However, there are significant inequalities in general health and mortality rates between different wards within the city.

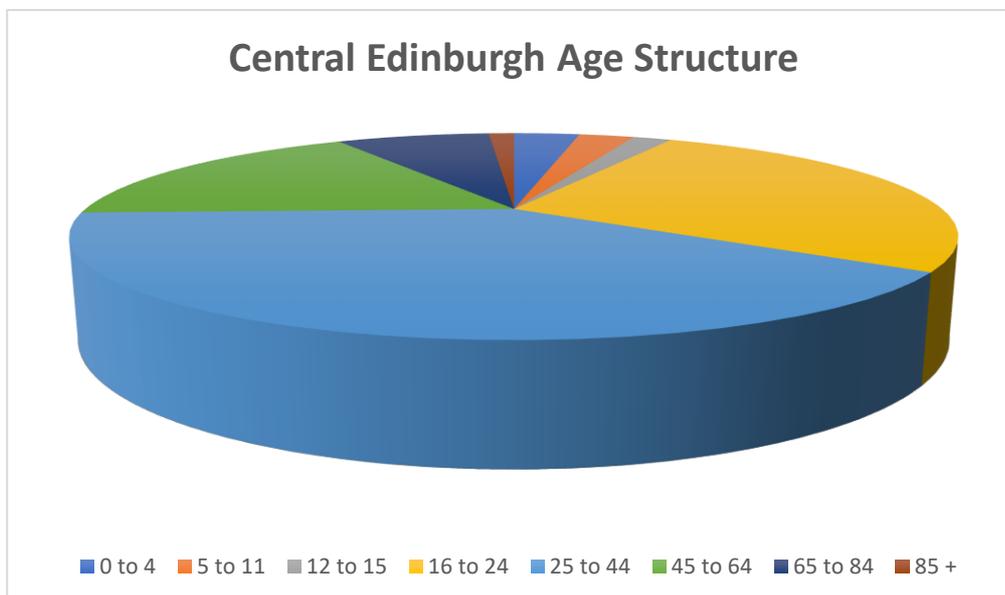
Noise can be a serious problem to people living in urban areas. In line with the Environmental Noise (Scotland) Regulations 2006 an Edinburgh Noise Action Plan was published in 2008. The Council identified three Noise Management Areas and ten Quiet Areas in 2014 as part of Round 1 of the noise mapping process. Following Round 2, a further 18 Noise Management Areas and 10 Quiet areas were identified in the city. Work by the Edinburgh Agglomeration Working Group is now commencing on the fieldwork for round 3. The working group will continue to co-ordinate the action planning process and work with the Environmental Noise Steering Group and the Scottish Government in its delivery of the requirements of the Environmental Noise Regulations.

The Council area includes several establishments controlled under Major Hazards legislation. There is a requirement to ensure that new development is not located in such a location that it puts occupants at undue risk from these hazards.

### 1.3.2 City Centre

- The residential population in the city centre study boundary is approximately 23,000 (2011) (Edinburgh Council, 2018) and covers an area of 500 hectares.
- The age structure of the is primarily made up of working age adults with 28% aged 16 to 24 and 40% aged 25 to 44 (Figure 7).

Figure 7: Edinburgh City Centre Population Structure (2017)



- The population is projected to increase by 9.4% to approximately 24,550 between 2012 and 2026 (National Records of Scotland).
- Those living in the city centre study boundary are generally within the higher household income brackets but there is a distinct divide south of Princes Street and Shandwick place where household incomes fall to the lower brackets.
- Noise can be a serious problem to people living within the city centre, from road traffic and people enjoying themselves in the town at night. In line with the Environmental Noise (Scotland) Regulations 2006 an Edinburgh Noise Action Plan was published in 2008. There are two candidate Noise Management Areas within the WHS.

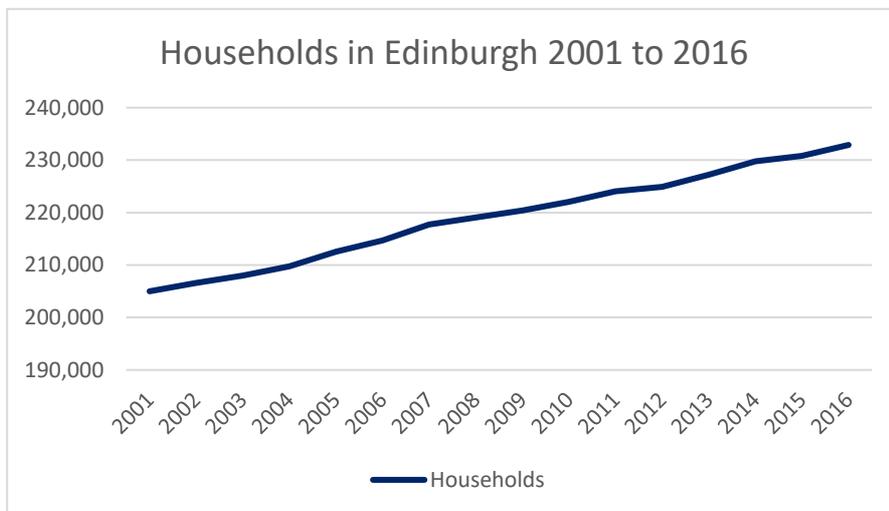
## 1.4 Material Assets

### 1.4.1 City-wide

#### Housing Stock

Out of a total housing stock of 247,780 dwellings (2016) approximately 8% are local authority properties. About 68% of the total housing stock consists of flats or maisonettes with only 10% detached houses. 35% of the housing stock was built prior to 1919.

Figure 8: Households in Edinburgh (2001-2016)



#### Transportation

Generally, Edinburgh is well served by public transport with an extensive bus and rail network and developing tram and park and ride network. However, with a growing population, there is increasing pressure on public transport services. Many people travel to work by car causing traffic congestion and significant pressure on parking spaces. There is also increasing pressure on city-wide transport corridors and public transport from commuters travelling into the city-centre from out with the Edinburgh region. There are several emerging transport schemes which will help improve existing public transport infrastructure including the proposed tram extension and additional park and ride sites. The Edinburgh Tram project is the largest infrastructure proposal to improve the city's overall transport networks and to date connects the Airport to the city centre. The Council are currently consulting on extending the tram network to Leith and Newhaven. The current LDP safeguards that route as well as wider long-term extension opportunities.

#### Non-Motorised Users

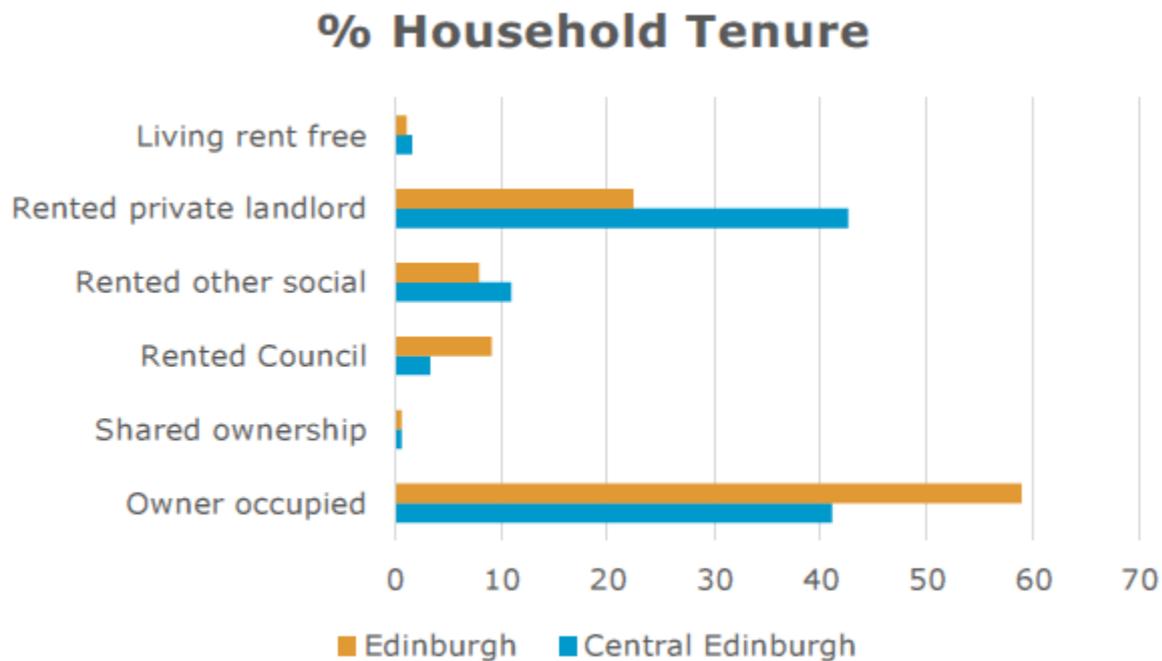
Edinburgh has an extensive network of off-road footpaths and cycle paths laid out over the past two decades, utilising abandoned railway alignments or following the banks of the city's water courses. The area is traversed by a series of core paths that form the Core Path Network across the city.

### 1.4.2 City-centre

#### Housing Stock

Approximately 42% of household tenure in the city centre study boundary is rented from private landlords with a similar amount being owner occupied. See Figure 9 for a comparison with central Edinburgh household tenure to wider Edinburgh.

Figure 9: Household Tenure in Central and Wider Edinburgh



### Transportation

Within the study area, car usage for commuting is generally at the lowest rate within the city, with walking accounting for 40% of journeys to work within the city centre. Infrastructure improvements in the city centre such as improved cycle ways and cycle parking has increased the number of cycle journeys for work, leisure and shopping trips.

Approximately 20,270 people commute to employment within the city centre from neighbouring local authorities and another 101,550 commute from the rest of Scotland and the UK.

The city centre is well served with several bus services from all parts of wider Edinburgh and the Lothians. The bus traffic in the city centre also has detrimental impacts on congestion, pedestrian safety and air quality. Edinburgh central bus station, located just east of St Andrews Square, receives 6 million passengers annually with services connecting Scottish cities and south to England.

Edinburgh Waverley Station is Scotland's second busiest train station, handling approximately 22.5 million passengers a year (2016/2017). Haymarket station is on the western boundary of the WHS handling approximately 2.7 million passengers (2016/2017).

The Edinburgh tram line that links the airport and York place within the WHS opened in 2014. The trams recorded total customer journeys of 6.6 million in 2017, up 19% from the previous year (Edinburgh trams, 2018). Further expansion of the line to Newhaven and Leith is currently undergoing public consultation with a decision due in early 2019 which would further improve public transport to the WHS.

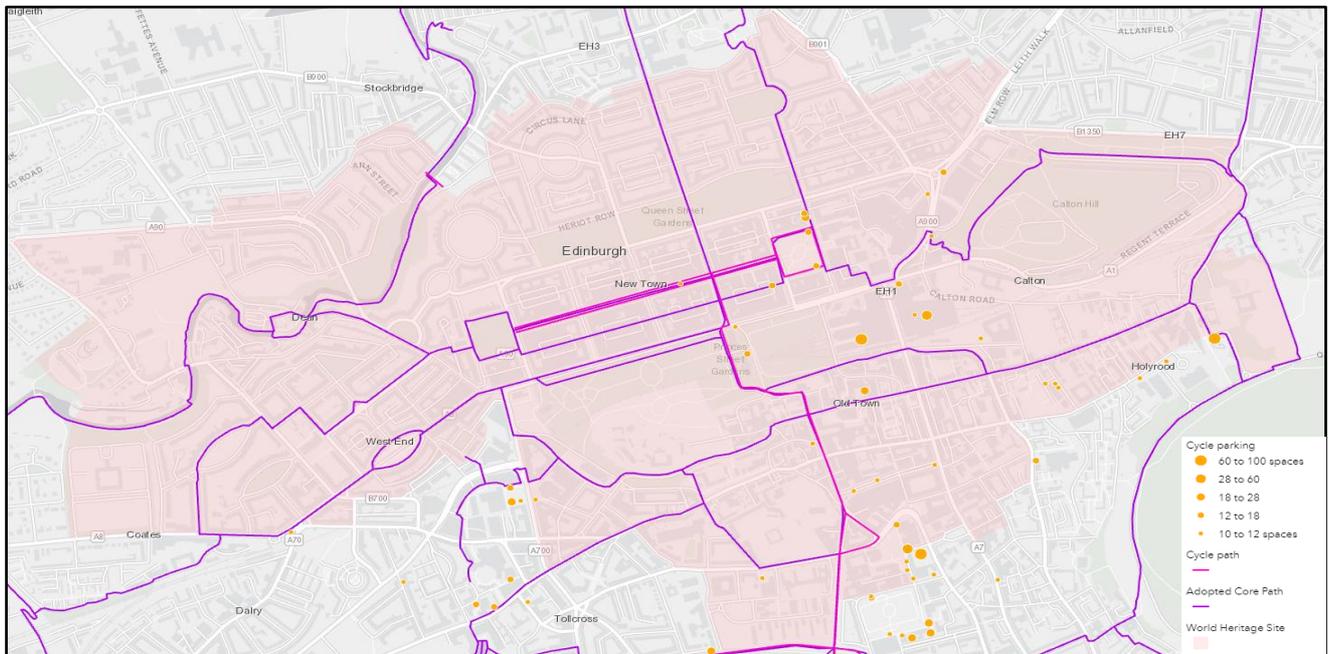
### Non-Motorised Users (NMUs)

**Core Paths:** Within the city centre study boundary, there is a significant network of core paths, covering 18.5km of primarily on road routes (Edinburgh Council, 2018). See Figure 10 for the core path network.

**Cycle routes:** National Cycle Route 1 (NCR1) passes through the city centre study boundary from Haymarket along Melville and George Street before heading south towards the Mound and Bristow Square. There are several cycle parking facilities within the WHS, with the highest concentration towards the east of the city centre as shown

on Figure 4. Transport for Edinburgh launched a cycle share scheme in 2018 with the deployment of 600 bikes across 30 locations with a focus on the University of Edinburgh campus and city centre.

Figure 10: NMU Facilities within the City Centre Study Boundary



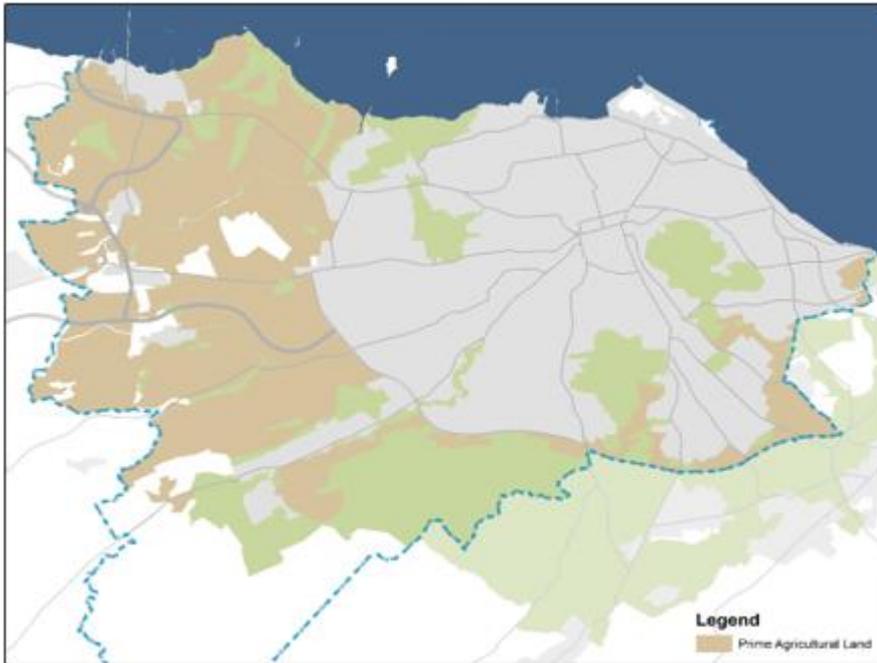
## 1.5 Soil and Land Use

### 1.5.1 City-wide

The majority of farmland in the area is classified as prime agricultural land (Soil Survey of Scotland – Land Capability for Agriculture, Macaulay Institute for Soil Research) with the majority also within the Edinburgh Green Belt. In addition, there is a limited amount of carbon-rich and peatland soil which can be found in the Pentland Hills which is designated a Special Landscape Area.

Edinburgh has a relatively low incidence of vacant and derelict land compared with other central belt authorities. High land values and pressures for development means that land tends to be quickly re-used. However, there are significant areas of vacant and derelict sites in clusters including Newbridge and parts of the waterfront although the total amount in Edinburgh has dropped from 223ha in 2011 to 178ha in 2017.

Figure 11: Prime Agricultural Land in Edinburgh



### 1.5.2 City-centre

Land use is dominated by urban commercial and residential properties. There are pockets of green space of both public and private ownership, with many private communal gardens for local residents controlled by key access such as Queen Street, Dean and Drummond gardens within the study area. There are also public open green spaces such as Princes Street gardens and Carlton Hill. There are greenspace initiative areas within the city centre to promote management and utilisation of public open spaces including with Princes Street Gardens West, Calton Hill and the West End Graveyards.

Commercial properties within the study area are predominantly retail shops, accounting for 57% of units. Food and drink outlets account for 22% of units. The city centre retail core covers Princes Street, George Street and the St James' Centre.

#### Developments

Within the city centre study boundary there are two major developments under construction:

- The New Waverley is being constructed on a brownfield site that has been neglected for several years and is due for completion in mid-2019. It is intended to revitalise the old town area and will provide 160,00 square feet of office space, 148 residential properties, 28 retail units and 374 hotel beds across 3 new hotels.
- The new St James Centre is one of the largest regeneration projects in the UK. The new development will provide 850,000 square feet of retail space, 152 residential properties and 30 restaurants, providing another significant boost to the retail and entertainment offering within the WHS.

These developments form part of the Housing Audit and Delivery Programme to deliver approximately 2,900 new residential units in the coming years.

Figure 12: Land use within the WHS



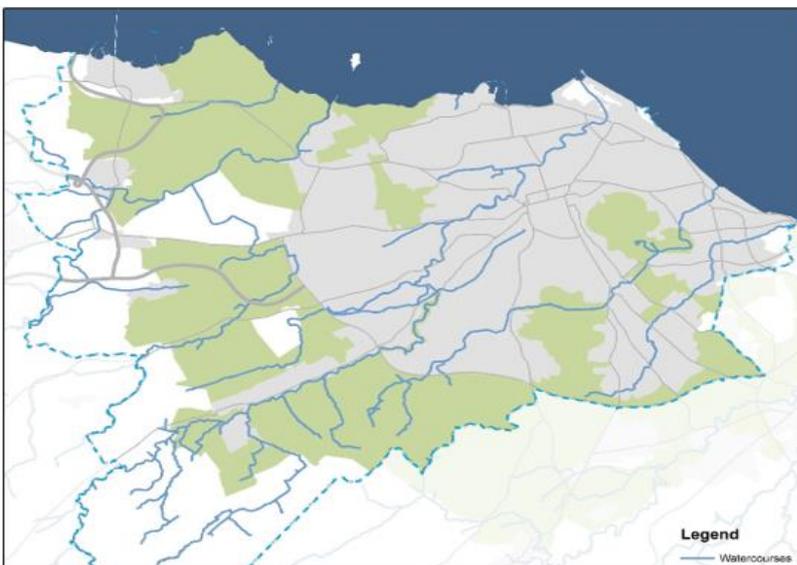
## 1.6 Water

### 1.6.1 City-wide

**Areas of importance for flood Management:** These have been identified within the study area associated with specific water bodies (as identified e.g. Water of Leith).

**Rivers:** Edinburgh is drained by several relatively short rivers which generally flow from south west to north east, rising in and around the Pentland Hills and discharging into the Firth of Forth. Principal among these is the Water of Leith, which flows through the heart of the city.

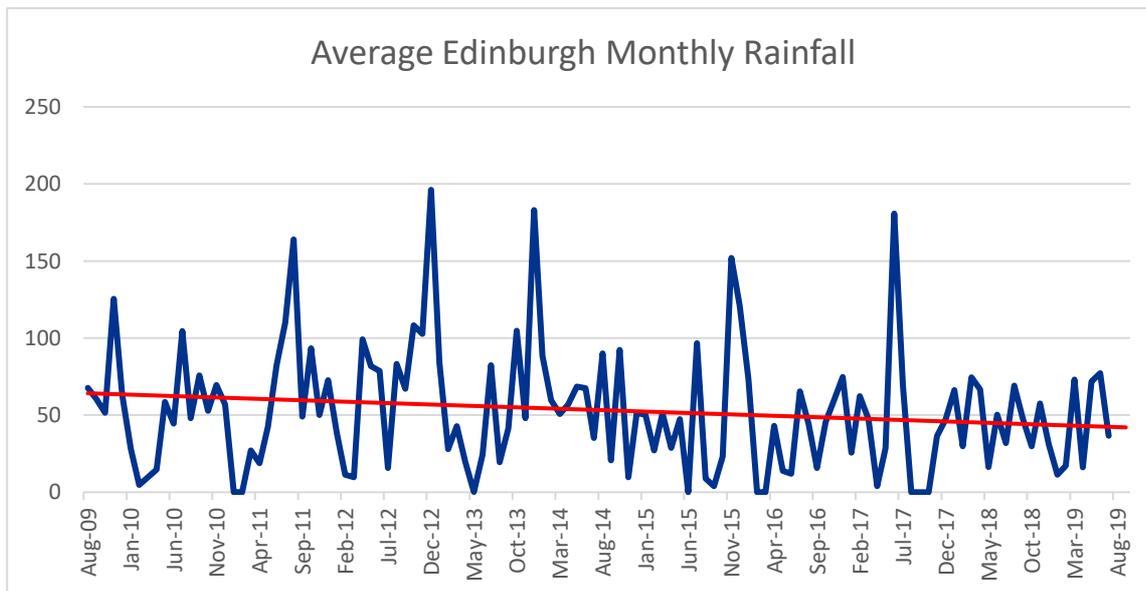
Figure 13: Watercourses in Edinburgh



**River, coastal and surface water flooding:** The Water of Leith has been subject to intermittent flooding since people first settle in the area. However, this has become more of an issue with the increasing number of people living in close proximity. The Murrayfield, Roseburn and Gogar Burn (around the airport) areas have a history of flooding and flood prevention schemes have been implemented to minimise the risk. In addition, due to the extent of hard surfacing within the urban area, there is a significant risk of surface water flooding events. SEPA has published a Flood Risk Management Strategy for the Forth Estuary. The City of Edinburgh Council as lead authority for the Forth Estuary Catchment Area produces a Local Flood Risk Management Plan (LFRMP). This identifies areas vulnerable to flooding and potential mitigation actions. The plan was adopted in June 2016. The LFRMP provides further information on the funding and timetable for delivering the actions identified in the strategy between 2016 and 2022. The FRMP and LFRMP will be updated every six years. In addition, the Council will prepare surface water management plans following the completion of an Integrated Catchment Study in 2021. Due to project timescales this information is not expected to be available prior to the plan being adopted, however, if it does become available this will be taken into account.

**Water supply:** Edinburgh’s water requirements are now supplied via a network of reservoirs in the Tweedsmuir, Moorfoot and Pentland Hills, some acting as main supply reservoirs and others as holding or compensation reservoir. This infrastructure was the subject of a recent major investment programme. Although the availability of water reserves could become more of an issue in the future, depending on climatic changes, it is the capacity of the treatment and distribution infrastructure which may impose a more immediate restriction on the amount and location of new development in the Edinburgh area. As shown on Chart 1, the previous ten years have shown a falling trend in average rainfall (SEPA 2019).

**Chart 1: Average monthly rainfall between August 2009 and August 2019**



### 1.6.2 City Centre

**River, coastal and surface water flooding:** There is only one watercourse within the city centre study boundary: The Water of Leith. It has been subject to intermittent flooding since people first settled in the area. However, this has become more of an issue with the increasing number of people living in close proximity. The flooding does not affect areas within the WHS, however consideration should be given from surface-water run-off within the WHS and impacts on fluvial flooding in other parts of the city.

## 1.7 Cultural Heritage

### 1.7.1 City-wide

**Listed Buildings:** Edinburgh has the largest concentration of listed buildings in the UK outside London, with 4,830 listed items, comprising approximately 34,000 individual properties (as at June 2018).

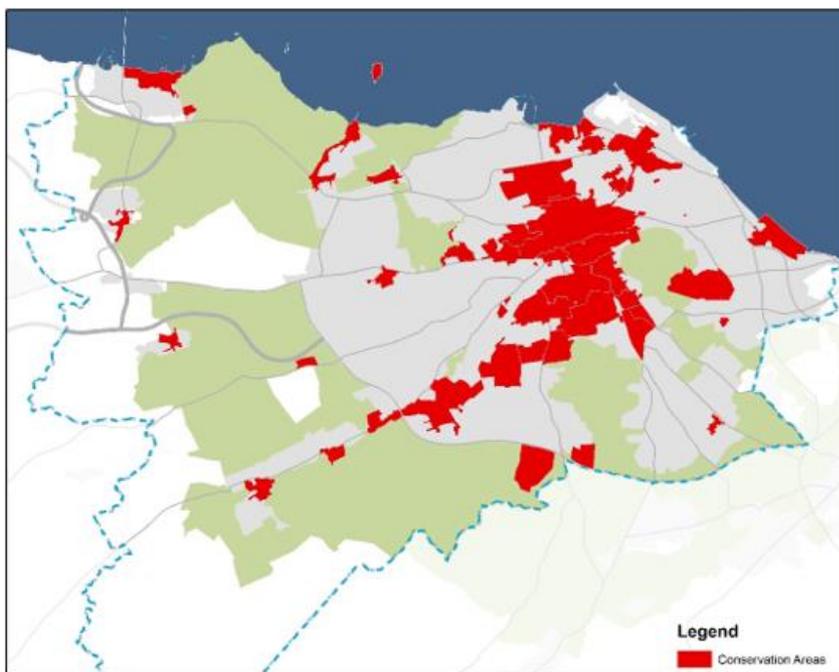
**Conservation Areas:** There are 50 conservation areas in Edinburgh, an increase of 10 since 2011, of widely varying character, ranging from the mediaeval Old Town, the Georgian New Town, Victorian suburbs and former villages which have been absorbed as the city grew over time.

**Scheduled Ancient Monuments:** Scotland has a rich heritage of ancient monuments reflecting generations of past lives. They are important both in their own right and as a resource for research, education, leisure and tourism. There are currently 56 scheduled ancient monuments within the City of Edinburgh Council boundary; a reduction of 14 since 2011.

**Historic gardens and designed landscapes:** Historic Environment Scotland maintain the Inventory of Gardens and Designated Landscapes which was initiated in 1987. The purpose is to record assets of national, regional and local importance. They are valuable in terms of contribution to scenery, history, artistic design, wildlife, horticulture or tourism. A total of 17 sites are listed with the Council's area; a reduction of 3 since 2011.

In addition to the designated sites above there is a variety of non-designated heritage assets and sites of known or suspected archaeological significance that can be found across the wider Edinburgh area.

Figure 14: Conservation areas in Edinburgh



### 1.7.2 City Centre

The study area corresponds to the boundary of The Old and New Towns of Edinburgh WHS.

A wider peripheral study area, extending beyond the World Heritage Site boundary, will be used to assess indirect impacts on the setting of designated heritage assets; including key views towards the City Centre. It is considered unlikely that any significant impacts upon cultural heritage would occur beyond the City Centre area.

## Designated Heritage Assets

Designated heritage assets (World Heritage Sites, Listed Buildings, Conservation Areas, Scheduled Monuments and Inventory Gardens and Designed Landscapes) are potentially vulnerable to direct impacts and / or to indirect impacts on their settings.

### World Heritage Site

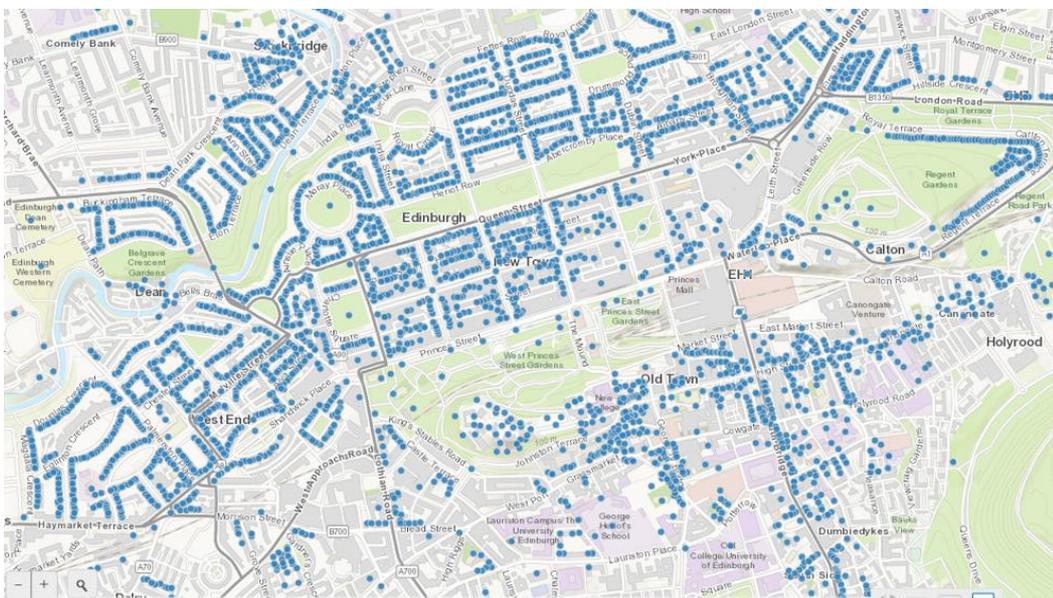
The Old and New Towns of Edinburgh WHS was designated by UNESCO in 1995. It covers an area of c. 4.5km<sup>2</sup>, corresponding with the historic core of the city. The Statement of Outstanding Universal Value (OUV) for the WHS defines those elements within the site which make it important, and which should be protected to ensure that its significance is retained. The Old and New Towns of Edinburgh WHS Management Plan 2011-2016 expands upon the Statement of OUV, setting out a series of attributes which contribute to the OUV of the WHS, and which should be taken into consideration in order to protect the WHS.

### Listed Buildings

Approximately 75% of the buildings within the study area are designated as Listed Buildings. The Listed Buildings are distributed across the study area as shown in Figure 15. It should be noted that Figure 15 includes listed buildings out with the WHS boundary as shown on figure 5. In total there are:

- 654 Category A Listed Buildings
- 865 Category B Listed Buildings
- 156 Category C Listed Buildings

Figure 15: Listed Buildings within the WHS



Edinburgh Council (2018)

### Conservation Areas

The majority of the Study Area lies within one or other of the following Conservation Areas:

- Old Town
- New Town

The Study Area also intersects with parts of the following Conservation Areas:

- South Side
- Marchmont, Meadows & Bruntsfield
- West End
- Coltbridge and Wester Coates
- Dean

### **Schedule Monuments**

There are four Scheduled Monuments within the study area, as follows:

- Edinburgh Castle (SM90130)
- Edinburgh Town Wall, Flodden Wall, Johnston Terrace to Grassmarket (SM3012)
- Edinburgh Town Wall, Flodden Wall And Telfer Wall, Heriot Place (SM2901)
- Holyrood Abbey, Precinct and Associated Remains (SM13031)

### **Inventory Garden and designated Landscapes**

There are three Inventory Garden and Designed Landscapes within the study area, as follows:

- The New Town Gardens (GDL00367)
- Palace of Holyroodhouse (GDL00308)
- Dean Cemetery (GDL00135)

### **Historic Townscape**

Edinburgh's historic townscape is a key element of the city's cultural identity. The designation of the Old and New Towns of Edinburgh WHS, and the high number of designated heritage assets across the WHS, recognises the exceptional architectural and historic interest of both the Old and New Towns. The WHS designation also highlights the contrast between the Old and New Towns as being particularly unusual, and this contrast is therefore a key characteristic of the townscape.

The medieval Old Town is characterised by the well-preserved 'fishbone' street pattern of small closes which lead off the main artery of the Royal Mile. The original medieval 'fishbone' layout was later overlain by late Georgian and Victorian viaducts and additional streets which were designed to improve circulation around the city. The natural topography means that when viewed from more distant locations to the north, such as from the Waverley Valley, the Old Town appears as a set of randomly positioned buildings, with buildings appearing to grow out of other buildings.

The New Town, which lies to the north of the Old Town, was constructed as a series of seven different phases of planned development, which embody Enlightenment ideals regarding architecture and town planning, as well as the prevailing ideals of formal order and social hierarchy. The street plan of the New Town is rational and ordered, arranged according to a geometric plan which forms a distinctive spatial structure. The layout of each phase of the New Town is laid out around a central axis, with streets laid out in a hierarchical manner. Secondary streets and mews lanes, which originally provided accommodation for workers, lie between the main streets. The layout also intentionally integrates gardens and public spaces within the layout, and views to these square and circus gardens form a characteristic element of the New Town townscape. The New Town layout was also planned to take advantage of the natural topography and views available, including views to and from Castle Rock, Calton Hill and Salisbury Crags. The New Town is an outstanding example of neo-classical town planning, the most extensive surviving example in the world.

The architecture of the New Town comprises a concentrated area of planned groups of neo-classical, high quality, ashlar buildings. Many buildings within the New Town are associated with renowned architects such as John and Robert Adam, William Playfair and Sir William Chambers. Public and commercial monuments integrated within the New Town are considered to be some of the finest examples of neo-classical revival architecture within Europe.

Across the New Town, almost all buildings are constructed from dressed ashlar sandstone with slate roofs. Pavements are of stone construction, and outside the main transport corridors the setted streets remain. In combination, this creates a regular and cohesive appearance across the New Town.

Across the Old and New Towns of Edinburgh WHS the combination of natural topography and carefully planned alignments of key buildings creates spectacular views and panoramas, and numerous planned vistas. Intentionally planned vistas within the New Town commonly include both a key building and a statue or monument at the terminus of the vista, or as a 'punctuation mark' within a longer axial view (such as in the view along George Street).

The relationship and contrast between the Old and New Towns is emphasised by the natural topography. The Old Town, centred on the east-west aligned Royal Mile, stands on a prominent ridge, with Edinburgh Castle forming a focal point at its westernmost and highest point. The New Town is situated on lower land to the north, which gradually falls away towards the Firth of Forth. George Street, which sits on a topographic ridge, forms the principal east-west oriented axis within the New Town. The contrast between the two towns is particularly evident from locations within the Waverley Valley, including Princes Street Gardens, which lies between the Old and New Town. This is something which can be immediately experienced by visitors arriving at Waverley Station.

The Old and New Towns of Edinburgh WHS has no formally defined buffer zone. There are however a number of views from locations outside the WHS boundary which form an important part of its setting, and which are protected under the Edinburgh Skyline and Key Views Policy.

## **Cultural Identify**

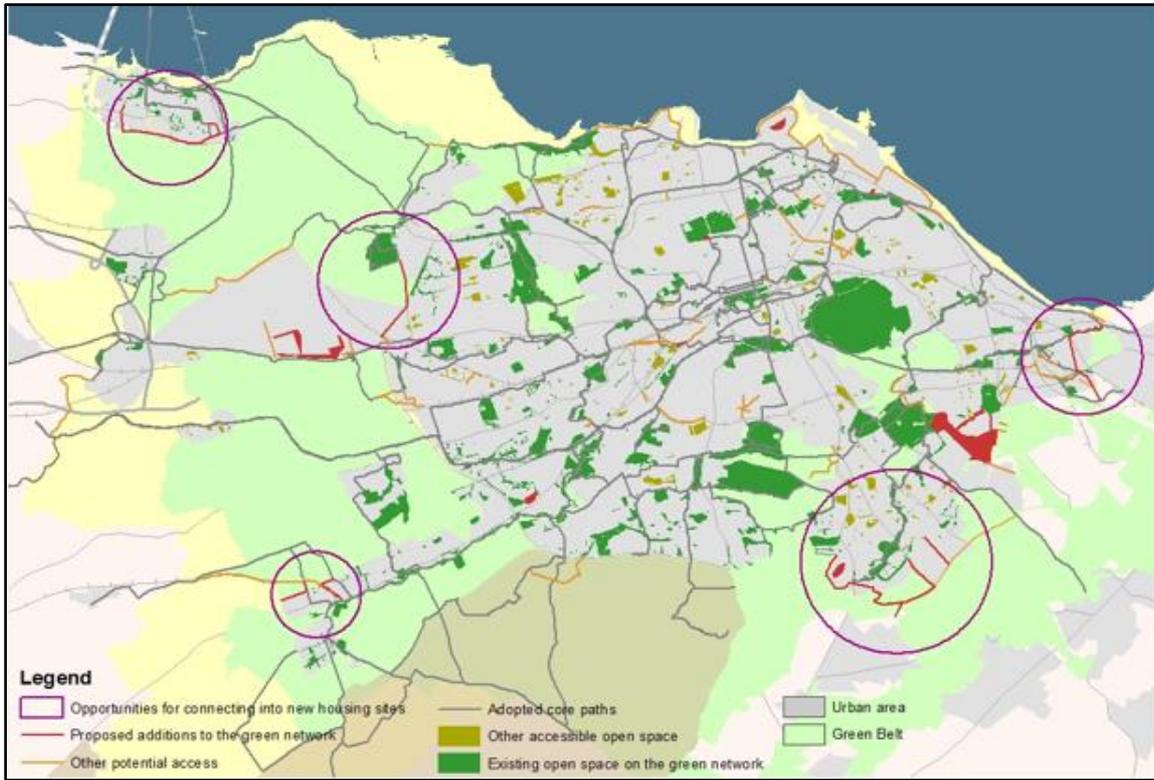
The Edinburgh City Centre townscape and cultural activities that take place within the city centre make a significant contribution to the city's cultural identity and are part of the intangible cultural heritage attributes of the WHS. This cultural identity is internationally renowned and contributes to the Outstanding Universal Value of the WHS. Edinburgh is known as the centre of the Scottish Enlightenment, and the University of Edinburgh, established in the 1580s makes an important contribution to the identity of the city as a seat of learning. There are also a number of important civic and administrative buildings, such as the Scottish Parliament, the High Court and the Scottish National War Memorial, which contribute to the city's identity as the Scottish capital. The large number of cultural events, including the internationally renowned Edinburgh Festival, which form a key element in the cultural identity of the city.

## **1.8 Landscape and Townscape**

### **1.8.1 City-wide**

Edinburgh has numerous outstanding features within easy reach of the city centre: Holyrood Park including Arthurs seat and Salisbury Crags, the Braid Hills and Blackford Hill, Corstorphine Hill and the Pentland Hills. These fall within the Green Belt and are also designated as Special Landscape Areas. The Green Belt around Edinburgh was first established in 1957 and it has been an important tool in shaping the City's growth and containment and supporting regeneration. The current LDP released a significant amount of land from the Green Belt, primarily to meet housing land requirements in the first SDP, and to implement national planning policy on West Edinburgh and uses such as Riccarton Campus.

Figure 16: Green Network extract, Open Space strategy 2016



### 1.8.2 City-centre

Within the city centre Edinburgh has open spaces of world class value. These include topographic and natural features that define the city such as Arthur's Seat, the Water of Leith and Braid Burn river valleys and the coastline. In addition, there are large areas of open space which are important to the character of the city such as the Meadows and Princes Street Gardens. These are linked up with footpaths, green corridors and water courses to form a strong green infrastructure within the urban area.

There are prime viewpoints offering stunning views across the city and beyond. Calton Hill offers viewpoints across the city centre and to the west.

## **Appendix C: Summary of Consultation Authority Responses to SEA Scoping Report**

This Appendix summarises the comments received from the statutory consultees and the ECCT teams responses in relation to the SEA scoping report issued in December 2018.

**Table 1: Summary of Statutory Consultation Responses**

Consultee	Summary of comments	Response
<p>Scottish Natural Heritage (SNH)</p>	<ul style="list-style-type: none"> <li>SNH are content with the scope and level of detail proposed for the environmental report, subject to addressing of the following comments:</li> <li>Any changes to the objectives of ECCT that change through consultation and refinement should be clearly set out in the ER.</li> <li>Review the objectives under the biodiversity topic to separate different types of designated site;</li> <li>Add detail to the baseline section on the designation for Arthur's Seat SSSI; add context to travel choices and their impacts across the city; and remove SNH as having a role in maintaining the inventory of gardens and designated landscapes;</li> <li>Review two assessment questions under Population and Human Health regarding route severance and access to education facilities;</li> <li>SNH are content with the proposed consultation period from February to June 2019;</li> <li>SNH agree with the approach to mitigation and monitoring; and</li> <li>SNH suggest the Wildlife &amp; Countryside (Scotland) Act 1981 and the Pollinator Strategy Scotland 2017-2027 be added to the relevant PPS.</li> </ul>	<ul style="list-style-type: none"> <li>SNH's support for the scope and approach is welcomed</li> <li>SEA recommendations for changes to the ECCT objectives presented in Appendix D. These have been incorporated and the final list is presented in the Interim Report.</li> <li>The biodiversity topic has been amended to separate different types of site and detail added to the SSSI designation. Travel choice impacts detail added to the wider city appendix and SNH responsibility for maintaining the inventory of gardens and designated landscapes removed.</li> <li>Population and Human Health assessment questions have been amended in line with comments.</li> <li>SNH's support for the proposed approach to consultation and mitigation and monitoring is welcomed.</li> <li>The Wildlife and Countryside (Scotland) Act (1981) has been added to the relevant policies section (Appendix A).</li> <li>The Pollinator Strategy for Scotland 2017-2027 has been added to the relevant policies section (Appendix A).</li> </ul>
<p>Historic Environment Scotland (HES)</p>	<ul style="list-style-type: none"> <li>HES are content with the scoping approach, level of detail and proposed method of assessment, subject to slight amendments as follows:</li> <li>Recommend an amendment to an objective regarding the inventory Garden and Designated Landscapes;</li> <li>Recommend the cultural heritage assessment questions should include reference to non-designated assets;</li> <li>HES welcome the assessment of inter-plan cumulative, synergistic and secondary effects;</li> <li>HES recommend a minimum 6-week consultation period between May-June 2019.</li> </ul>	<ul style="list-style-type: none"> <li>HES' support for the scoping approach and assessment methodology is welcomed.</li> <li>Amendment to objective recommendation regarding Inventory Garden and Designated Landscapes and cultural heritage assessment questions has been made.</li> <li>HES' agreement with the inter-plan assessment methodology is noted and welcomed.</li> <li>A six-week consultation period has been recommended and HES' preference is noted.</li> </ul>

Consultee	Summary of comments	Response
SEPA	<ul style="list-style-type: none"> <li>SEPA were in general content with the proposed scope with the following comments:</li> <li>It is essential that the ECCT is integrated with other neighbouring regional strategies and their cumulative effects;</li> <li>Aligning the SEA with the City Mobility Plan and Low Emissions Zones is needed to address air quality which is one of the most significant issues. In addition, the impact of population growth in surrounding local authorities on AQMAs travelling to and from the city centre should be considered;</li> <li>It would be useful to identify other LDP issues such as housing projects, as this will influence movements into and through the public realm. The ECCT needs to be future proofed against other PPS ambitions;</li> <li>City-centre flood risk needs to be considered from two perspectives: the likelihood of an area being flooded; and the potential for an area through its development/re-development to increase flood risk elsewhere;</li> <li>Material assets should include the impact on infrastructure such as water supply and sewerage from increased population in the city centre and wider city;</li> <li>The scope and detail of the SEA, emphasising positive outcomes from ECCT is welcomed but must be linked to other parallel initiatives;</li> <li>More explicit recognition of the relationships of ECCT with other PPS. It would be helpful to link other PPS with each of the topics;</li> <li>SEPA are happy with the SEA process and find the matrix very helpful and clear. They would like to see reference to relevant mitigation and enhancement from related PPS.</li> <li>SEPA are happy with the approach to SEA objectives and policy interventions; and</li> <li>SEPA realise mitigation and monitoring is one of the most difficult parts of SEA and suggest a further workshop to discuss achievable mitigation and improvement.</li> </ul>	<ul style="list-style-type: none"> <li>SEPA's comments on the development of the ECCT being integrated with other strategies and LDPs is crucial. Integration has been ongoing throughout the strategy development and further workshop is proposed to ensure ongoing integration between the key strategies.</li> <li>Comments on linking the development proposed for the city region and giving statutory basis for the LDP are noted. Wider city development and their impacts on the ECCT area has been considered within the cumulative impact assessment and again will form part of the discussion at proposed workshop.</li> <li>Comments on flood risk and flooding will be taken into account for the proposed strategy to consider the wider-city area and cumulative impacts in the study area.</li> <li>Population growth in neighbouring local authority areas and the impact on the AQMAs within the city centre from those travelling to and from for different purposes will be considered primarily within the forthcoming CMP SEA but will be part of cumulative impact discussion at the proposed workshop.</li> <li>Consideration of impacts on infrastructure from an increase in population will be considered for the preferred scenario.</li> <li>Positive comments on the proposed scope and detail for the SEA are welcomed and will reference the other initiatives.</li> <li>It is proposed that the monitoring framework will align with the forthcoming City Mobility Plan and Local Plan 2 to ensure an integrated approach. Developing this integrated framework will be discussed at the workshop with the Consultation Authorities following the public consultation</li> </ul>

## Appendix D: SEA Assessment Matrices

**SEA Objectives**

1. Protect and enhance biodiversity, flora and fauna and habitat networks
2. Improve the quality of life and human health for all users of the city centre through improved environmental quality
3. To promote the sustainable use and management of material assets
4. Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way
5. To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change
6. Conserve or enhance the historic environment
7. Protect and enhance the landscape and townscape character and setting of the city.

**Traffic Light Key**

Compatible  
 Not compatible  
 No or negligible relationship  
 uncertainty over compatibility

+
-
0
-

ECCT Objectives	SEA Objectives							Comments/Recommendations
	1	2	3	4	5	6	7	
To provide liveable streets and public space that is accessible for all.	0	+	0	0	0	0	+	The ECCT objective is compatible with population and human health and landscape and townscape. There is no/negligible relationship with the remaining SEA objectives  <b>Recommendation -To enhance benefit to population and human health expand objective to include the word safe</b>
To improve air quality and reduce noise pollution.	+	+	0	0	+	0	0	The ECCT objective is compatible with biodiversity, population and human health and air quality. There is no/negligible relationship with the remaining SEA objectives  No mitigation is proposed.
To promote road safety and personal security.	0	+	0	0	0	0	0	The ECCT objective is compatible with population and human health. There is no/negligible relationship with the remaining SEA objectives.  No mitigation is proposed.
To prioritise access and movement by foot, by bike and public transport and reduce vehicular dominance.	0	+	0	0	+	0	0	The ECCT objective is compatible with population and human health and air quality. There is no/negligible relationship with the remaining SEA objectives  No mitigation is proposed.
To create a network of public spaces, parks and gardens linked by coherent, safe and secure pedestrian and cycle routes.	0	+	0	0	+	0	+	The ECCT objective is compatible with population and human health, air quality and landscape and townscape. There is no/negligible relationship with the remaining SEA objectives  No mitigation is proposed.
To maintain and enhance thriving residential communities, improve health and quality of life.	0	+	0	0	+	0	+	The ECCT objective is compatible with population and human health, air quality and landscape and townscape. There is no/negligible relationship with the remaining SEA objectives  <b>Recommendation -To enhance benefit to population and human health reword objective to improve health and quality of life for 'all users'</b>
To provide a high quality platform for the city's civic, cultural and community life.	0	0	0	0	0	+	+	The ECCT objective is compatible with cultural heritage and landscape and townscape. There is no/negligible relationship with the remaining SEA objectives  No mitigation is proposed.
To create a multi-modal, integrated solution for urban mobility.	0	+	0	0	0	0	0	The ECCT objective is compatible with population and human health. There is no/negligible relationship with the remaining SEA objectives  <b>Recommendation -To enhance benefit to population and human health reword objective to improve health and quality of life for 'all users'</b>
To promote a sustainable and efficient public transport system.	0	+	+	0	0	0	0	The ECCT objective is compatible with population and human health and material assets. There is no/negligible relationship with the remaining SEA objectives  <b>Recommendation -To enhance benefit to population and human health expand objective to include the word safe</b>
To support businesses and the city centre's retail, entertainment, cultural and leisure role.	0	0	0	0	0	+	0	The ECCT objective is compatible with cultural heritage. There is no/negligible relationship with the remaining SEA objectives  No mitigation is proposed.
To ensure streets and public spaces enrich and revitalise the historic environment.	0	0	0	0	0	+	+	The ECCT objective is compatible with cultural heritage and landscape and townscape. There is no/negligible relationship with the remaining SEA objectives  <b>Recommendation -To enhance environmental benefit reword objective to 'revitalise the natural and historic environment'.</b>
To ensure new development enhances the city centre, its streets and public spaces	0	0	0	0	0	0	+	The ECCT objective is compatible with landscape and townscape. There is no/negligible relationship with the remaining SEA objectives  <b>Recommendation -To enhance environmental benefit reword objective to reference the historic environment and the World Heritage status</b>
To create an environment fit for a growing city-region, to power Scotland's economy	0	0	0	0	0	0	0	There is no/negligible relationship with the SEA objectives
To encourage innovation, climate change adaptation and resilience.	0	0	+	+	+	0	0	The ECCT objective is compatible with air quality, water and material assets. There is no/negligible relationship with the remaining SEA objectives.  No mitigation is proposed.
To ensure surrounding communities and wider city benefit from a transformed city centre'	0	+	0	0	0	0	0	The ECCT objective is compatible with biodiversity. There is no/negligible relationship with the remaining SEA objectives.  No mitigation is proposed.

**SEA Objectives**

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5. To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change
6. Conserve or enhance the historic environment
7. Protect and enhance the landscape and townscape character and setting of the city.

**Assessment Key**

++	Policy/package of interventions is likely to have a direct, significant, long term positive effect on the objective and /or contribute significantly to the achievement of this objective
+	Policy/package of interventions is likely to have some positive influence on the SEA topic/ objectives and contribute to the achievement of the SEA but not significantly
0	Policy/package of intervention is assessed as being neutral or having no influence/ effect on the SEA topic/ objectives
-	Policy/package of intervention is likely to have some minor negative impact on the SEA topic/ objectives and could be addressed through mitigation
---	Policy/package of interventions is likely to result in significant, long term, negative effect on the SEA topic/ objective
?	Policy/package of interventions - an uncertain relationship to the SEA objectives. In addition there may be insufficient information to enable an assessment to be made
	There is no clear relationship or negligible relationship between the proposed policy/package of interventions and the SEA objective

Scenario 1 - Smart	Title	Summary	Assumed Interventions required to deliver scenario	Uncertainties and Assumptions	SEA Objectives							Comments on significance ind in combination/direct/indirect	Synergistic/Cumulative Effects	Proposed Recommendations/Mitigation		
					1	2	3	4	5	6	7					
Packages of Interventions	Road Space Allocations	This package makes the most efficient use of the existing open space network in the city centre, particularly through the efficient use of road space and traffic management measures to enhance active travel and the quality of public space. Specific road closures and junction improvements are targeted to improve the walkability of the city centre.	Junction Improvements – Tollcross/ Lothian Road-Western Approach Road Road closures – High Street and Bank Street Improved N-5 walking and cycling connections Introduction of cycle hub facilities for changing, parking, bike maintenance and hire Traffic calming measures in areas around public schools	Uncertainty over the amount of road space being forfeited to make way for larger footways. Road space needs to be sufficient to allow public transport to operate efficiently and effectively	-	+	+	-	+	+	+	+	+	This package aims to gradually remove the dominance of vehicles in the city centre make it safer and more accessible for Pedestrians and cyclists to travel to and within the city centre. Reducing road space available for vehicles would limit the number of vehicles that can be in the city centre and alongside road closures could reduce the release of tailpipe emissions. This would be beneficial for addressing the exceedance issues in the two Air Quality Management Areas (AQMAs) in the city centre. However, road closures on routes such as Bank Street, High Street and reallocation of road space may result in displaced impacts on air quality and noise as a result of redirecting traffic elsewhere.  Provision of more space for pedestrians and cyclists and segregation from road traffic could improve public confidence in using active travel means. Improved north-south cycle connections would improve the performance of the National Cycle Network Route 1 which travels through the city centre and introduction of cycle hub facilities would increase the likelihood of modal shift to active travel. With walking accounting for 40% of commuting in the city centre, reallocating more space to pedestrians would improve the experience for Pedestrians and cyclists in the city centre. These contribute to the ECCT aims of improving the use of public space, facilitating active travel and improving road safety.  The package aims to make better use of the existing material assets and reduce need for construction of new infrastructure.  Interventions including road closures, removing parked cars and traffic would have a positive impact on setting of proximate listed buildings and localised parts of Conservation Areas and WHS. However, measures do not affect the principal streets of the City Centre within the World Heritage Site.  There would be a positive impact on townscape with enhancing attractiveness of space with reduction in vehicle dominance but is likely to have only localised effects.	The cumulative effect of this package of interventions is minor positive with key benefits anticipated on air quality and population and human health. This is associated with combined effects of the reduced dominance of cars within the city centre and anticipated modal shift to more sustainable and active travel options.  However it is important to recognise reduction of road space may have an impact on the operation of the existing bus networks, affecting routes and frequency. Need to be delivered in combination with Public Transport interventions to realise significant benefits	To achieve modal shift, efficient, reliable and affordable public transport and active travel options are essential to maintain accessibility if through traffic is to be reduced with in the city centre. Needs to be delivered in combination with public transport packages to see significant environmental benefit.  The measures set out in the associated strategies such as improved P&R, integrated public transport and the LEZ aim to reduce the need for people to use private transport, therefore resulting in less traffic in the city centre and less displaced traffic. Traffic monitoring should be implemented to monitor impacts on interventions.  Clearer provision of secure, sheltered bicycle storage on residential streets should be considered to allow city centre residents a safe and convenient facility, not just at the transportation hubs.
	Green Linkages	No Interventions														
	Parking	This package rationalises on-street parking provision in the city centre, supported by the efficient use of road space to enhance public realm in the city centre.	Implement park(ing) day - quirky uses of car parking spaces for a day/week - Removal of on street parking from key city centre streets - e.g. Victoria St, Cockburn, Chambers Street	Uncertainty over proposed uses on parking days. Assume these would be delivered in consultation local residents/businesses.	-	+	+	-	+	+	+	+	+	This package aligns with the road space allocations package by reducing the space set aside for vehicles. It has the potential to have a positive effect on localised air quality and less parking in the city centre would limit the number of vehicles that can travel to it and park, encouraging people to use active or public transport. This could result in positive effects on public health and air quality, helping to reduce exceedances of the two city centre AQMAs.  The package aims to make better use of the existing material assets with use of pop up events on existing areas of hardstanding, reducing the need for new infrastructure.  Localised positive impact on setting of proximate listed buildings and localised parts of Conservation Area and WHS. However, measures do not affect principal streets of City Centre/ WHS.  Localised positive impact enhancing attractiveness of public realm, but does not affect principal streets of City Centre / WHS.	The cumulative effect of this package of interventions is minor positive with key benefits anticipated on air quality and population and human health. This is associated with combined effects of the reduced dominance of cars within the city centre and anticipated modal shift to more sustainable and active travel options.  However it is important to recognise reduction of road space may have an impact on the operation of the existing bus networks, affecting routes and frequency. Need to be delivered in combination with Public Transport interventions to realise significant benefits	As is the case for road space allocations package, provision of reliable, effective and affordable public transport and active travel opportunities must be provided to allow people greater choice to access the city centre.  Maintaining private vehicular access for people with impaired mobility should be considered when reducing availability of on-street parking.
	Public Transport	This package makes the most efficient use of the existing public transport system in the city centre, particularly through the efficient use of road space and traffic management measures to enhance bus reliability.	Rationalisation of bus stops on key routes, particularly Lothian Road, Bridges corridor and Princes St Improved bus journey time reliability through efficient use of traffic signals and bus stop locations	This intervention requires clearer definitions of the type of public transport being proposed, i.e. trams, low-carbon/alternative fuels etc.  Lack of detail on public transport integration between the different modes available. Bus, tram, and rail integration as well as ticketing could be considered in a smart strategy.	-	+	+	-	+	+	+	+	+	Re-organisation of bus stops to optimise footway space and road space re-allocation to prevent pavement and road congestion from buses stopped for long periods. Review of traffic signals and bus stop locations could aid the reliability of services and use of existing infrastructure without having to provide new infrastructure.  Improved public transport performance could increase public confidence in using it and reduce the reliance on private cars. This could reduce vehicles in the city centre, having a positive effect on air quality and public health and quality of life. This must consider the accessibility for all to include users with impaired mobility. Public transport must be perceived as safe for users, especially late at night, to instil confidence in users.  Limited relationship between the measures and cultural heritage  Rationalisation of the bus stops would remove street clutter and have a minor positive impact on public realm.	The cumulative effect of this package of interventions is minor positive with key benefits anticipated on air quality and population and human health associated with combined effects of the reduced dominance of cars within the city centre and anticipated modal shift to more sustainable and active travel options.	To ensure benefits are maximised, public transport should aim to be powered by alternative fuels and electrified where possible to reduce air pollution.  Must be considered in-line with parking and road space allocation packages to maximise benefits.
	Activating Open Space	This package ensures the activation of the existing public open space in the city centre, maximising the existing resources and making use of all open spaces that may be neglected currently. It does so re-enforcing the character of places. This is based on programming and curating open spaces in the city centre and thinking of the opportunity they represent.	Maximising the potential of public spaces by creating a network and allowing for pop-up activities, interactive public art, play space, water features, seating, shelter  Wayfinding to open up the Cloves and Pends from the Royal Mile and the paths to the west of Castle Rock within Princes St Gardens to the public and activate existing underused path networks – e.g. the paths linking Johnston Terrace, King's Stables and Princes St Gardens (where are these underused path networks) within the city centre.  Accessibility and permeability of Princes St Gardens, opening up one of the city's key public open space to the public.	Uncertainty on the public spaces to be considered.  Assume that all works would be carried out sensitively with reference to characteristics of Conservation Area /WHS/ adjacent heritage assets/ Townscape character	-	+	+	-	0	?	+	+	+	The activation of open space could have localised negative effects on the biodiversity of green spaces if they are more heavily used, however additional investment in open space and public realm improvements would see opportunities for improvement and use of green spaces.  Increased accessibility in Princes Street Gardens may have negative impacts on the qualifying geological features of SSSI at Castle Rock.  Potential for negative effects on the water environment from utilising green open space, reducing the permeability of green space through permanent/temporary installations and events  A lighting hierarchy would enhance safety and personal security, encouraging more use of public spaces.  Impacts on air quality would be dependent on level of vegetation clearance/additional planting Proposed.  Maximising the potential of existing public spaces and improving wayfinding would increase the positive use of material assets by better using under-utilised spaces, path networks and trails.  Difficult to determine nature of effect on cultural heritage interests, particularly for Princes Street Gardens (a key part of the New Town Gardens Inventory GDL and WHS).  Measures would likely have a positive impact enhancing attractiveness of public realm.	The cumulative effect of this package of interventions is mixed. Key benefits are anticipated on population human health, material assets and landscape and townscape associated with increased safety, improved wayfinding and increased attractiveness on public realm. Localised negative effects are anticipated on biodiversity and on water due to opening up of underused green spaces and reducing the permeability of green space.	Seek to incorporate opportunities for improved biodiversity where improving public realm. Poor quality green spaces as defined within Council Green Space Audit could be given priority.  Regular patrolling and maintenance would likely be required to make sure heavily used green spaces remained litter free and well maintained as well as prevent anti-social behaviour.  Opportunities for improved surface water management and mitigating reduced permeability need to be considered in the context of Council forthcoming SUDS technical guidance.  Ensure all detailed proposals are informed by detailed understanding of the sensitivity to change (in terms of cultural heritage and landscape and townscape) with regard to New Town Gardens Inventory GDL and WHS).  Wayfinding could be expanded to include consideration of accessibility/mobility issues to achieve wider benefit residents/visitors.
Operations and Management	This package includes a variety of operation and management measures aimed to make the most of existing demand for transport and other services, to make the city centre work more efficiently without the need for wider interventions.	Real-time traffic management, including fixed time PT plans and pedestrian count-down clocks Integrated transport operations centre Promotion of shared mobility (car clubs / cycle hire) Shared services for loading/servicing Locate visible recycling in city centre and control through digital mgmt tools Enhanced maintenance of footway / cycleways Enhanced enforcement of kerbside activity Develop platform for transport data collection/analysis/user output	No uncertainties and assumptions	-	+	+	-	+	-	+	+	+	This package aims to make better use of the existing infrastructure through smart solutions to make it easier for the public to use public transport and active travel modes. It also uses technology to manage traffic in real-time to address traffic management issues when they arise. This would have a positive effect through the promotion of the sustainable use of material assets. Measures to improve the pedestrian and cyclist experience such as count-down clocks, maintenance of footways/cycleways and enhancing kerbside enforcement would improve pedestrian and cyclist safety and encourage more people to walk in the city centre. This could result in increases to the 40% of commuter journeys made on foot within the city centre currently.  Having enhanced data would allow future resources and policies to be targeted at areas most in need.  There would also be a beneficial impact on air quality from promotion of car clubs and cycle hire, to decrease the number of single occupancy vehicles and reduce traffic.  No specific relation between these measures and cultural heritage.  Interventions would improve usability of streets and ensure attractive public realm.	The cumulative effect of this package of interventions is minor positive with key benefits anticipated on air quality, material assets and population and human health. This is associated with improvements to existing transportation infrastructure to make it easier for the public to use public transport and active travel modes	Seek to incorporate opportunities for improved biodiversity where improving public realm. Poor quality green spaces identified within Council Green Space Audit should be given priority  Regular patrolling and maintenance would likely be required to make sure heavily used green spaces remained litter free and well maintained as well as prevention of anti-social behaviour.  Opportunities for improved surface water management and mitigating reduced permeability need to be considered in the context of CEC forthcoming SUDS technical guidance.  Ensure all detailed proposals are informed by detailed understanding of the sensitivity to change (in terms of cultural heritage and landscape and townscape) with regard to New Town Gardens Inventory GDL and WHS).	
Scenario Synergistic/Cumulative effect by topic	Wayfinding could be expanded to include consideration of accessibility/mobility issues to achieve wider benefit residents/visitors															

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5. To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change
6. Conserve or enhance the historic environment
7. Protect and enhance the landscape and townscape character and setting of the city.

Assessment Key

++	Policy/package of interventions is likely to have a direct, significant, long term positive effect on the objective and/or contribute significantly to the achievement of this objective
+	Policy/package of interventions is likely to have some positive influence on the SEA topic/ objectives and/or contribute to the achievement of the SEA but not significantly
0	Policy/package of interventions is assessed as being neutral or having no influence on the SEA topic/ objectives
-	Policy/package of interventions is likely to have some minor negative impact on the SEA topic/ objectives and could be addressed through mitigation
---	Policy/package of interventions is likely to result in significant, long term, negative effect on the SEA topic/ objective
?	Policy/package of interventions is an uncertain response to the SEA objectives. It is advised that more evidence/information to enable an assessment to be made
---	There is no clear relationship or negligible relationship between the proposed policy/package of interventions and the SEA objective

Scenario 2 - Local	Title	Summary	Assumed Interventions required to deliver scenario	Uncertainties and Assumptions	SEA Objectives							Comments on significance incl in combination/direct/indirect	Synergistic/Cumulative Impacts	Proposed Recommendations/Mitigation	
					1	2	3	4	5	6	7				
Packages of Interventions	Road Space Allocations	Additional investment in public realm improves the quality and activates open spaces. It also creates a segregated cycling network that links local town centres and the city centre as well as strengthens the cycle network within the city centre underpinned by the reduction of traffic levels.	Road closures - High Street, Waverley Bridge, Bank Street, Victoria Street, Cockburn Street (Ponton Street and Carlton Road) Road space reallocation - Morrison Street, Lothian Road, Bridges Corridor (presume this means North Bridge and South Bridge and excludes George IV Bridge) (fewer traffic lanes, more footway space) Improved N-S walking and cycling connections Implementation of a city centre segregated cycle network where cycling traffic necessitates Road Quiet streets solutions move all cycle stands on to road and off the pavement, except the ones that are parallel to kerb where pavement width allows. Improve active travel connectivity from city centre to surrounding local town centres Relocate road space and redesign junctions to create more pedestrian space and an improved public realm Create key multi-purpose streets and spaces - allow for flexible use, adaptable street furniture, pop-up activities, informal and formal play areas Segh limits Traffic calming measures in areas around public schools and to enforce 20 mph speed limits	Assume improved active travel connectivity means improvements to cycle/path network. Assume alterations to urban realm will be undertaken in accordance with Edinburgh Street Design Guidance Assume that alterations to public realm / road crossings / traffic calming measures and addition of new buildings for cycle hub facilities will be carried out sensitively with reference to characteristics of Conservation Area / WHS/ adjacent heritage assets/ Townscape character.	+	+	+	0	+	+	+	+	+	This package aims to more significantly remove the dominance of vehicles in the city centre make it safer and more accessible for pedestrians and cyclists to travel to and within the city centre. Reducing road space available for vehicles would limit the number of vehicles that can be in the city centre and alongside road closures could reduce the release of tailpipe emissions. This would be beneficial for addressing the exceedance issues in the two Air Quality Management Areas (AQMA) in the city centre. However, road closures on key arterial routes and reallocation of road space may result in displaced impacts on air quality and noise as a result of redirecting traffic elsewhere. Improved pedestrian and cyclist impact on human health and quality of life, dependent on the public perception of active travel being a safe mode of transport across the city. Segregation from traffic would facilitate this and should have a positive effect on road safety and personal security through reduced vehicle conflict. A move towards active travel would further reduce the reliance on vehicle transport in the city, improving air quality through reductions in tail pipe emissions. Improved public realm and the creation of quiet streets should encourage more walking cycling with positive effects on health and air quality Difficult to assess impacts of package of measures on cultural heritage due to lack of detail. However, anticipated local listed negative effect on George Street if included if it is redesigning to be a flexible space. George Street is likely not to be an appropriate location for this policy, it is the key road within the First New Town and a key element of the WHS. Real views along the street are of both heritage and landscape / townscape importance. Overall, considered to have a positive impact enhancing attractiveness of public realm, townscape and landscape.	Traffic plans and wayfinding for vehicles to navigate from north-south is important to maintain traffic flow and prevent minor roads becoming congested. The measures set out in the associated strategies such as improved P&R, integrated public transport and the LEZ aim to reduce the need for people to use private transport, therefore resulting in less traffic in the city centre and less displaced traffic. Traffic monitoring should be implemented to monitor impacts on interventions. Need to ensure that road closures are undertaken alongside other measures to encourage modal shift to avoid displacing impacts throughout the network. Proposals on George Street must be informed by detailed understanding of the sensitivity to change of the street both in terms of cultural heritage and townscape. Changes to public realm to be carried out in line with Council's Street Design Guidance and opportunities for improved surface water management need to be considered in the context of forthcoming SUDS technical guidance. Implementation of segregated cycle network in principal streets of the city must be informed by detailed understanding of sensitivity to change both in terms of heritage and landscape/townscape importance.
	Green Linkages	This package improves the connections between green spaces in the city centre - e.g. Lothian Road, Hanover Street. Also emphasises the access to key green areas - e.g. Water of Leith, Princes Street Gardens or Union Canal.	Greening of Lothian road, George IV Bridge-Hanover St Dundas St, Rodney St.	Assume that alterations to road layout/public realm will be carried out sensitively with reference to characteristics of Conservation Area / WHS/ adjacent heritage assets/ Townscape character. The greening of principal historic streets designed in neo-classical style and not intended to incorporate trees/vegetation along streets would have a significant negative effect upon the historic urban spatial structure/ plan of the city. The greening of principal historic streets would have a localised negative effect on key views within the WHS and would alter the overall appearance of the townscape and current urban framework.	+	+	0	+	+	+	+	+	+	There is potential for beneficial impacts to enhance the biodiversity in the city centre through provision of green space for both habitat creativity and biodiversity. Creating additional green space in the urban environment would also have beneficial impacts on human health through providing more parks and green corridors in the city for the public to enjoy. More green space and linkages would have a beneficial impact on improving air quality through the carbon sequestration and air purification properties of organic matter growth. In addition, more green land in the urban environment would potentially have beneficial impacts on the water environment if there is more permeable green space covering the impermeable road surfaces, to assist with rainfall and surface water management. The cumulative effect of this package of interventions is minor positive with key benefits anticipated on biodiversity and water. This is due to the provision of green space for both habitat creativity and biodiversity and the creation of more permeable green space to assist with rainfall and surface water management. Localised negative effects are anticipated where greening is proposed in principal historic streets.	Opportunities for improved surface water permeability to be sought as green linkages proposals are developed. Ensure that any proposals for tree planting/ greening are informed by a thorough understanding of the historic environment and designated heritage assets and of key townscape views particularly on principal historic streets. Changes to public realm to be carried out in line with Council's Street Design Guidance. Introduction of 'green roofs' on buildings has been proven as an effective method of water management and improving biodiversity in the urban environment and has the added benefit of being an effective natural building insulator. Green roofs could be an inexpensive and effective addition to a green linkages intervention.
	Parking	Some additional investment in developing a strategy for on-street parking restrictions. Introduction of a Workplace Parking Levy in the city centre to support the reduction of traffic levels.	Implement parking day - quirky uses of car parking spaces for a day/week - google parking day. Removal of on-street parking from key city centre streets, e.g. Victoria St, Cockburn St, Chambers Street, with reductions of on-street parking supply on key residential side streets, e.g. between High Street and Cowgate. Conservation of remaining on-street space shared use (permitted/p&R). Expanded to other local town centres. Off-street - CIC assume ownership for Castle Terrace and potentially other off-street MSP that would allow off-setting of on-street revenue losses, and potentially prioritise resident parking in these areas.	Public transport has to remain accessible for all, taking into account the needs of users with limited mobility and vulnerable people to give them the confidence to use the network.	+	+	+	+	+	+	+	+	+	Removal of on-street parking on city centre streets would have beneficial impacts on human health for all users of the city centre by giving more space to pedestrians. It would also be beneficial for safety, particularly during peak time periods in the year when pedestrian traffic is heavy. There would be potential benefits on the sustainable use and management of material assets with more road space being freed up for active travel infrastructure, and pop up street activities. Reducing the space for cars to be parked within the city centre would reduce the number of vehicles able to travel into it, having a beneficial impact on air quality and tailpipe emissions in the city centre, reducing exceedance air quality levels in AQMA. Positive impact on setting of proximate listed buildings and localised parts of Conservation Area and WHS. However, measures do not affect principal streets of City Centre/ WHS. Positive impact enhancing attractiveness of public realm, but does not affect principal streets of City Centre / WHS.	Maintaining vehicular access for people with impaired mobility should be considered when reducing availability of on-street parking opportunities must be provided to allow people greater choice to access the city centre.
	Public Transport	Some additional investment in bus and tram services and routing that enhances priority through the city centre and reduces bus delay/ congestion. New vertical connections to overcome topographical concerns for old town communities.	Rationalise buses on Princes St with some services 'kissing' the city centre Revise the diversion routes that are given to intercity or rural urban bus companies Vertical connectivity from North Bridge - Market St - Waverley motorised connection to Castle Esplanade from Grassmarket and/or The Mound	Public transport has to remain accessible for all, taking into account the needs of users with limited mobility and vulnerable people to give them the confidence to use the network. Vertical motorised connections would have a positive effect on accessibility for all users improving the liveability of streets, removing barriers to users. However, depending on the location of the motorised connection to Castle this may have a negative effect on SSSI and Local Nature Conservation Site. Vertical connectivity interventions would have significant negative effect on cultural heritage as the affect key and prominent locations within the WHG Grassmarket/ Mound / Castle and North Bridge and would alter the overall appearance of the townscape and current urban framework	+	+	+	+	+	+	+	+	+	Rationalising bus services in the city centre and allowing some services to 'kiss' the centre would have positive effects on air quality within the city centre boundary and impacts on use and management of existing infrastructure. Bus congestion on key routes such as Princes Street, Lothian Road and North Bridge cause delays to services as well as blocking the tram service. There is significant air pollution created from large numbers of buses idling in slow moving traffic. Additional investments in bus and tram services could increase the public's confidence in using it and reduce the reliance on private cars. This could reduce vehicles in the city centre, having a positive effect on air quality and public health and quality of life. This must consider the accessibility for all to include vulnerable users with limited mobility. Public transport must be perceived as safe for users, especially late at night, to instil confidence in users. Vertical motorised connections would have a positive effect on accessibility for all users improving the liveability of streets, removing barriers to users. However, depending on the location of the motorised connection to Castle this may have a negative effect on SSSI and Local Nature Conservation Site. Vertical connectivity interventions would have significant negative effect on cultural heritage as the affect key and prominent locations within the WHG Grassmarket/ Mound / Castle and North Bridge and would alter the overall appearance of the townscape and current urban framework	The cumulative effect of this package of interventions is mixed with key benefits anticipated on air quality and population and human health associated with combined effects of the reduced dominance of cars within the city centre, rationalising the bus services. Local negative effects on cultural heritage and landscape/townscape are anticipated with the implementation of vertical connections. Better integration of the tram and rail network at Waverley Station would prove beneficial for increasing passenger numbers, particularly those with impaired mobility. Vertical connection to castle should seek to avoid impact to SSSI. Ensure all detailed proposals are informed by thorough understanding of the historic townscape, sensitivity of heritage assets and key views of them, and effects on the WHS.
Activating Open Space	Additional investment in open space in parallel with public realm improvements in local town centres in local town centres to provide more included and high quality space for community use. The additional investment allows for the regeneration of a broader number of areas. Working with local communities, private and semi-private open spaces could be opened up for the use of communities e.g. graveyards, substantial communal private gardens etc.	Maximising the potential of public spaces by creating a network and allowing for pop-up activities, interactive public art, play spaces, water features, seating, shelter etc opportunity to open private and semi-private open spaces for the use of the community - e.g. Graveyards, substantial communal private gardens, etc. Lighting hierarchy. Improved design / maintenance in key public spaces - e.g. Princes St Gardens, St Andrew Square, Carlton Hill, The Meadows	Information on 24hr accessibility to open spaces should be included as anti-social behaviour could become an issue during the night. Assume that all works would be carried out sensitively with reference to characteristics of Conservation Area / WHS/ adjacent heritage assets/ Townscape character	+	+	+	+	+	+	+	+	+	The activation of open space and the possibility of new lighting could have localised negative effects on the biodiversity of green spaces if they are more heavily used in particular if opening private, semi-private open spaces, however additional investment and improved design and maintenance would support opportunities for improvement particularly in areas of poor quality green space. Increased accessibility in Princes Street Gardens may have negative impacts on the qualifying geological features of SSSI at Castle Rock. Increased access to open space and improved design and maintenance including lighting would have positive effects on population and health providing safe and more accessible spaces for all users. Potential for negative effects on the water environment from utilising green open space, reducing the permeability of green space through permanent/temporary installations and plants. Impacts on air quality would be dependent on level of additional planting proposed. Maximising the potential of existing public spaces and improving wayfinding would increase the positive use of material assets by better using under-utilised spaces, path networks and trails. Difficult to determine nature of effect on cultural heritage interests, particularly for Princes Street Gardens (a key part of the New Town Gardens Inventory GDL and WHS). Measures would likely have a positive impact enhancing attractiveness of public realm.	Seek to incorporate opportunities for improved biodiversity where improving public realm. Poor quality green spaces identified within Council Green Space Audit should be given priority. Lighting hierarchy needs to be developed to be sensitive to existing habitat/wildlife activities. Regular patrolling and maintenance would likely be required to make sure heavily used green spaces remained litter free and well maintained as well as prevention of anti-social behaviour. Opportunities for improved surface water management and mitigating reduced permeability need to be considered in the context of Council forthcoming SuDS technical guidance. Ensure all detailed proposals are informed by detailed understanding of the sensitivity to change (in terms of cultural heritage and landscape and townscape with regard to New Town Gardens Inventory GDL and WHS). Changes to public realm to be carried out in line with Council Street Design Guidance Wayfinding could be expanded to include consideration of accessibility/mobility issues to achieve wider benefit residents/visitors Wayfinding including use of apps could include historic interpretation and improve understanding of the historic environment.	
Operations and Management	Wider interventions with a focus on making the city centre work better for residents, taking advantage of released open space. Bring services to other town centres for more sustainable mobility among town centres.	Real-time traffic management, focused on pedestrian demand Open up access to graveyards as open spaces promotion and expansion of shared mobility (car clubs / cycle hire) shared services for loading/unloading and last mile cargo bike distribution Online platform to support community engagement and communication Relocate bus / coach parking for the castle to Johnston Terrace Strategy for diversion routes that avoids key residential areas	Unsure what impact online platforms to support engagement would have and what it means. Require more information	+	+	+	+	+	+	+	+	+	This package would aim to make better use of existing road space and reduce the need for vehicles in the city centre. Real-time traffic management, focusing on pedestrian demand would improve accessibility, safety and the ability for pedestrians and cyclists to move in the city centre on the significant pedestrian and cyclist route network within the city, promoting active travel and public health. Strategic planning for diversion routes to avoid residential areas, shared loading and last mile cargo bike distribution and expansion of shared mobility would benefit impact air quality and in turn human health. Diversion routes must also take into account the type of vehicle likely to use them such as buses and HGVs and the negative impact this could have on existing road infrastructure. Opening up additional open spaces for public use that are currently closed could have a negative impact on the biodiversity due to increased human presence and potential disturbance in areas such as the Arthur's Seat SSSI. Opening up of graveyard spaces would enable better access to historic environment and assuming appropriate maintenance measures were put in place, it is likely also to improve setting of any designated heritage assets within these graveyard spaces. However, it may have a negative effect on biodiversity as increase activity in spaces that have previously been undisturbed. Measures would help to ensure an attractive public realm and would enhance the integrity and liveability of key streets removing barriers to use.	Diversion routes must also take into account the type of vehicle likely to use them such as buses and HGVs and the negative impact this could have on existing road infrastructure.	
Scenario Synergistic/In combination by topic	The cumulative impact of implementing this scenario is anticipated to be minor positive with key benefits associated with air quality and population and human health and landscape and townscape. Localised significant negative effects on cultural heritage.				Biodiversity - The cumulative effect of this scenario on this topic is minor positive. There are anticipated negative effects with activating currently underused open space including private/semi private space and graveyards and potential for a localised negative effect on designated site at Princes Street Gardens. Population and Human Health - The cumulative effect of this scenario on this topic is minor positive. With key benefits associated with an overall reduction in traffic, improved, safer active travel opportunities, accessibility to open space including segregated routes and quiet roads and improved reliability of bus services. It anticipates a modal shift to more sustainable modes of transport to achieve these benefits. Material Assets - The cumulative effect of this scenario on this topic is minor positive. With key benefits associated with better use of existing transport and urban realm infrastructure. Water - The cumulative effect of this scenario on this topic is mixed. The positive effects associated with opportunities for surface water permeability from green linkages needs to be balanced with negative effects with increased use of green spaces for pop-up activities/increase commercialisation of green spaces. Air Quality - The cumulative effect of this scenario on this topic is minor positive. Key benefits associated with an overall reduction in traffic due to the reallocation of road space, reduction in parking and improvements, additional investment in bus services and providing vertical connectivity. It is anticipated that the interventions will encourage a modal shift to more sustainable modes of traffic to achieve these benefits. Cultural Heritage - The cumulative effect of this scenario on this topic is mixed. Key benefits anticipated with removal of parking and road closures improving the setting of proximate listed buildings, however localised negative effects associated with proposed vertical connectivity measures and green linkages in principal historic streets over impacts on Princes Street Gardens (a key part of the New Town Gardens Inventory GDL and WHS). Landscape/Townscape - The cumulative effect of this scenario on this topic is minor positive. Key benefits anticipated with improved public realm including green linkages and overall reduction of traffic and parking. Localised negative effects identified due to impact on views from vertical connections.							The cumulative impact of implementing this scenario is anticipated to be minor positive with key benefits associated with air quality and population and human health and landscape and townscape. Localised significant negative effects on cultural heritage.			

**SEA Objectives**

1. Protect and enhance biodiversity, flora and fauna and habitat networks
2. Improve the quality of life and human health for all users of the city centre through improved environmental quality
3. To promote the sustainable use and management of material assets
4. Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way
5. To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change
6. Conserve or enhance the historic environment
7. Protect and enhance the landscape and townscape character and setting of the city.

**Assessment Key**

++	Policy/package of interventions is likely to have a direct, significant, long term positive effect on the objective and/or contribute significantly to the achievement of this objective
+	Policy/package of interventions is likely to have some positive influence on the SEA topic/ objectives and contribute to the achievement of the SEA but not significantly
0	Policy/package of interventions is expected to have a neutral or mixed effect on the SEA topic/ objectives
-	Policy/package of interventions is likely to have some minor negative impact on the SEA topic/ objectives and could be addressed through mitigation
---	Policy/package of interventions is likely to result in significant, long term, negative effect on the SEA topic/ objective
?	Policy/package of interventions, in relation to the SEA objectives, in addition there are insufficient information, to enable an assessment to be made
-	There is no clear relationship or negligible relationship between the proposed policy/package of interventions and the SEA objective

Scenario 3- Connected	Title	Summary	Assumed Interventions required to deliver scenario	Uncertainties and Assumptions	SEA Objectives							Comments on significance incl in combination/direct/indirect	Synergistic/Cumulative Impacts	Proposed Recommendations/Mitigation	
					1	2	3	4	5	6	7				
Packages of Interventions	Road Space Allocations	Further reduction in through traffic levels create wider zones of connected pedestrian and pedestrian-priority streets focusing on coordinated areas of restricted traffic - e.g. Old Town (Royal Mile/Cowgate/Closes) and New Town. It also creates segregated cycling infrastructure on key radial routes serving the city centre. Special attention to transport interchange areas - e.g. Haymarket, Waverley and University.	Traffic - targeted city centre and wider measures aim to reduce city centre traffic by around 50% on average Road closures - High Street, Cowgate, Waverley Bridge, Bank Street, Victoria Street, Cockburn Street Road space reallocation - Morrison Street, Lothian Road, Bridges Corridor, Lauriston Place Fewer traffic lanes, more footway and public transport space Improved N's walking and cycling connections - Additional investment allows for better quality walking and walking connections. Implementation of a city centre segregated cycle network where cycling traffic necessitates Quiet streets solutions appropriate where vehicle volumes are low, following traffic modelling.	Clarification on which transport interchange areas would be targeted and what these measures would mean. Assume that alterations to public realm / road crossings / traffic calming measures and addition of new buildings for cycle hub facilities will be carried out sensitively with reference to characteristics of Conservation Area / WHS/ adjacent heritage assets/ Townscape character.	+	++	?	0	++	+	+	This package aims to more significantly remove the dominance of vehicles in the city centre make it safer and more accessible for Pedestrians and cyclists to travel to and within the city centre. Reducing road space available for vehicles would limit the number of vehicles that can be in the city centre and alongside road closures, reduce the release of tailpipe emissions. This would be beneficial for addressing the exceedance issues in the low Air Quality Management Area (AQMA) in the city centre. However road closures on key arterial routes and reallocation of road space on a may result in displaced impacts on air quality and noise as a result of redirecting traffic elsewhere. Implementing traffic calming measures around schools and on routes between them and key transport nodes would improve safety for school children and reduce the need for parents to drop them off in the car, reducing vehicle traffic during peak travel times. Improved pedestrian and cyclist infrastructure connecting North and South would have a beneficial impact on human health and quality of life, dependent on the public perception of active travel being a safe mode of transport across the city. Increased segregation from traffic and implementation of quiet streets would facilitate this. A move towards active travel would further reduce the reliance on vehicle transport in the city, improving air quality through reductions in tail-pipe emissions. An enhanced cycle parking plan is crucial for enabling this. Positive impact on setting of proximate listed buildings and localised parts of Conservation Area and WHS. However, measures largely do not affect the principal streets of the City Centre/WHs. Positive impact enhancing attractiveness of public realm, but potential for localised negative effect of segregated cycle network on principal.	The cumulative effect of this package of interventions is major positive with key benefits anticipated on air quality and population and human health. This is associated with the reallocation of road space to prioritise active travel, road closures, improved safety particularly around schools and overall reduction of traffic within the city centre.	Traffic plans and wayfinding for vehicles to navigate from North-South is important to maintain traffic flow and prevent minor roads becoming congested. The measures set out in the associated strategies such as Improved PRS, integrated public transport and the L22 aim to reduce the need for people to use private transport, therefore resulting in less traffic in the city centre and less displaced traffic. Traffic monitoring should be implemented to monitor impacts on interventions. Need to ensure that road closures undertaken alongside other measures to encourage modal shift to avoid displacing impacts throughout the network. Proposal on George Street must be informed by detailed understanding of the sensitivity to change of the street both in terms of cultural heritage and townscape. Changes to public realm to be carried out in line with Council Street Design Guidance and opportunities for improved surface water management need to be considered in the context of Councils forthcoming SUDS technical guidance. Implementation of segregated cycle network in principal streets of the city must be informed by detailed understanding of sensitivity to change both in terms of heritage and landscape/townscape importance.	
	Green Linkages	This package brings tree planting to key routes to open spaces within them when possible e.g. Festival square in the city centre. It is underpinned by further reductions in traffic, which free up more space in the city centre and key routes, making space for trees and other vegetation.	Greening of Lothian road, George IV Bridge-Hannover St- Dundas St, Rodney St, Douglas gardens, Palmerston Place Gardeners' Croft, Leamington Terrace, Bernard Terrace, Holywood Park Road.		+	+	0	+	+	+	+	There is potential of beneficial impacts on enhancing the biodiversity on the city centre through provision of green space for both habitat creativity and biodiversity. Creating additional green space in the urban environment would also have beneficial impacts on human health through providing more pockets and green corridors in the city for the public to enjoy. More green space and linkages would have a beneficial impact on improving air quality through the carbon sequestration and air purification properties of organic matter growth. In addition, more green land in the urban environment would potentially have beneficial impacts on the water environment if there is more permeable green space covering the impermeable road surfaces, to assist with rainfall and surface water management. The greening of principal historic streets designed in neo-classical style and not intended to incorporate trees/vegetation along streets would have a negative effect upon the historic urban spatial structure/plan of the city. The greening of principal historic streets would have a localised negative effect on key views within the WHS and would alter the overall appearance of the townscape and current urban framework.	The cumulative effect of this package of interventions is minor positive with key benefits anticipated on biodiversity and water. This is due to the provision of green space for both habitat creativity and biodiversity and the creation of more permeable green space to assist with rainfall and surface water management. Localised negative effects are anticipated where greening is proposed in principal historic streets.	Introduction of 'green roofs' on buildings has been proven as an effective method of water management and improving biodiversity in the urban environment and has the added benefit of being an effective natural building insulator. Green roofs could be an inexpensive and effective addition to a green linkages intervention. Opportunities for improved surface water permeability to be sought as green linkages proposals are developed. Ensure that any proposals for tree planting/greening are informed by a thorough understanding of the historic environment and designated heritage assets and of key townscape views particularly on principal historic streets Changes to public realm to be carried out in line with CEC Street Design Guidance	
	Parking	Implement parking/drop - quirky uses of car parking spaces for a day/week Removal of on-street parking in the city centre in a more extensive way, prioritising the needs of residents. Removal of all on-street parking on key public transport street, e.g. Lauriston Place and Bridges corridor	Off-street - reduction in existing off-street supply.		Very little difference for this scenario that to what was proposed for Scenario 2.	+	+	+	+	+	+	+	Removal of on-street parking on city centre streets would have beneficial impacts on human health for all users of the city centre by giving more space to pedestrians. It would also be beneficial for safety, particularly during peak time periods in the year when pedestrian traffic is heavy. There would be potential benefits on the sustainable use and management of material assets with more road space being freed up for active travel infrastructure, and pop-up street activities. Reducing the space for cars to be parked within the city centre would reduce the number of vehicles able to travel into it, having a beneficial impact on air quality and tailpipe emissions in the city centre, reducing exceedance air quality levels in AQMA. Positive impact on setting of proximate listed buildings and localised parts of Conservation Area and WHS. However, measures do not affect principal streets of City Centre/WHs. Positive impact enhancing attractiveness of public realm, but does not affect principal streets of City Centre/WHs.	The cumulative effect of this package of interventions is minor positive with key benefits anticipated on air quality and population and human health associated with combined effects of the reduced dominance of cars within the city centre and anticipated modal shift to more sustainable and active travel options.	Greater restriction on city-centre trade permits could have negative impacts on small trade businesses carrying out work in the city centre on properties and in businesses, increasing the prices for both traders and customers. Maintaining vehicular access for people with impaired mobility should be considered when reducing availability of on-street parking.
	Public Transport	City centre tram loop Interchange hubs close to North Bridge / Waverley Station, Haymarket, Picardy Place, University (Britts Square) Reduced bus movement through city centre Vertical connectivity from North Bridge - Market St - Waverley Improved connection to Castle Esplanade from loop.	Public transport has to remain accessible for all, taking into account the needs of users with limited mobility and vulnerable person to give them the confidence to use the network.			+	+	+	+	++	+	+	Significant investment in bus services and the implementation of a city centre tram loop would have significant positive effects on air quality within the city centre boundary and impacts on use and management of existing infrastructure. Bus congestion on key routes such as Princes Street, Lothian Road and North Bridge cause delays to services as well as blocking the tram service. There is significant air pollution created from large numbers of buses idling in slow moving traffic. The creation of new public transport interchanges may result in a displacement of air quality and noise issues. Additional investments in bus and tram services could increase the public's confidence in using it providing high quality alternatives and reduce the reliance on private cars. This could reduce vehicles in the city centre, having a positive effect on air quality and public health and quality of life. This must consider the accessibility for all to include vulnerable users with limited mobility. Public transport must be perceived as safe for users, especially late at night, to instil confidence in users. Vertical motorised connections would have a positive effect on accessibility for all users improving the liveability of streets, removing barriers to use. However, depending on the location of the motorised connection to Castle this may have a negative effect on SSSI and Local Nature Conservation Site. New vertical connections affect key and prominent locations within the WHS - Grassmarket/ Mound / Castle and North Bridge. City centre tram loop passes by a large number of listed buildings and may affect their settings. Particular concern is raised regarding the spatially constrained area of Nicolson Square and likely significant effect upon historic townscape/setting of listed buildings around the square, which lies within the Southside Conservation Area, as well as impacts upon key views (e.g. view north along North Bridge) The measures are likely to have an overall positive effect upon public realm, including due to the reduction of bus movement within the city centre. Measures regarding City Centre Tram Loop and vertical connections could affect sensitive views within the city and may have a negative effect upon the existing urban landscape and settlement pattern.	The cumulative effect of this package of interventions is mixed with key benefits anticipated on air quality and population and human health and material assets associated with combined effects of the reduced dominance of cars within the city centre and anticipated modal shift to more sustainable and active travel options. Local negative effects on cultural heritage and landscape/townscape are anticipated with the implementation of vertical connections.	Public transport has to be perceived as safe for users, especially late at night and for vulnerable people. Having well lit, stop in non-activated areas would influence this. The public transport must be affordable and reliable to give the public confidence to stop using cars. To achieve the potential benefits in air quality and improving human health, public transport should be low-emission and alternative fuel to reduce diesel vehicles in the city centre. The proposed Low Emissions Zone for Edinburgh will help achieve this. Design and location of transportation interchanges need to be developed to ensure potential negative impacts on air quality and noise at these locations are avoided/mitigated Better integration of the tram and rail network at Waverley Station would prove beneficial for increasing passenger numbers, particularly those with limited mobility. Ensure all detailed proposals are informed by thorough understanding of the historic townscape, sensitivity of heritage assets and key views of them, and effects on the WHS.
Activating Open Space	Accessibility and permeability of Princes St Gardens, transformation of the area and implementation of the Ross Band Stand project. with higher levels of investment key areas could be revitalised - e.g. The Registers, Haymarket, Canongate Higher investment in wayfinding allows faster programming of these spaces, and the use of technology through apps and digital platforms to reactivate unused areas.	Assume that all works would be carried out sensitively with reference to characteristics of Conservation Area / WHS/ adjacent heritage assets/ Townscape character.			+	++	+	+	0	?	+	Increased investment in open space could have localised negative effects on the biodiversity of green spaces if they are more heavily used in particular if opening private, semi-private open spaces, however additional investment and improved design and maintenance would support opportunities for improvement. Increased accessibility in Princes Street Gardens may have negative impacts on the qualifying geological features of SSSI at Castle Rock. Transformation of areas such as Princes Street Gardens incl. Ross Bandstand Project must be sensitive to the existing biodiversity and importance of the green space. Commercialisation of the public spaces for uses such as ticketed concerts reduces public accessibility to open space, having a detrimental impact on its sustainable use. Increased access to open space and improved design and maintenance including lighting would have positive effects on population and health providing safe and more accessible spaces for all users. Impacts on air quality would be dependent on level of vegetation clearance/additional planting, proposed Maximising the potential of existing public spaces and improving wayfinding would increase the positive use of material assets by better using under-utilised spaces, path networks and trails, would have beneficial impacts on human health by allowing people to get out and enjoy the outdoors and participate in activities. Investment in wayfinding and technology to increase the visibility of underused outdoor networks, improving the activity offering to the public and tourists in the city centre. Difficult to determine nature of effect of accessibility and permeability of Princes Street Gardens (a key part of the New Town Gardens Inventory GDL and WHS). Positive impact enhancing attractiveness of public realm across the city centre.	The cumulative effect of this package of interventions is mixed. Key benefits are anticipated on population human health, material assets and landscape and townscape associated with increased safety, improved wayfinding and increased attractiveness in public realm. Localised negative effects are anticipated on biodiversity and on water due to opening up of underused green spaces and reducing the permeability of green space.	Seek to incorporate opportunities for improved biodiversity when improving public realm. Poor quality green spaces identified within CEC Green Space Audit should be given priority. Lighting hierarchy needs to be developed to be sensitive to existing habitat/wildlife activities. Regular patrolling and maintenance would likely be required to make sure heavily used green spaces remained litter free and well-maintained as well as prevent anti-social behaviour. Opportunities for improved surface water management and mitigating reduced permeability need to be considered in the context of CEC forthcoming SUDS strategy Ensure all detailed proposals are informed by detailed understanding of the sensitivity to change (in terms of cultural heritage and landscape and townscape) of garden and other open spaces which form part of the New Town Gardens Inventory GDL and WHS). Changes to public realm to be carried out in line with CEC Street Design Guidance Wayfinding could be expanded to include consideration of Accessibility/mobility issues to achieve wider benefits residents/visitors Wayfinding including use of apps could include historic interpretation and improve understanding of the historic environment.	
Operations and Management	Wider interventions focusing on enhanced operation of the transport network, allowing for improved Public transport and physical interventions.	Real-time traffic management, including fixed zone PT plans and pedestrian count-down clocks promotion and expansion of cycle hire Shared services for loading/unloading and last mile cargo bike distribution.			+	+	+	+	+	+	+	This intervention package targets management of pedestrian traffic in the city centre through signals and count-down clocks. In combination with promotion and expansion of cycle hire and shared loading and distribution for last mile cargo distribution of bikes could have beneficial impacts on air quality and subsequently human health by reducing traffic and HGV cargo traffic in the city centre. This would also promote sustainable use of existing infrastructure. No specific relation between these interventions and cultural heritage. No specific relation between these interventions and townscape/landscape.	The cumulative effect of this package of interventions is minor positive with key benefits anticipated on air quality, material assets and population and human health and townscape. This is associated with improvements to existing transportation infrastructure to make it easier for the public to use public transport and active travel modes.		
Scenario Synergistic/In combination by topic	<p>Biodiversity - The cumulative effect of this scenario on this topic is minor positive. There are anticipated negative effects with activating currently underused open space including private/semi private space and graveyards and potential for a localised negative effect on designated site at Princes Street Gardens. Population and Human Health - The cumulative effect of this scenario on this topic is major positive. With key benefits associated with an overall reduction in traffic, improved, safer active travel opportunities, accessibility to open space inducing segregated routes and quiet roads and improved reliability of bus services. It anticipates a modal shift to more sustainable modes of transport to achieve these benefits. Material Assets - The cumulative effect of this scenario on this topic is minor positive. With key benefits associated with better use of existing transport and urban realm infrastructure. Water - The cumulative effect of this scenario on this topic is mixed. The positive effects associated with opportunities for surface water permeability from green linkages needs to be balanced with negative effects with increased use of green spaces for pop-up activities/increase commercialisation of green spaces. Air Quality - The cumulative effect of this scenario on this topic is minor positive. Key benefits associated with an overall reduction in traffic due to the reallocation of road space, reduction in parking and improvements, additional investment in bus services and providing vertical connectivity. It is anticipated that the interventions will encourage a modal shift to more sustainable modes of traffic to achieve these benefits. Cultural Heritage - The cumulative effect of this scenario on this topic is mixed. Key benefits anticipated with removal of parking and road closures improving the setting of proximate listed buildings, however localised negative effects associated with proposed vertical connectivity measures and green linkages in principal historic streets, over impacts on Princes Street Gardens (a key part of the New Town Gardens Inventory GDL and WHS). Landscape/Townscape - The cumulative effect of this scenario on this topic is minor positive. Key benefits associated with improved public realm including green linkages and overall reduction of traffic and parking. Localised negative effects identified due to impact on views from vertical connections.</p> <p>The cumulative impact of implementing this scenario is anticipated to be minor positive with key benefits associated with air quality and population and human health and landscape and townscape. Localised significant negative effects on cultural heritage.</p>														

**SEA Objectives**

1. Protect and enhance biodiversity, flora and fauna and habitat networks
2. Improve the quality of life and human health for all users of the city centre through improved environmental quality
3. Prevent the deterioration and where possible, enhance the status of the water environment and reduce fluvial flood risk in a sustainable way
4. To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change
5. To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change
6. Conserve or enhance the historic environment
7. Protect and enhance the landscape and townscape character and setting of the city.

**Assessment Key**

++	Sub-package of interventions is likely to have a strong significant long term positive effect on the objective and the cumulative significance to the achievement of this objective
+	Sub-package of interventions is likely to have some positive influence on the SEA Objectives objectives and contribute to the achievement of the SEA but not significantly
0	Sub-package of interventions is expected to have neutral or a very small effect on the SEA Objectives objectives
-	Sub-package of interventions is likely to have some minor negative impact on the SEA Objectives objectives and could be addressed through mitigation
---	Sub-package of interventions is expected to have a significant negative effect on the SEA Objectives objectives
?	Sub-package of interventions has insufficient evidence to enable an assessment to be made
Note: + to clear relationship or negative relationship between the proposed package of interventions and the SEA objective	

Preferred Interventions	Summary	Key changes from packages assessed under scenarios	SEA Objectives							Comments on significance (incl in combination/direct/indirect)	Assessment of predicted effects incl. synergistic/in direct/in combination/cumulative	Proposed Recommendations/Mitigation (previous relevant recommendations are presented in italics with new recommendations shown in bold)
			1	2	3	4	5	6	7			
<b>Packages</b>	<b>Streetspace Allocations</b>	Package has been retained to allocation of street space. Preferred interventions are predominantly from Scenario 2 - Local Street closures are mainly the same as Scenario 1 with the change to allow Bank Street to allow public transport only, as a key north-south bus corridor. This is positive intervention. Reallocation of traffic lanes to enhance footways/cycleways added to include Western Approach Road, Connelly, Carlton Road, Johnson Terrace, and Porton Street. Junction improvements to improve pedestrian facilities in line with Scenario 2. Safe cycling routes has added full implementation of current ATAP Programme including CWSL and MGS. North/South cycle route to Tolcross and Princess Street/Turban Road cycle safety improvement. North/South cycle route from Leith Street to the pleasure including a new pedestrian/cycle bridge from Canon Road to Jeffrey Street Traffic management calming measures around schools from Scenarios 2 and 3. Filtered permeability zones within the Old and New Towns to reduce cross city centre traffic added. Creation of 'quiet zone' boundary on segregated cycle routes and from route added to increase cycle safety.	+	+	+	0	+	+	+	This preferred package aims to more significantly reduce the dominance of vehicles in the city centre making it safer and more accessible for pedestrians and cyclists to travel to and within the city centre. Reducing road space available for vehicles would limit the number of vehicles that can be in the city centre and promote additional road closures, reduce the release of tailpipe emissions. This would be further improved by filtered permeability zones within the Old and New Towns. This would be beneficial for addressing the excessive issues in the New Air Quality Management Area (AQMA) in the city centre. Implementing traffic calming measures around schools and on routes between them and key transport nodes would improve safety for school children and reduce the need for parents to drop them off in the car, reducing vehicle traffic during peak travel times. Improved pedestrian and cyclist infrastructure including North/South cycle route from Leith Street to the pleasure including a new pedestrian/cycle bridge from Canon Road to Jeffrey Street, creation of quiet zones and wider segregation from traffic would have a positive effect on road safety and personal security through reduced vehicle conflict particularly on Princess Street and Leith Road. It would support a more towards active travel. This should encourage more walking cycling with positive effects on health and air quality and would further reduce the reliance on vehicles transport in the city, improving air quality through reductions in tail pipe emissions. Difficult to assess impact of package of measures on cultural heritage due to lack of detail on 'practical streets', however potential for localised negative effects depending on location and scale of proposals. Overall, considered to have a positive impact enhancing the attractiveness of public realm, townscape and landscape.	Allowing buses/taxi on bank street will assist in maintaining traffic flow north-south, however traffic plans and wayfinding for other vehicles to navigate from North-South is important to maintain traffic flow and prevent minor roads becoming congested. Consideration to be given to provision of secure, sheltered bicycle storage on residential streets should be considered to allow city centre residents a safe and convenient facility, not just at the Transportation Hubs. (Recommendation from Scenario 2) Need to ensure that road closures undertaken along side other measures to encourage modal shift to avoid displacing impacts throughout the network. The measures set out in the associated strategies such as improved P&R, integrated public transport and the L22 aim to reduce the need for people to use private transport, therefore resulting in less traffic in the city centre and less displaced traffic. Traffic monitoring should be implemented to monitor impacts on interventions. Proposals on George Street must be informed by detailed understanding of the sensitivity to change of the street both in terms of cultural heritage and townscape. Changes to public realm to be carried out in line with Council Street Design Guidance and opportunities for improved surface water management need to be considered in the context of Council Forming Technical guidance Implementation of segregated cycle network on principal streets of the city (Royal Mile and George Street) must be informed by detailed understanding of sensitivity to change both in terms of heritage and landscape/townscape importance.	
	<b>Public Transport</b>	Proposed interventions predominantly from both Scenarios 2 and 3. With a focus on bus routing to reduce the number of buses in the city centre, bringing more services 'out' of the centre. Includes connecting Nelson Sq. area and Haymarket via Lauriston Place, linking with a potential southern city tram to form a city centre tram loop. Additional proposals a city centre hopper bus prior to train loop construction. Vertical connection from Princess Street to Edinburgh Castle removed due to impact on cultural heritage and SSO. Transport interchanges proposed for Scenario 3 are proposed to make best use of infrastructure and improve interconnectivity of the networks.	+	+	+	+	+	+	+	Reducing bus services in the city centre and allowing some services to 'visit' the centre and the implementation of a city centre tram loop/hopper bus would have significant positive effects on air quality within the city centre boundary and impacts on use and management of existing infrastructure. Bus congestion on key routes such as Princess Street, Leith Road and North Bridge cause delays to services as well as blocking the tram service. There is significant air pollution created from large numbers of buses idling in slow moving traffic. The creation of new public transport interchanges may result in a displacement of air quality and noise issues. Additional investments in bus and tram services could increase the public's confidence in using it providing high quality alternatives and reduce the reliance on public transport must be perceived as safe for users, especially late at night, to instil confidence in users. Improved reliability would have beneficial impacts from reduced waiting times at stops and interchanges. Potential for adverse impacts from additional conflict between trams and pedestrians/cyclists. Vertical material connections would have a positive effect on accessibility for all users improving the usability of streets, and removing barriers to use. However, the creation of material connection to Castle Esplanade would have a negative effect on SSO and Local Nature Conservation Site. This effect would be localised. New vertical connections affect key and prominent locations within the WMS. Grassmarket/ Mound / Castle and North Bridge. City centre tram loop passes by a large number of listed buildings and may affect their settings. Particular concern is raised regarding the spatially constrained area of Nelson Square and likely significant effect upon historic townscapes/ settings of listed buildings around the square, which lies within the Southside Conservation Area, as well as impacts upon key views (e.g. a new north-south North Bridge) The measures are likely to have an overall positive effect upon public realm due to the reduction of bus movement within the city centre. Measures regarding City Centre Tram Loop and vertical connections could affect sensitive views within the city and could have a negative impact upon the existing urban landscape and settlement pattern.	The cumulative effect of this package of interventions is major positive with key benefits anticipated on air quality and population and human health and material assets associated with combined effects of the reduced dominance of cars within the city centre, rationalising the bus services. Localised negative effects on cultural heritage and landscape/townscape are anticipated with the implementation of vertical connections.	Public transport has to be perceived as safe for users, especially late at night and for vulnerable people. Having well lit, steps in non-enclosed areas would help mitigate this. The public transport must be affordable and viable to give the public confidence to stop using cars with Integrated and smart ticketing likely to provide the opportunity for a step change in convenience for passengers through facilitating modal shift. To achieve the potential benefits of air quality and improving human health, public transport should be low-emission and alternative fuel to reduce diesel vehicles in the city centre. The proposed Low Emission Zone for Edinburgh will help achieve this. Sensative design and location of transportation interchanges to avoid displacement of potential impacts on air quality and noise at these locations are avoided/mitigated Better integration of the tram and rail network at Waverley Station would prove beneficial for increasing passenger numbers, particularly those with limited mobility. Ensure all detailed proposals are informed by thorough understanding of the historic townscape, sensitivity of heritage assets and key views of them, and effects on the WMS.
	<b>Parking</b>	Proposed strategy is predominantly drawn from Scenario 2 with overlap from Scenario 3. Removal of parking spaces has been retained to be more selective for areas for parking removals as needed to support new active travel road space and public transport to reduce the negative impacts on city centre residents using parking spaces. No reference to parking days.	+	+	+	+	+	+	+	Selective removal of parking would still have beneficial impacts on human health for all users of the city centre by giving more space to support new cycleways. It would also be beneficial for safety, particularly during peak time periods in the year when pedestrian traffic is heavy. There would be potential benefits on the sustainable use and management of material assets with more road space being freed up for active travel infrastructure. The protection of residents parking permits would help retain the usability of the city centre. Reducing the space for cars to be parked within the city centre would reduce the number of vehicles able to travel into it and the implementation and promotion of city centre charge points would have a beneficial impact on air quality and tailpipe emissions in the city centre, reducing emissions on quality levels in AQMA. Positive impact on setting of prominent listed buildings and localised parts of Conservation Area and WMS. Positive impact enhancing attractiveness of public realm. Potential for adverse impacts to retailers that are heavily dependent on passing trade.	The cumulative effect of this package of interventions is minor positive with key benefits anticipated on air quality and population and human health associated with combined effects of the reduced dominance of cars within the city centre, rationalising the bus services. Localised negative effects on cultural heritage and landscape/townscape are anticipated with the implementation of vertical connections.	Temporary 'hopper' parking days were included in Scenarios 1 and 2 as an intervention. The SEA determined that it would have an overall positive effect to usability of residents so should consider adding back in. The preferred interventions do not include reference to the consideration for maintaining spaces for disabled users to maintain access for groups with reduced mobility. This should be considered as would help support access for all users. The preferred interventions do not include reference to mention of policy for major city centre developments to present access for groups with limited mobility which CEC prior to construction which could be important to maintain accessibility for shoppers to retail.
	<b>Optimization of Spaces/Green Links</b>	Preferred strategy combines the Green Linkages and Open Space packages to form Optimization of Space / Green Links. The proposed strategy has included elements of all 3 Scenarios and comprises: Maximising the potential of public spaces by creating a network and allowing for pop-up activities, interactive public art, play spaces, water features, seating, shelter to attract more young families to spend time in the city centre Public realm schemes proposed on George Street, Princess Street, Leith Road, South Bridge and Morrison Street. Screening of public space to create green links and open up key and secondary routes and shortcuts Lighting hierarchy - identify priority areas for improved functional, architectural and playful lighting Accessibility and permeability of Princess Street Gardens, including implementation of River Bank Staircase/Quay project and linking of the gardens across Princess Street to Castle Street. Investigate opportunities for opening of private gardens. Additionally a proposal to develop management plan for key spaces linked to overall strategic objectives with some being quiet spaces, community spaces, event spaces and some being flexible spaces and reflecting expected changes over time delivered by the strategy.	+	+	+	+	+	+	+	There is potential of beneficial impacts on enhancing the biodiversity on the city centre through provision of green spaces for both habitat quality and biodiversity. Creating additional green spaces in the urban environment would also have beneficial impacts on human health through providing more parks and green corridors in the city for the public to enjoy. More green spaces and linkages would have a beneficial impact on improving air quality through carbon sequestration and air purification properties of organic matter growth. In addition, more green trees in the urban environment would potentially have beneficial impacts on the water environment if there is more permeable green space covering the impermeable road surface, to assist with rainfall and surface water management. However potential for localised negative effects on the water environment from siting green open spaces, reducing the permeability of green spaces through permanent/temporary installations and events Increased access to open space and improved design and maintenance including lighting would have positive effects on population and health providing safe and more accessible spaces for all users. However, the activation of open space and the availability of new lighting could have localised negative effects on the biodiversity of green spaces if they are more heavily used, however additional investment and improved design and maintenance would support opportunities for improvement particularly in areas of poor quality green spaces. Increased accessibility in Princess Street Gardens may have negative impacts on the qualifying geological features of SSO at Castle Rock. Linking the gardens across Princess Street to Castle Street would alter the plan layout (and ability to understand, appreciate and experience) of the First New Town - a key element of the World Heritage Site. The streets within the First New Town were designed to be free of trees/greenery with generous widths enclosed gardens at specific locations within the plots (the same argument is explained during the MCA meeting on greenery of George Street). This would cause a significant adverse effect upon the World Heritage Site, the New Town Gardens Inventory GDS, and open green space heritage assets. Impacts on air quality would be dependent on level of vegetation clearance/additional planting. Proposed The greening of principal historic streets designed in neo-classical style and not intended to incorporate trees/vegetation along streets would have a negative effect upon the historic urban spatial structure/plan of the city (relevant to George IV Bridge, Hanover Street and Dundas Street) Maximising the potential of existing public spaces and improving wayfinding would increase the positive use of material assets by better using outdoor seating, path networks and trails. Interventions would have an overall significant positive impact enhancing attractiveness of public realm.	Introduction of green roofs on buildings has been proven as an effective method of water management and improving biodiversity in the urban environment and has the added benefit of being an effective natural building insulator. Green roofs could be an inexpensive and effective addition to a green linkage intervention. Seek to incorporate opportunities for improved biodiversity where improving public realm. Poor quality green spaces identified within Council Green Space Audit should be given priority. Lighting hierarchy needs to be developed to be sensitive to existing habitats/wildlife activities. Regular profiling and maintenance would likely be required to make sure heavily used green spaces remained litter free and well maintained as well as present anti-social behaviour. Opportunities for improved surface water management and mitigating reduced permeability need to be considered in the context of Council forthcoming SDS technical guidance Ensure all detailed proposals are informed by detailed understanding of the sensitivity to change (in terms of cultural heritage and landscape and townscape) of garden and other open spaces which form part of the New Town Gardens Inventory GDS and WMS. Ensure that any proposals for tree planting/ greening are informed by a thorough understanding of the historic environment and designated heritage assets and of any townscape views particularly on principal historic streets. Changes to public realm to be carried out in line with Council Street Design Guidance	
	<b>Townscape and Management</b>	Preferred strategy has included City into the package title. The proposed strategy implements elements from Scenarios 1 and 2 including integrated transport and data management centre, supported by enhanced data collection from on-street sources and open source partnerships Micro-consolidation centres on the periphery of the city centre (potentially within Castle Terrace MSCP) with electric vehicles or cargo bikes and mail distribution Expansion and promotion of shared mobility services including bike hire and car clubs Promotion of shared services for loading and building servicing - led by CEC estate and used to encourage others Enhanced maintenance of footways, footways and public realm Enhanced enforcement of kerbside restrictions Management of commercial bins to reduce street clutter Provide visible public recycling bins across city centre Shop mobility schemes at key PT and retail hubs has been added to maintain accessibility and mitigate impacts on retailers. Development of coach parking strategy to reduce impacts on Regent Road and Johnson Terrace. This would look to balance impacts from coach congestion while maintaining accessibility for tourists attending events at the Edinburgh Castle for example.	+	+	+	+	+	+	+	This package would aim to make better use of existing road space and reduce the need for vehicles in the city centre. However, the removal of the real-time traffic management, focussing on pedestrian demand reduces the opportunity to improve accessibility, safety and the ability for Pedestrians and cyclists to move in the city centre on the significant pedestrian and cyclist route network within the city, promoting active travel and public health. Micro-consolidation centres on the periphery of the city centre (potentially within Castle Terrace MSCP) with electric vehicles or cargo bikes last mile distribution would promote active travel with positive impact on public health. Measures to improve the pedestrian and cyclist experience including management of commercial bins, maintenance of footways/cycleways and enhancing kerbside enforcement would improve pedestrian and cyclist safety and the usability of residents and encourage more people to walk in the city centre. Shop mobility schemes at key PT and retail hubs would support access for all users and in particular improve accessibility for an ageing population and those with reduced mobility. Having enhanced data would allow future responses and policies to be targeted at areas most in need. There would also be a beneficial impact on an quality from promotion of car clubs and cycle hire, to decrease the number of single occupancy vehicles and reduce traffic. Shared loading and last mile cargo bike distribution and expansion of shared mobility would beneficially impact air quality and in turn human health. No specific relation between these measures and cultural heritage. Interventions would help to ensure an attractive public realm and would enhance the safety and usability of key streets removing barriers to use.	The cumulative effect of this package of interventions is minor positive with key benefits anticipated on air quality, material assets and population and human health and townscape. This is associated with improvements to existing transportation infrastructure to make it easier for the public to use public transport and active travel modes.	The preferred interventions do not include reference to a city centre diversion strategy. Careful planning of diversion routes to avoid narrow streets unsuitable for heavy vehicles should be carried out (i.e. in key areas in the West/Castle area during the works around Haymarket). The preferred interventions do not include reference to real-time traffic management, including fixed time PT plans and pedestrian court-down clocks which help to make better use of existing transportation infrastructure.
<b>Preferred interventions</b>	Biodiversity - The cumulative effect of preferred packages of interventions on this topic is mixed. Key benefits associated with increased green spaces/green linkages. There are anticipated negative effects with activating currently undeveloped open space including private/semi-private spaces, and potential for a negative effect on designated sites at Princess Street Gardens. These negative effects are limited. Population and Human Health - The cumulative effect of preferred packages of interventions on this topic is major positive. With key benefits associated with better use of existing transport and urban realm infrastructure. Material Assets - The cumulative effect of preferred packages of interventions on this topic is minor positive. With key benefits associated with better use of existing transport and urban realm infrastructure. Water - The cumulative effect of preferred packages of interventions on this topic is mixed. The positive effects associated with opportunities for surface water permeability from green linkages needs to be balanced with negative effects with increased use of green spaces for pop-up activities/increased consolidation of green spaces. Air Quality - The cumulative effect of preferred packages of interventions on this topic is major positive. Key benefits associated with an overall reduction in traffic, due to the reallocation of road space, bus services to 'less' city centre, reduction in parking, additional investment in bus services and providing better facilities. It is anticipated that the interventions will encourage a modal shift to more sustainable modes of travel to achieve these benefits. Cultural Heritage - The cumulative effect of preferred packages of interventions on this topic is mixed. Key benefits anticipated with reallocation of road space, improved public realm, removal of parking, and road closures improving the setting of prominent listed buildings, however localised negative effects associated with proposed vertical connectivity measures and green linkages on principal historic streets and accessibility proposals within Princess Street Gardens (a key part of the New Town Gardens Inventory GDS and WMS). Ambient Temperature - The cumulative effect of preferred packages of interventions on this topic is minor positive. Key benefits associated with improved public realm including green linkages and increased reduction of traffic and parking. Localised negative effects identified due to impact on views from vertical connections.											
<b>Synergistic/cumulative effect by topic</b>	The cumulative impact of implementing the preferred interventions is anticipated to be minor positive with key benefits associated with air quality and population and human health and landscape and townscape. Localised significant negative effects on cultural heritage.											

## Appendix 5

# Edinburgh City Centre Transformation – Proposed Strategy

## Integrated Impact Assessment

### Summary Report Template

Each of the numbered sections below must be completed

Interim report		Final report	✓
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(Tick as appropriate)

**1. Title of plan, policy or strategy being assessed**

Edinburgh City Centre Transformation (ECCT) Strategy

**2. What will change as a result of this proposal?**

Edinburgh City Centre Transformation is about putting people and place at the heart of city design. A city centre which works for everyone, through attractive, liveable public spaces, with sustainable and active travel made as easy as possible and with people's overall health, wellbeing and happiness centre-stage.

**3. Briefly describe public involvement in this proposal to date and planned**

Public consultation on the 'Connecting our City, Transforming our Places' prospectus took place between 17 September and 12 November 2018. The purpose was to inform the emerging Edinburgh City Centre Transformation Strategy as well as development of the City Mobility Plan and Low Emission Zone.

A wide range of stakeholder engagement events have been undertaken both prior to, during and since this consultation exercise with numerous groups across the city. This included meetings with Edinburgh Access Panel and a dedicated ECCT workshop with representatives of a range of protected characteristic groups to consider the mobility and inclusion implications of the emerging strategy.

A further public consultation on the Draft City Centre Transformation Strategy took place from 20 May to 7 July 2019. As such, the IIA has been reviewed in light of consultation feedback on the Proposed Strategy and its draft Environmental Report. The number of respondents self-identifying as having a disability or health condition were 281. The IIA also reflects estimates of the quantifiable and qualitative benefits predicted from delivery of ECCT and the addition of details on how the IIA will be monitored.

**4. Date of IIA**

An initial IIA workshop was undertaken on 17 January 2019, which was followed by second workshop to review emerging findings and recommendations on 5 April 2019.

**5. Who was present at the IIA? Identify facilitator, Lead Officer, report writer and any partnership representative present and main stakeholder (e.g. NHS, Council)**

<b>Name</b>	<b>Job Title</b>	<b>Date of IIA Training</b>	<b>Email</b>
Andrew Smith (Lead Officer)	Senior Planning Officer, City of Edinburgh Council	17.01.19	Andrew.Smith@edinburgh.gov.uk
Greg McDougall	Transport Officer, City of Edinburgh Council	17.01.19	Greg.McDougall@edinburgh.gov.uk
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Andrea Mackie	Transport Officer, City of Edinburgh Council	17.01.19	Andrea.Mackie@edinburgh.gov.uk
Lindsay Robertson	Senior Planning Officer, City of Edinburgh Council	17.01.19	Lindsay.Robertson3@edinburgh.gov.uk
John Pounder (Facilitator and Report Author)	Divisional Director, Jacobs	17.01.19	John.Pounder@Jacobs.com
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Lewis Begbie	Graduate Planner, Jacobs	17.01.19	Lewis.Begbie@Jacobs.com

**6. Evidence available at the time of the IIA**

<b>Evidence</b>	<b>Available?</b>	<b>Comments: what does the evidence tell you?</b>

<p>Data on populations in need</p>	<p>Census 2011</p> <p>National Records for Scotland 2017 Mid year estimates</p> <p>Scottish Index of Multiple Deprivation (SIMD)</p> <p>Joint Strategic Needs Assessment (CEC, 2015)</p>	<p>City of Edinburgh has one of the fastest growing populations of any city in the UK. The City Centre has a much higher proportion (29%) of residents in the 16-24 age group compared with an Edinburgh wide share of 13%. Conversely, the city centre has a lower share of its population over 65 years of age (12%), compared to the wider city region (22%).</p> <p>Based on 2011 Census Data the wards with the highest number of health conditions (including Deafness, Blindness, Physical, mental health, learning disabilities etc.) are Portobello/Craigmillar and Liberton/Gilmerton. Both had 31% of their total reporting health conditions. The City Centre had the lowest proportion (22%).</p> <p>The most deprived communities are in the peripheral areas of the city (e.g. Granton, Pilton, Niddrie, Saughton and Wester Hailes) furthest from the City Centre. The City Centre includes some communities which fall within the most deprived in the city (such as the Old Town and Holyrood) and others which are among the least deprived (such as Queen Street and the West End) in Edinburgh.</p>
<p>Data on service uptake/access</p>	<p>Census 2011</p>	<p>Car use in Edinburgh is the joint lowest of all Scottish cities. In 2010, of the 191,000 people living and working in Edinburgh, 63,500 commuted to work by car and a further 63,300 commuted by car from other local authority areas.</p> <p>Transport accessibility is lowest around the periphery areas of Edinburgh, for example Niddrie, Baberton, Clermiston and Granton. Many of these are areas of high deprivation as ranked by the SIMD.</p>
<p>Data on equality outcomes</p>	<p>Bike Life (Sustrans, 2017)</p>	<p>In a 2017 survey, 24.5% of school pupils, stated they normally travelled to school using only private motorised mode of travel compared with 48.8% who normally use active modes.</p> <p>2017 data from Transport Scotland indicates that women were more likely than men to walk or catch the bus to work and men were more likely to cycle to work or travel by rail. In Scotland twice as many men as women cycle once or twice a week for transport.</p> <p>In addition, people in lower income households were more likely to walk or take the bus whereas people in higher income households were more likely to drive.</p>

		<p>7.5% of commuters living in Edinburgh cycle to work with over 15.3 million trips made by bike in 2017. In the city black and minority ethnic (BAME) communities, women and over 65s are underrepresented when it comes to cycling.</p> <ul style="list-style-type: none"> <li>• Female – 37%</li> <li>• Over 65 – 6%</li> <li>• BAME – 3% (8% of City population)</li> </ul>
Research/literature evidence	Yes (See list of References in Appendix)	A 2018 Parliamentary Select Committee Report highlighted concerns on the impact of shared space schemes on people with disabilities, which led to the DfT calling for a pause on the development of shared space schemes, which incorporate a level surface, while it reviews and updates guidance.
Public/patient/client experience information	Ongoing including:  Public Consultation (Sept – Nov 2018)	<ul style="list-style-type: none"> <li>• High cost of public transport (especially if interchange required).</li> <li>• Poor orbital public transport connectivity – reliance on city centre interchange (generating unnecessary trips into centre from outskirts).</li> <li>• Consequently, some concern about limiting number of buses in city centre</li> <li>• Concern about implications of a reduction in on street parking for blue badge holders</li> <li>• Requests for more disabled parking spaces</li> <li>• Some reservations expressed about impacts on elderly of increasing distance between bus stops</li> <li>• Need for safer cycle lanes</li> <li>• Health benefits of improving quality of and access to green space</li> </ul>
Evidence of inclusive engagement of service users and involvement findings	<p>IIA Stakeholder Workshop (05/04/19)</p> <p>Edinburgh Access Panel (Nov 2018, April 2019)</p> <p>Chair of Access Panel (July, 2019)</p>	<ul style="list-style-type: none"> <li>• Concerns about impacts of shared space on people with sensory disabilities</li> <li>• Need for better access to public transport information for sensory impaired (using new technology).</li> <li>• Support for better ‘more convenient’ public transport interchange (e.g. between bus and rail) – seamless ticketing will be important.</li> <li>• Suggestions for minimum distances between bus stops – currently very inconsistent.</li> <li>• Road space re-allocation to pavements benefits disabled.</li> <li>• Advantages of clear waymarking (including of accessible routes)</li> <li>• Area around Waverley Station should be priority for lighting improvements.</li> <li>• Need to mitigate impact of street closures on people with disabilities through provision of dedicated disabled parking in close proximity.</li> </ul>

		<ul style="list-style-type: none"> <li>Concern that draft strategy document gives impression of crowded pavements – further thought needs to be given to how inclusivity can be maximised by provision of tranquil places.</li> </ul>
Evidence of unmet need	Yes	As above.
Good practice guidelines	<p>Designing Streets (2010)</p> <p>Edinburgh Street Design Guidance (2015)</p>	<p>The strategy has sought to follow best practice guidance such as Designing Streets and Edinburgh Street Design Guidance.</p> <p>In addition, an extensive international benchmarking exercise was undertaken to learn from cities similar in scale to Edinburgh, with broadly recognised good practice in city planning, and recent and most significant interventions in terms of quality of life.</p>
Environmental data	Yes	Detail provided as part of a separate Strategic Environmental Assessment (SEA) which will be published alongside the ECCT Strategy.
Risk from cumulative impacts	Yes	Cumulative impacts may come about as a result of Low Emission Zone, City Mobility Plan and City Plan 2030 policies which are being developed in parallel with Edinburgh City Centre Transformation. Cumulative impacts from this work will be included in due course once impact assessments of these policies/proposals have been undertaken.
Additional evidence required		Information regarding the safety and security of students in the City Centre.

**7. In summary, what impacts were identified and which groups will they affect?**

<b>Equality, Health and Wellbeing and Human Rights</b>	<b>Affected populations</b>
<p><b>Positive</b></p> <p>The proposed strategy aims to ensure that people who live in the city centre can experience a great quality of life, ensure the public realm is inclusive, safe and healthy, and that it is easy to travel to and around the city centre. A mode shift to walking and cycling will lead to health benefits for the population.</p> <p>Positive impacts as a result of the strategy include facilitating better access to and within the city centre for those using active travel methods and those with mobility impairments. In addition, interventions to improve public transport provision, reliability and interchange will result in positive impacts especially within a city which is characterised by notable topographical challenges.</p> <p>Positive impacts are expected on people with mobility impairments, disabilities and older people through interventions such as the re-allocation of streetspace to wider and better quality footways, introduction of a shopmobility scheme, and the enforcement of kerbside restrictions.</p> <p>Increased accessibility to the city centre for areas with lower income groups will allow them to access to relatively high productivity (and higher paid) jobs, which could lead to lower inequality in Edinburgh</p>	<p>Cyclists, Pedestrians, people with disabilities, older people residents</p> <p>Deprived communities, disabled, elderly, women, young people (groups which disproportionately rely on public transport).</p> <p>Older people and people with disabilities</p> <p>Low income groups</p>
<p><b>Negative</b></p> <p>There is the potential for negative impacts on some people with disabilities reliant on private transport to access specific city centre services, as a result of closing selected streets thereby restricting parking for blue badge holders and taxi drop off/pick up. But this will depend on the location of any closures and could be mitigated by the provision of dedicated disabled parking in close proximity.</p>	<p>Some people with disabilities who are reliant on vehicular access (Blue Badge Holders) to access particular city centre services.</p>

<p><b>Environment and Sustainability</b></p> <p><b>Positive</b></p> <p>The strategy seeks to promote a healthy city and environment in Edinburgh. Through interventions to improve public transport and encourage active travel, it is expected there will be a reduction in the level of traffic, thus resulting in air quality improvements.</p> <p>Street closures in the Old Town and the reallocation of traffic lanes will improve the safety of those walking and cycling, segregated cycleways and improved priorities at pedestrian crossings will encourage active methods of travel providing health and wellbeing benefits.</p> <p><b>Negative</b></p> <p>There are potential negative impacts associated with the creation of new vertical connections such as lifts within the Old and New Towns of Edinburgh World Heritage Site. Increased access and permeability could have a negative effect on Edinburgh Castle as a Scheduled Monument, the Arthur's Seat SSSI designation at Castle Rock and Local Nature Conservation Site of Princes St Gardens.</p>	<p><b>Affected populations</b></p> <p>All users of the city centre, particularly residents and school children.</p> <p>Cyclists and pedestrians</p> <p>Effects would be on the historic and natural environment rather than on population.</p>
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<p><b>Economic</b></p> <p><b>Positive</b></p> <p>The proposed strategy aims to create a transformed city centre that powers Scotland's economy, energised by civic, cultural and commercial activity. As a result of the proposed interventions, a key associated benefit is the increase in business activity as a result of promoting active travel, supported by the reallocation of streetspace increasing footfall in key areas.</p> <p>In addition, the proposed interventions through promoting active travel and improving public transport reliability and efficiency will improve access to schools and other educational facilities.</p>	<p><b>Affected populations</b></p> <p>City centre businesses (particularly retail and hospitality)</p> <p>School children, students.</p>
<p><b>Negative</b></p> <p>The minor adverse economic impacts associated with the proposed strategy include potential short-term impacts to retail business located on streets subject to closure to traffic in the Old Town (due to changes to passing trade), as well as the potential financial impact of workplace parking levy on both small businesses and employees.</p>	<p>SMEs and Employees</p>

**8. Is any part of this policy/ service to be carried out wholly or partly by contractors and how will equality, human rights including children's rights, environmental and sustainability issues be addressed?**

Not applicable.

**9. Consider how you will communicate information about this policy/ service change to children and young people and those affected by sensory impairment, speech impairment, low level literacy or numeracy, learning difficulties or English as a second language? Please provide a summary of the communications plan.**

The communications plan for Edinburgh City Centre Transformation includes the identification of 'hard-to-reach' groups. Based on the number of responses to the phase one consultation, the following groups were identified as those 'hard to reach':

- Over 65
- Under 25
- Black, Asian, and minority ethnic groups

During phase 2 of the engagement process, a comprehensive consultation and engagement plan was established to deliver the public consultation. Considerable effort, following best practice used successfully in other consultations, was undertaken to specifically reach out to those who have not been represented in the previous consultation. Figures remained low for 75+ and EH1/2 residents, however all other categories reached three figures, which was suitable for analysis purposes.

**10. Does the policy concern agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use? If yes, an SEA should be completed, and the impacts identified in the IIA should be included in this.**

Yes, the policy/strategy has both positive and negative impacts related to transport. An SEA has been undertaken in parallel to this IIA, and the relevant findings of the IIA have been reported under the Population and Health objective of the SEA.

**11. Additional Information and Evidence Required**

It would be useful to have evidence on issues surrounding safety and security of students in the City Centre, to assess the extent to which the strategy may address these.

**If further evidence is required, please note how it will be gathered. If appropriate, mark this report as interim and submit updated final report once further evidence has been gathered.**

The City of Edinburgh Council will continue to liaise with the University of Edinburgh in developing ECCT.

## **12. Recommendations (these should be drawn from 6 – 11 above)**

The recommendations below have been drafted to mitigate (negative) or enhance (beneficial) impacts identified as part of the Integrated Impact Assessment Checklist, and feedback received from consultation responses.

Further action to take forward Recommendation 11 is identified in Section 13 of this IIA report. Recommendation 12 will be progressed through the development of the ECCT Delivery Programme.

The following recommendations (1-7) informed the development of, and were reflected in, the consultation strategy

1. The Strategy should seek to provide dedicated disabled parking spaces very close to unique or critical social/health services (where accessible off-street provision is not available close by).
2. The strategy should prioritise provision of wayfinding informed by accessibility mapping to assist those mobility impairments in navigating the city.
3. The approach to lighting in the strategy should take account of public perception of safety in different parts of the City Centre (for example around key public transport interchanges)
4. For unemployed and those on benefits, perhaps the most significant advantage is likely to be dependent on introduction of supporting measures to improve public transport affordability and accessibility to employment opportunities. In particular integrated ticketing could significantly reduce the cost of multi-stage journeys and the introduction of more orbital bus routes could provide direct access from the city's most deprived communities to employment locations and town centres without the need for interchange in the City Centre. This approach will be enabled by the provision of new public transport interchanges proposed by ECCT but will need to be delivered through the City Mobility Plan in partnership with public transport operators.
5. Review of the Workplace Parking Levy needs to consider impacts on businesses with vehicle dependencies (e.g. emergency services and shift workers, night time economy workers).
6. Introduction of delivery restrictions and shared services for loading / servicing should be preceded by appropriate engagement / consultation with affected businesses.
7. A commitment to work with key stakeholders to develop a disabled parking plan for the city centre should be included in the City Operations Plan.
8. Any implications of enhanced management of public and open space for rough sleepers should be considered in the design and implementation of individual projects.

The following recommendations 9-11 have been incorporated into the Final Strategy following analysis of feedback from consultation responses on the Draft Strategy.

9. The Strategy should acknowledge the need to improve vehicular access to Waverley station for disabled users.
10. The shop mobility services proposed in the Strategy could be broadened to include 'driven' vehicles which provide access to traffic free streets, many of which have steep gradients.

11. There should be a commitment to work with stakeholders to consider suitable facilities for people with disabilities at new transport interchanges.

Recommendation 12 will require further action to be taken by City of Edinburgh Council as set out of section 13 of this IIA report.

12. The Council should take advantage of the opportunities that enhanced management of public and open space will provide for the promotion of community use/non-commercial activity that celebrates the city centre's cultural diversity. The Open Streets programme provides an early opportunity for testing how the use of these spaces may change.

**13. Specific to this IIA only, what actions have been, or will be, undertaken and by when? Please complete:**

To be completed in final report once final recommendations and actions required have been proposed.

<b>Specific actions (as a result of the IIA which may include financial implications, mitigating actions and risks of cumulative impacts)</b>	<b>Who will take them forward (name and contact details)</b>	<b>Deadline for progressing</b>	<b>Review date</b>
Work with Edinburgh's diverse community to identify opportunities to celebrate cultural diversity through the Open Streets Programme	Vivienne Robinson – Open Streets Programme	From 5 May 2019 – commencement of Open Streets programme in Edinburgh.	Annual
Implications of enhanced management of public open space for rough sleepers should be considered.	Daisy Narayanan – Project Director	In line with project delivery as set out in Programme Delivery Plan.	Annual

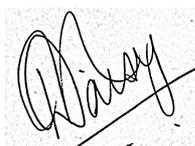
**14. How will you monitor how this policy, plan or strategy affects different groups, including people with protected characteristics?**

Section 6 of the strategy proposes a number of monitoring indicators used to assess the progress of the strategy. Progress will be monitored in terms of its outcomes in relation to well-being, climate change resilience, live-ability and economic growth.

The monitoring strategy and the key indicators that it observes will develop over time, which will include the formation of a mutual monitoring strategy across the City Centre Transformation Strategy, the City Mobility Plan and Low Emission Zone projects. It is recommended that in developing this monitoring strategy further consideration is given to developing indicators which can enable the council to assess the performance of the city centre in relation to some of the key equality issues identified in this IIA, these could include for example:

- implementation of disabled parking plan that meets demand and is in the right locations
- number of people with disabilities visiting the city centre
- availability and use of shop mobility
- implementation wayfinding and monitoring user experience
- implementation of measures to enable inclusive access particularly at public transport interchanges.

**15. Sign off by Head of Service/ Project Lead**



**Name** Daisy Narayanan, Project Director

**Date** 21.08.2019

**16. Publication**

Send completed IIA for publication on the relevant website for your organisation. [See Section 5](#) for contacts.

## Appendix A. IIA Evidence

### 1.1 Introduction

This Appendix presents baseline data to inform the Integrated Impact Assessment of the Edinburgh City Centre Transformation Strategy. The data has been selected to address the evidence requirements as set out in the IIA Guidance (Section 4.6 – Evidence available at the time of the IIA), namely:

- Data on populations in need
- Data on service uptake/access
- Data on equality outcomes
- Research literature / evidence
- Public experience information
- Evidence of inclusive engagement of service users and findings
- Evidence of unmet need
- Good practice guidelines - these are separately identified in the ECCT Proposed Strategy which has been informed by extensive international benchmarking of good practice.
- Environmental data – these are separately presented in the Strategic Environmental Assessment Scoping Report, of the ECCT Proposed Strategy.

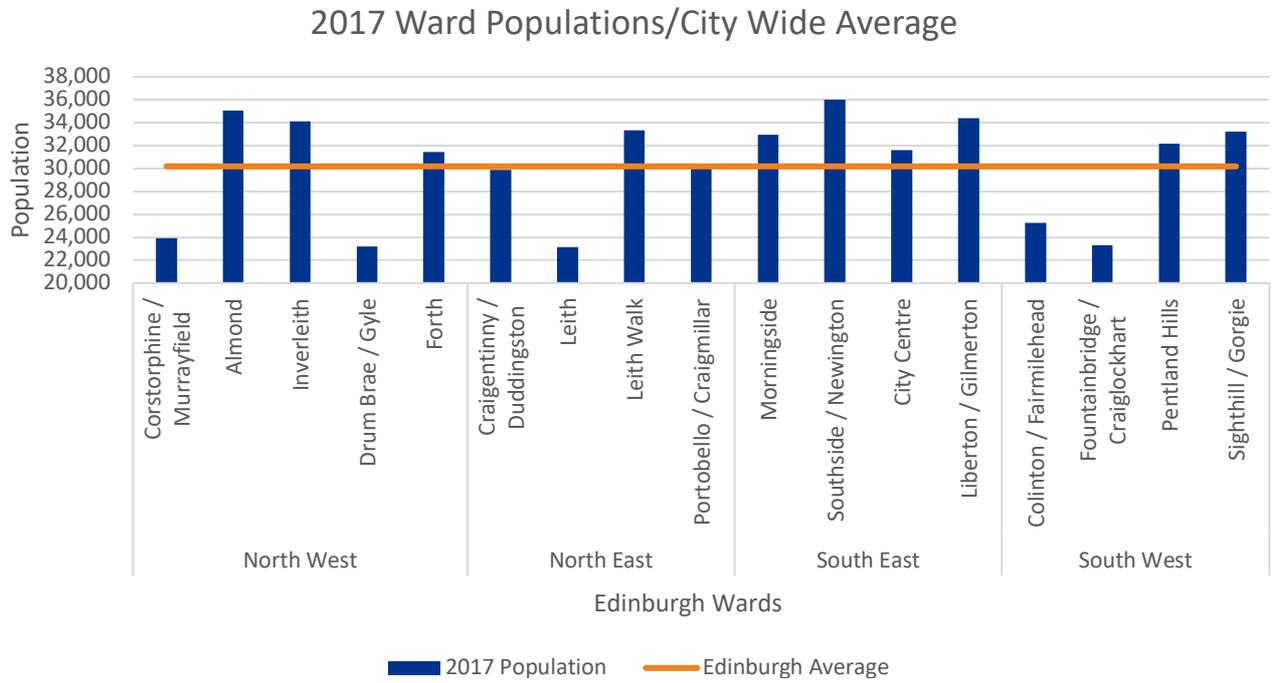
### 1.2 Population in Need

For the purposes of the IIA of the ECCT Proposed Strategy the population in need is defined as those people with protected characteristics (as defined in the Equality Act 2010), as well as people experiencing socio-economic deprivation. The following protected characteristics are relevant to the Public Sector Equality Duty:

- Age;
- Disability;
- Gender reassignment;
- Pregnancy and maternity;
- Race;
- Religion and belief;
- Sex; and
- Sexual orientation.

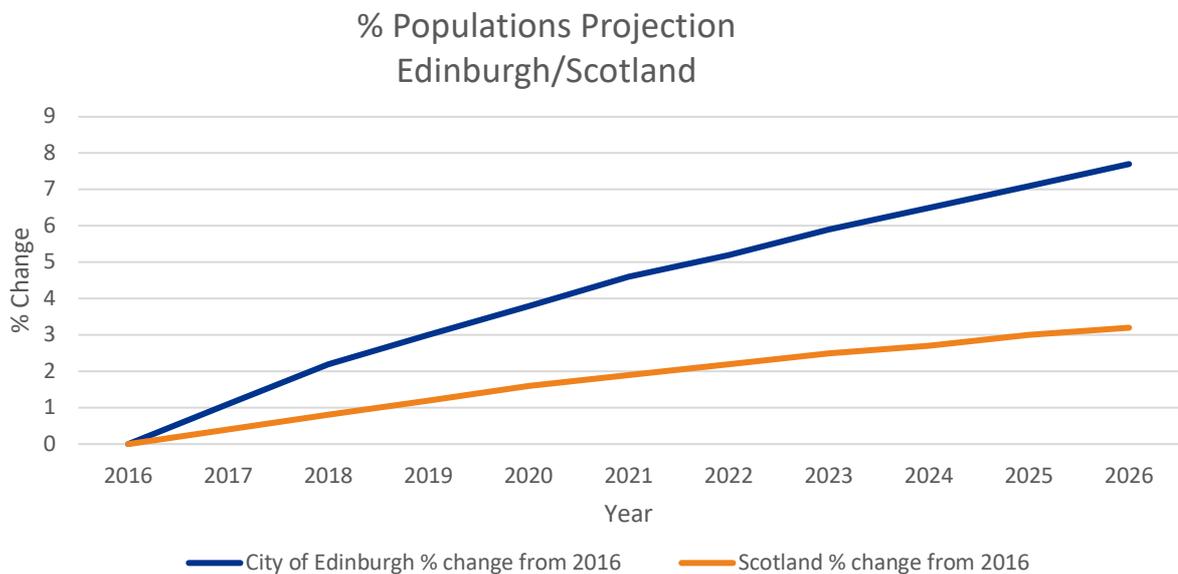
The Scottish Index of Multiple Deprivation has been used to identify communities experiencing socio-economic disadvantage.

**Population**



**Figure 1 - Edinburgh 2017 Ward Populations**

According to the National Records of Scotland 2017 mid-year estimates, the population of the City of Edinburgh was 513,210 (National Records of Scotland 2018). As shown in Figure 1, the ward with the largest population is Southside/Newington with 36,028 (7% of the city total) and Leith ward has the smallest population at 23,163 (4.5%). The City Centre has a population of 31,634 (6.2%). Figure 2 displays the 2016 based population projections for both Edinburgh and Scotland. According to the National Records of Scotland (2016), the population of Edinburgh will increase by 7.7% by 2026 (from 507,170 to 546,444). In comparison Scotland’s population will only increase by 3.2%. Over the same 10 year period, the population of those aged 65+ is expected to increase by 20.2% (from 75,933 to 91,270) in comparison to Scotland which will increase by 19.1%.



**Figure 2 - % Population Change Edinburgh/Scotland**

### Age Profile

Based on National Records of Scotland 2017 midyear estimates (National Records of Scotland 2018), the 25-44 age category is the most populated age group in Edinburgh and in the city centre accounting for 34% and 38% of their total populations respectively. The 16-24 age group exhibits the greatest disparity between the two, with the City Centre population very high at 29% compared with an Edinburgh wide share of 13%. This reflects the high population of students in the city centre. According to Edinburgh by Numbers 2018, 31,900 students (both undergraduate and postgraduate) were enrolled at the University of Edinburgh and 12,900 students at Edinburgh Napier University in 2017 (City of Edinburgh Council 2018).

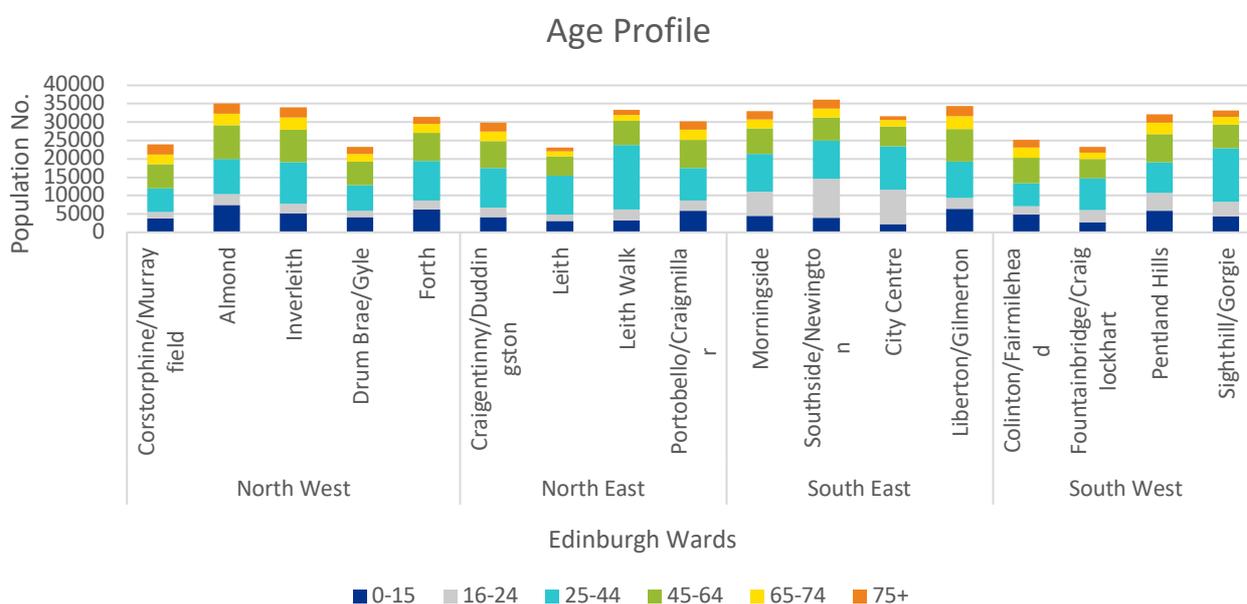


Figure 3 - Age Profile of Edinburgh Wards

Almond ward has the greatest number of people between 0-15 years (7458) and Inverleith ward has the highest number of residents aged over 75 years (2914).

Table 1 displays the age structure of the City Centre Ward in comparison to Edinburgh Wide statistics.

Table.1 - Age structure by City Centre Ward and Edinburgh Wide

Locality	Age Structure												Total
	0-15		16-24		25-44		45-64		65-74		75+		
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	
City Centre Ward	2276	7%	9257	29%	11,945	38%	5343	17%	1649	5%	1164	4%	31,634
Edinburgh Wide	78,052	15%	65,500	13%	173,108	34%	119,482	23%	41,284	8%	35,784	7%	513,210

### Gender

2017 mid-year estimates indicate there was a relatively even distribution of male (49%) and female (51%) populations in Edinburgh (National Records of Scotland, 2018). This split is similar across all electoral wards in Edinburgh.

## Ethnicity and Religion

Based on 2011 Census data, 16% of those living in Edinburgh are from a Black, Asian and Minority Ethnic (BAME) group as shown in Table 2 (National Records of Scotland 2011). Edinburgh has a greater percentage of 'all other ethnic groups'<sup>1</sup> than the Scottish average (7%). The wards with the greatest diversity were Leith Walk and the City Centre both of which had 26% of their total populations from 'other ethnic groups'.

**Table 2 - Percentage of ward populations from ethnic minorities**

Edinburgh Electoral Wards	Total Population	Percentage of White: Scottish, British & Irish	Percentage of All other ethnic groups
Scotland	5,295,403	93%	7%
Edinburgh Wide	476,626	84%	16%
Corstorphine/Murrayfield	22,967	91%	9%
Almond	25,016	94%	6%
Inverleith	31,112	87%	13%
Drum Brae/Gyle	22,221	90%	10%
Forth	33,211	83%	17%
Craigtoun/Duddingston	25,746	86%	14%
Leith	24,931	82%	18%
Leith Walk	31,867	74%	26%
Portobello/Craigmillar	25,380	87%	13%
Morningside	34,165	82%	18%
Southside/Newington	33,223	75%	25%
City Centre	24,150	74%	26%
Liberton/Gilmerton	33,392	85%	15%
Colinton/Fairmilehead	24,238	92%	8%
Fountainbridge/Craiglockhart	23,994	83%	17%
Pentland Hills	23,715	88%	12%
Sighthill/Gorgie	37,298	81%	19%

## Disability

Under the Equality Act 2010, a person has a disability if:

- they have a physical or mental impairment; and/or
- the impairment has a substantial and long-term adverse effect on their ability to perform normal day-to-day activities.

2017 mid-year estimates indicate that 15% of the population of Edinburgh reported a limiting long-term health problem or disability that limited their day-to-day activities (City of Edinburgh Council 2018). A breakdown of the data by Edinburgh electoral wards is provided in Table 3, which shows a significant variation across the city from a low of 10% in the City Centre up to 20% in Liberton/Gilmerton.

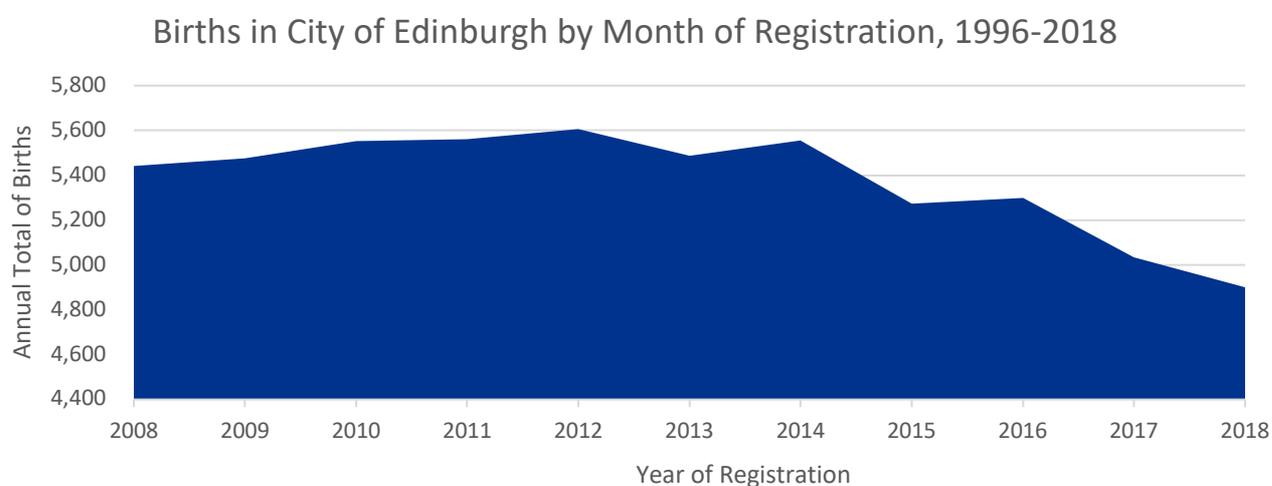
<sup>1</sup> All other ethnic groups' – including White: Gypsy/Traveller, White: Polish, White: Other White, Mixed or Multiple Ethnic Group, Asian, African, Caribbean and Other ethnic groups.

**Table.3 - Percentage disability by Electoral Wards (2017)**

Edinburgh Electoral Wards	Total Population	Day-to-day activities limited a lot (%)	Day-to-day activities limited a little (%)
Edinburgh Wide	513,210	7%	8%
Corstorphine/Murrayfield	23,425	7%	9%
Almond	35,056	6%	8%
Inverleith	31,888	6%	8%
Drum Brae/Gyle	23,667	7%	9%
Forth	31,414	8%	9%
Craigmillar/Duddingston	28,844	9%	10%
Leith	23,163	7%	8%
Leith Walk	34,381	6%	7%
Portobello/Craigmillar	30,238	9%	10%
Morningside	33,604	4%	7%
Southside/Newington	35,066	6%	8%
City Centre	34,575	4%	6%
Liberton/Gilmerton	34,397	10%	10%
Colinton/Fairmilehead	21,770	5%	8%
Fountainbridge/Craiglockhart	27,004	6%	8%
Pentland Hills	32,181	7%	9%
Sighthill/Gorgie	32,537	8%	9%

### Pregnancy and Maternity

According to the National Records of Scotland (2019), the birth rate across the city has decreased by 10% over a 10-year period from 2008 to 2018 (Figure 4). Over the same period, the Scottish birth rate decreased by 15%. The location of health and social care facilities within Edinburgh are shown in Figure 6.



**Figure 4 - Births in Edinburgh 2008-2018**

### Sexual Orientation

There is no data on sexual orientation available at electoral ward level for Edinburgh. However, according to the Scottish Surveys Core Questions 2016 (Scottish Government 2016a) 95.3% of the 1,462 sample responded saying they were Heterosexual, with 3.6% responding LGB & Other. In comparison the Scottish average is 95.3% and 2.2% respectively.

### Areas of Deprivation

The Scottish Index of Multiple Deprivation (SIMD) has been used to identify areas of concentration of relative deprivation within Edinburgh. The SIMD is comprised of seven different domains of deprivation: income, employment, education, health, access to services, crime and housing, which are combined into a single index (Scottish Government 2016b).

Data is collected at a 'datazone' level, which is an area that encompasses approximately 500 to 1000 household residents. The least deprived datazones<sup>2</sup> are assigned as Quintile 1 and the most deprived are assigned as Quintile 5. Figure 7 maps SIMD levels within Edinburgh. Those areas with the higher levels of deprivation are in peripheral areas of the city at Pilton, Granton, Portobello/Craigmillar and Wester Hailes. Areas of least deprivation in Edinburgh include Costorphine/Murrayfield, Morningside, Almond and Trinity.

The City Centre is like a microcosm of the wider city, as it includes some communities which fall within the most deprived in the city (such as the Old Town and Holyrood) and others which are among the least deprived (such as Queen Street and the West End) in Edinburgh.

## 1.3 Service Uptake and Outcomes

This section presents data on the use of the city centre by different groups, drawing on stakeholder feedback from engagement and consultation.

### Accessibility of the City Centre

In autumn 2018, Edinburgh City Council conducted a consultation on the emerging proposals for the City Centre entitled '*Edinburgh: connecting our city, transforming our places*'. (City of Edinburgh Council 2019a).

Question 20 of the survey asked, '*What impacts on fairness and equality, if any, might result from introducing any of the ideas previously discussed?*' Of the 2606 responses 38 included the word '*Accessibility*'. Respondents highlighted the lack accessibility of the city centre for disabled people due to the lack of dedicated disabled parking spaces. In addition, a number of respondents asserted if public transport was made more accessible and cheaper then residents would be more inclined to use it. Some respondents suggested that removing buses from the city centre would be unfair to those with disabilities or accessibility limitations.

This is further reinforced by responses to Question 4 of the survey to which 54% of respondents chose '*Strongly Agree*' when asked if '*The amount of general traffic in the city centre and town centres should be reduced to improve the experience for people who travel on foot, bicycle and public transport*'.

### Availability of and Access to Services in the City Centre

Figure 6 illustrates the location of health, education and social care facilities in the city centre of Edinburgh. It can be seen that a large number of facilities clusters in the South East Locality towards the Old Town and Newington. Three health care facilities including Lauriston Building (Ear, Nose and Throat (ENT), Dermatology and Orthopaedic services), Chalmers Sexual Health Clinic and the Princess Alexandra Eye Pavilion, are located in the Old Town on the perimeter of the World Heritage Site. In addition, there are a number of educational facilities, community centres and chemist/pharmacies within the City Centre ward.

Figure 8 presents accessibility by bus to the City Centre from the different areas of Edinburgh. Accessibility is measured, by the time (in minutes), a bus journey takes without interchange from all parts of the City to Princes

<sup>2</sup> Data zones are 'groups of 2001 Census output areas and have populations of between 500 and 1,000 household residents' - <https://www.webarchive.org.uk/wayback/archive/20180520200420/http://www.gov.scot/Publications/2005/02/20697/52626>

Street between 0600 and 0900 hours. It can be seen that the communities of Liberton/Gilmerton, Portobello/Craigmillar and Colinton/Fairmilehead have the longest bus journey time to the city centre taking between 40 and 70 minutes.

When comparing Figures 7 and 8 it can be seen there is a spatial correlation between areas of high deprivation, and those with the lowest accessibility by bus to city centre locations. This correlation is strongest in peripheral areas of Edinburgh such as Liberton/Gilmerton, Wester Hailes and Drum Brae/Gyle.

Details on the location of public toilets can be found on the City of Edinburgh Councils’ website (City of Edinburgh Council, 2019b). At the time of writing there appeared to be eleven publicly accessible toilet facilities within the City Centre ward. Only some of these have disabled access. The City of Edinburgh Council has also established a Community toilet scheme which aims to increase the availability of toilet facilities to the public.

An IIA workshop with stakeholders from national and local organisations representing disabled groups identified a lack of facilities for disabled people who use the city centre. Those highlighted included: respite seating; provision of information in alternative formats (including digital audio) on the location of bus stops and associated real time information on bus services; effective waymarking to encourage able bodied pedestrians away from most congested routes.

### Safety of the City Centre

The 2017 Edinburgh People Survey reported 84% of respondents feel safe in their neighbourhood after dark (City of Edinburgh Council, 2017). This varied between groups with lower rates reported by women (78%), people aged 65+ (77%), unemployed people (69%), retired people (77%) and people with a disability or long-term illness (71%). This survey also reported that between 2015 and 2017, 87% of respondents were satisfied by street lighting. Figure 5 provides a summary of these two data sets for each ward in Edinburgh. For both statistics the City Centre ward follows a similar trend to the city wide average with 84% of respondents feeling safe in their neighbourhood after dark and 86% satisfied with street lighting.

Participants in the IIA workshop (March 2019) highlighted the issue of poor lighting in certain areas. A notable example was the Calton Road entrance and taxi rank at Waverley Station, which provides the primary step free access to the Station.

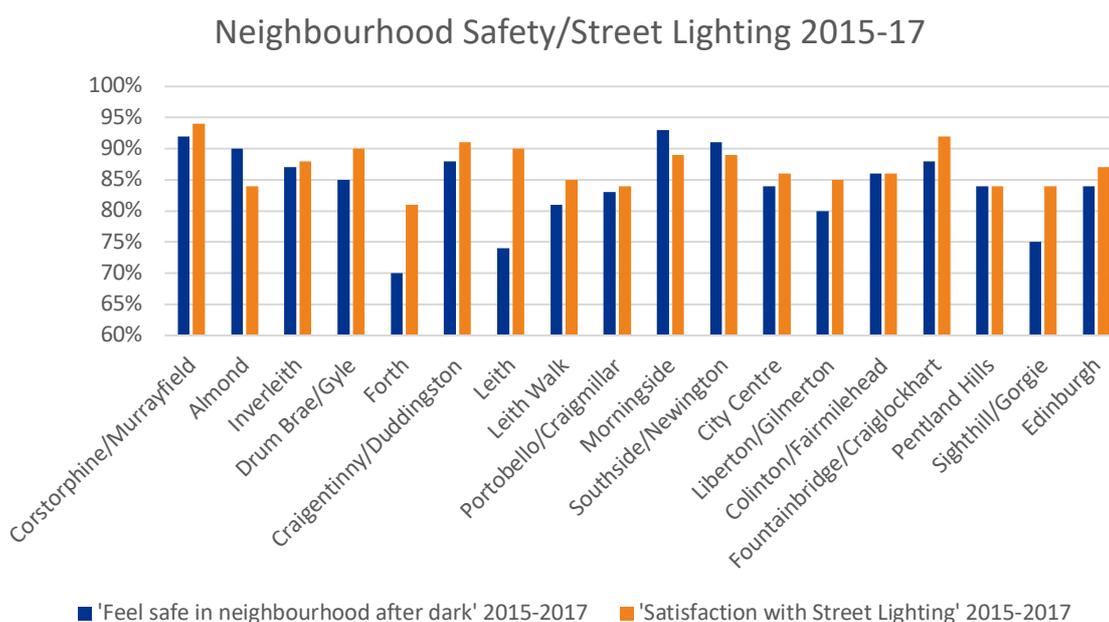
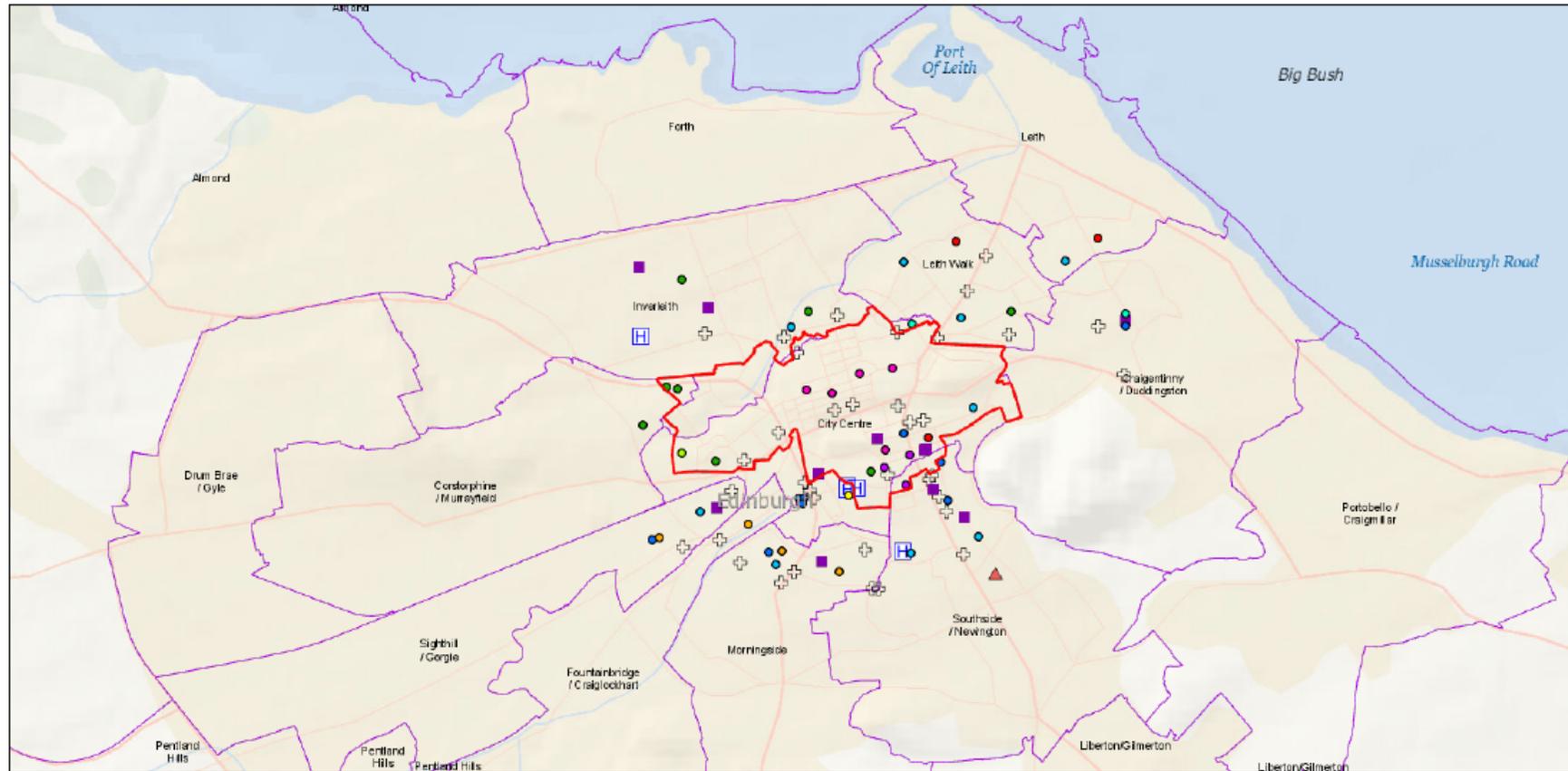


Figure 5 - Edinburgh People Survey responses to questions regarding neighbourhood safety and street lighting

Twenty responses to Question 20 (see above) of the Survey ‘Edinburgh: connecting our city, transforming our places’ mentioned the word ‘safety’ with a large number of them highlighting the safety of women cycling as well

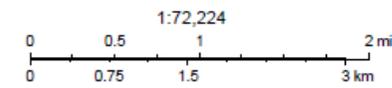
as using public transport (City of Edinburgh Council, 2019). Sustrans Bike life report states that of those that cycle in Edinburgh only 37% are female (Sustrans 2017). In addition, the report, reiterates the issue of cycling safety where it is stated that only 25% of people think cycling safety in Edinburgh is good and only 19% think safety of children's cycling is good. Phase 2 of the ECCT public consultation found that 80% of respondents expressed slight or strong agreement for the proposed vehicle free streets, pedestrian priority zone, public realm enhancements, fully connected central cycle network, city centre hopper bus and public transport interchanges, therefore demonstrating support for a safer city centre (City of Edinburgh Council 2019).

### Health, Education and Social Care Facilities in the City Centre



5/6/2019, 10:32:52 AM

- World Heritage Site
- Community Centre
- Schools under-development
- Nursery schools
- Nursing home
- Special schools
- Privateschools
- Higher education
- Chemist/pharmacy
- Secondary schools (RC)
- Primary schools (RC)
- Further and higher education
- Hospital NHS
- Secondary schools (NonDom)
- Primary schools (NonDom)
- Ward Boundaries

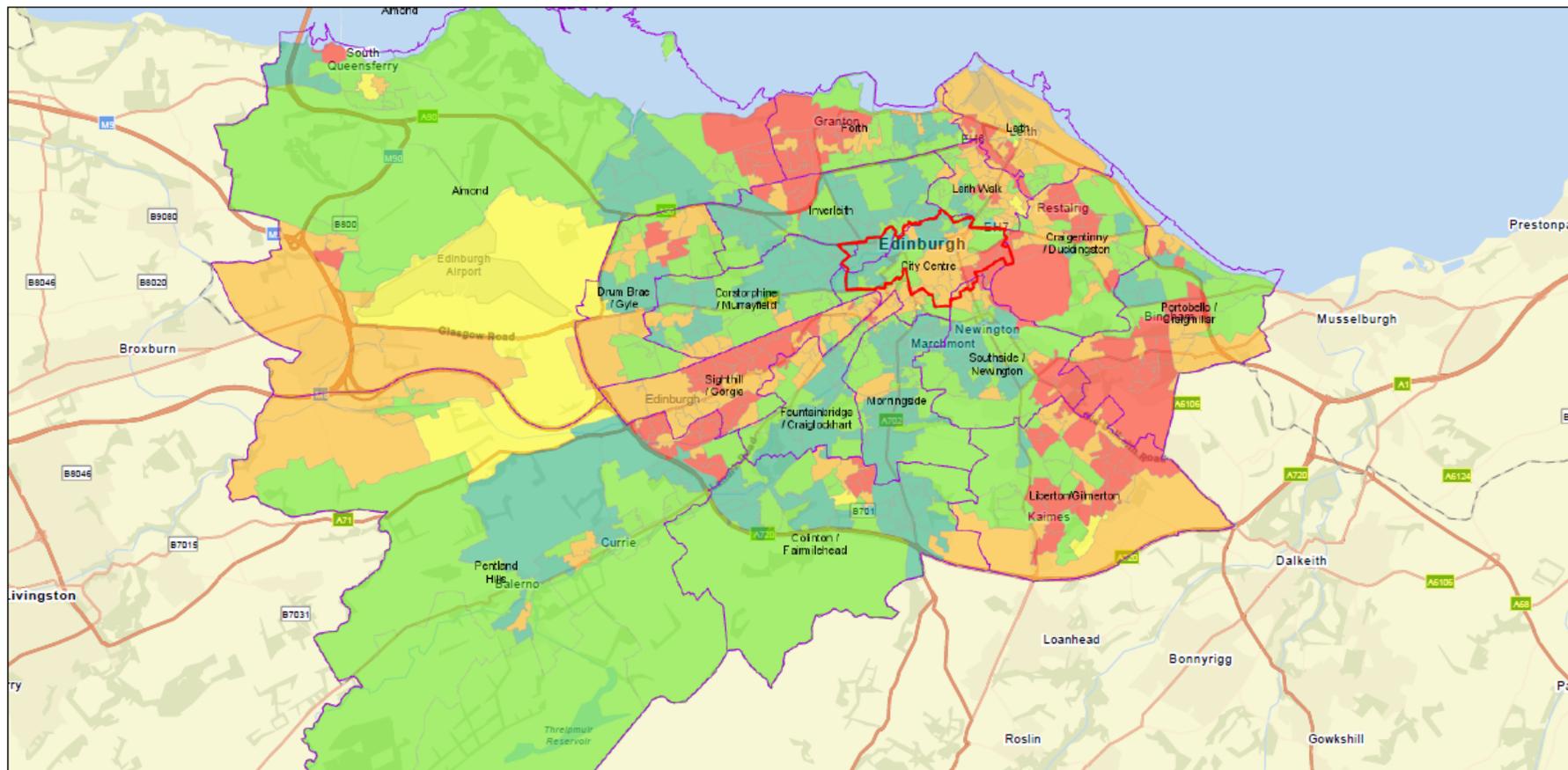


Sources: Esri, GEBCO, NOAA, National Geographic, Garmin, HERE, Geonames.org, and other contributors, Esri, Garmin, GEBCO, NOAA/NGDC, and other contributors

Web AppBuilder for ArcGIS  
OceanWise, Esri, DeLorme, NaturalVue | NOAA OCS, Esri, DeLorme, geonames.org |

Figure 6 - Health, Education and Social Care facilities in Edinburgh City Centre

### Scottish Index of Multiple Deprivation (SIMD) (Quintiles)



5/6/2019, 11:53:35 AM

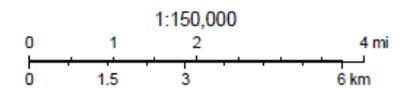
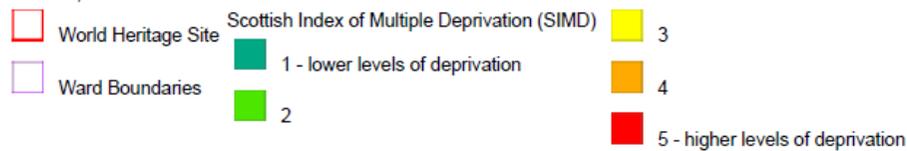


Figure 7 - Scottish Index of Multiple Deprivation 2016 - Edinburgh Quintiles

### Accessibility by bus without interchange (Minutes) - to City Centre/Princes St. (AM)

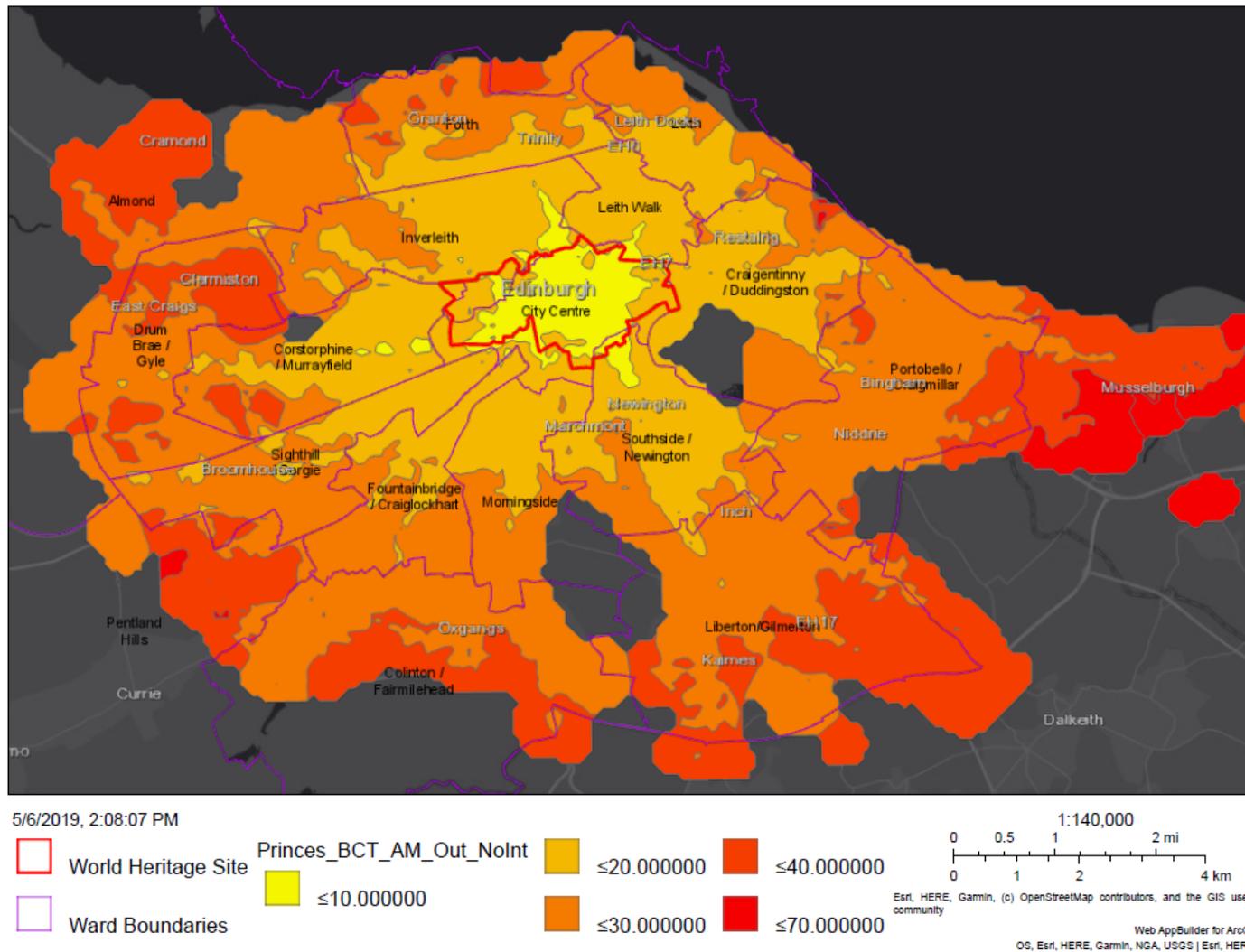


Figure 8 - Accessibility by bus to Princes St. without interchange (AM)

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