

Edinburgh City Centre Transformation

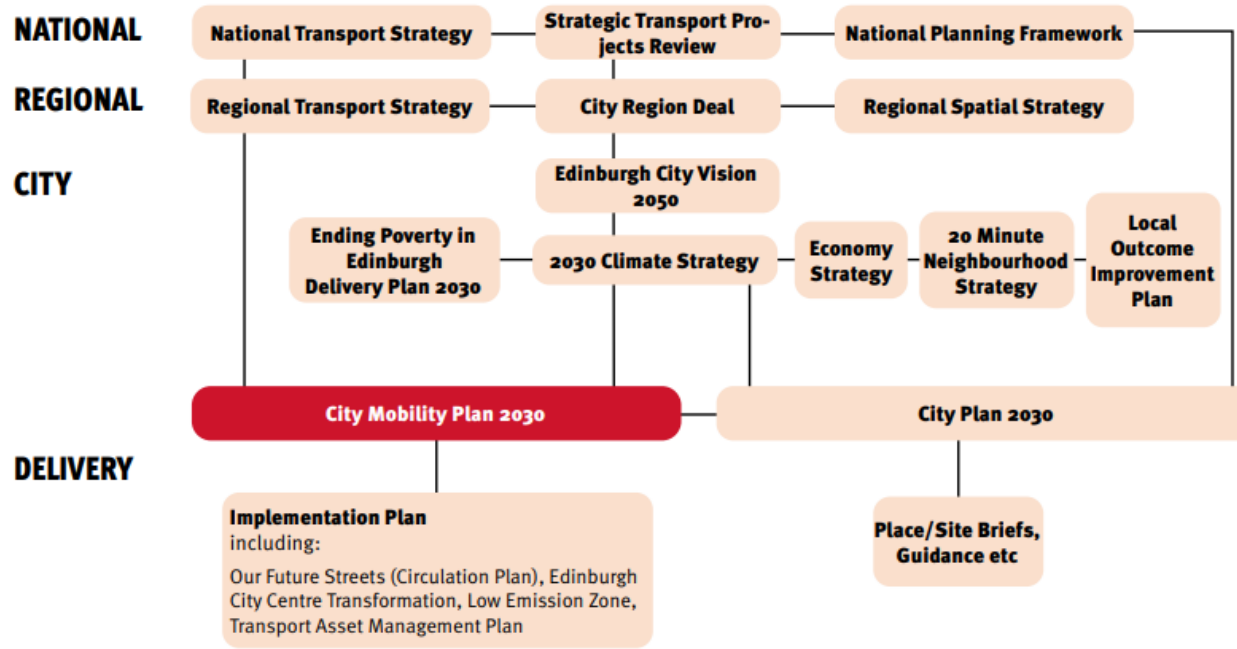
Final Strategy | September 2019



Edinburgh City Centre Transformation

Cllr Jule Bandel

Context



- Original strategy approved in 2019
- Climate strategy: Net Zero by 2030
- City Mobility Plan: 30% car km reduction by 2030



**CITY
MOBILITY
PLAN 2021-2030**

Principles of Change

Aims & Objectives



Consultation Outcomes



Baseline Data



PRINCIPLES



People First



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



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 ”



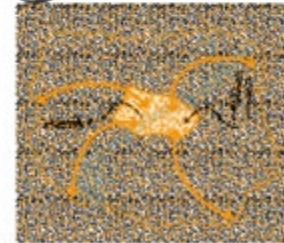
Unique Character & Identity



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



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 ”

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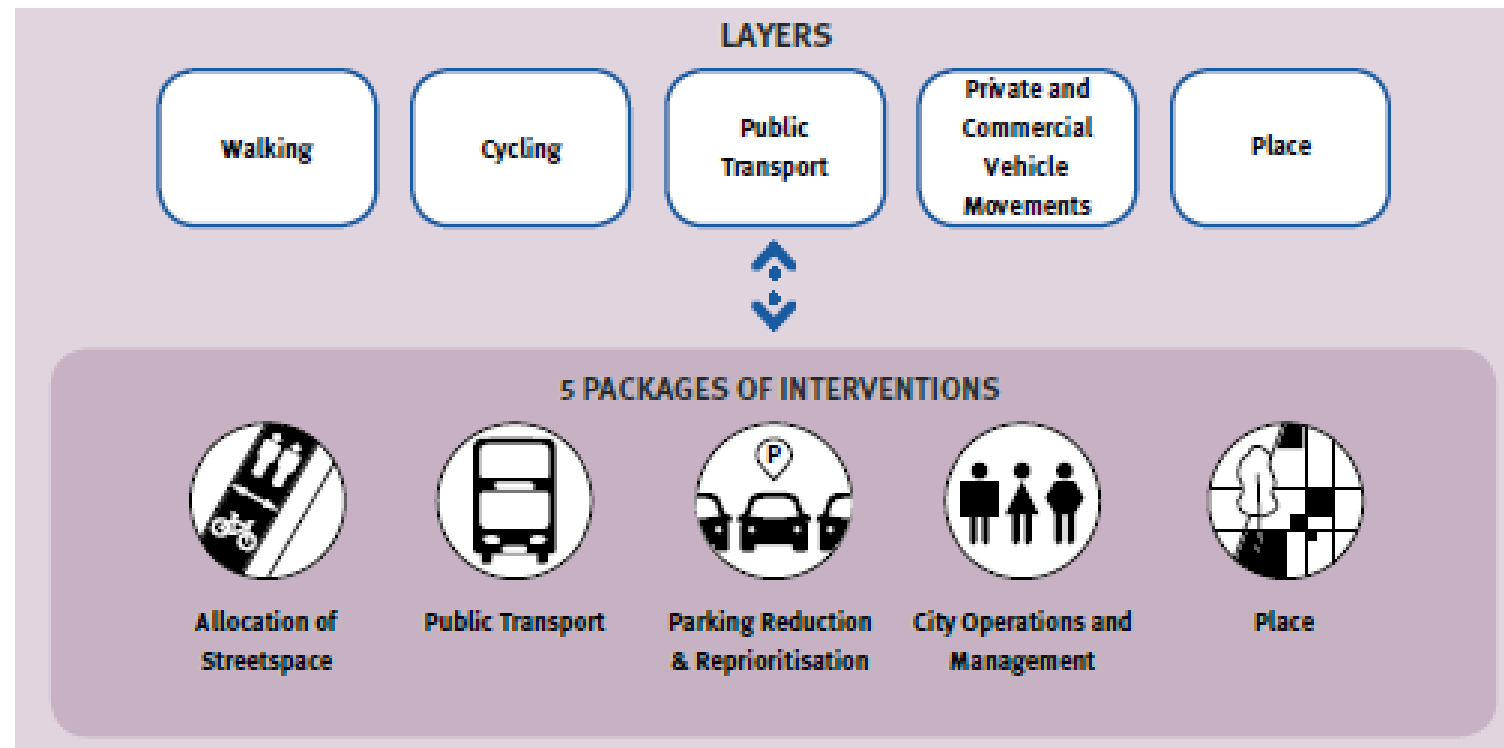
Vision

‘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.’

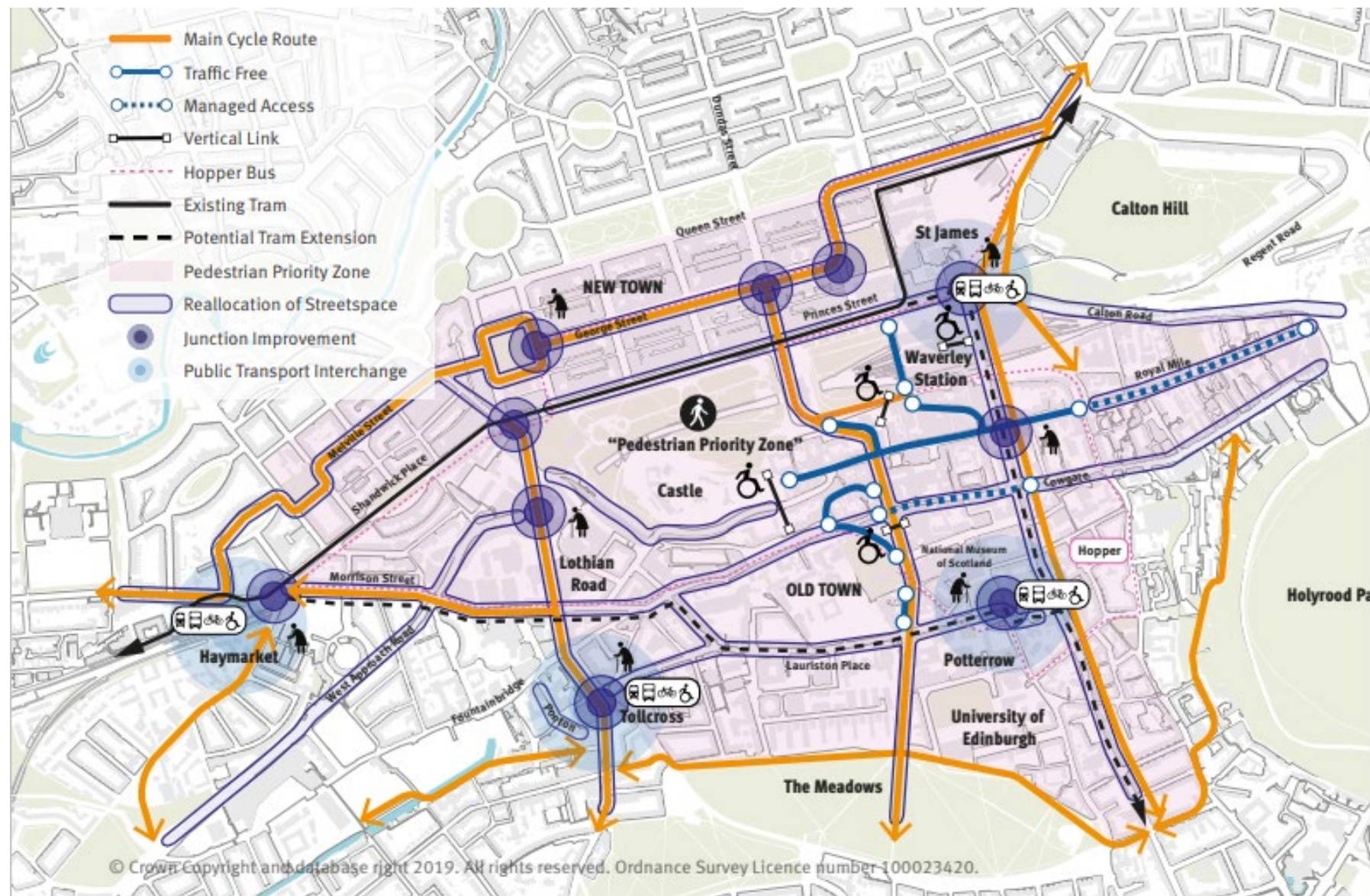
1. A walkable city centre
2. High-quality streets and public spaces
3. New segregated and safe cycle routes
4. Improved public transport journey times + free city centre hopper bus
5. An accessible city centre
6. Reallocation of space in the city centre

Layers and related interventions

- City centre serves different functions >> strategy needs to consider different layers of how people interact with the space



Spatial Framework



Street-space allocation

- Reallocating space from motor traffic to active travel and public transport
- 2024 update: removal of general through traffic from the Bridges corridor and Cowgate

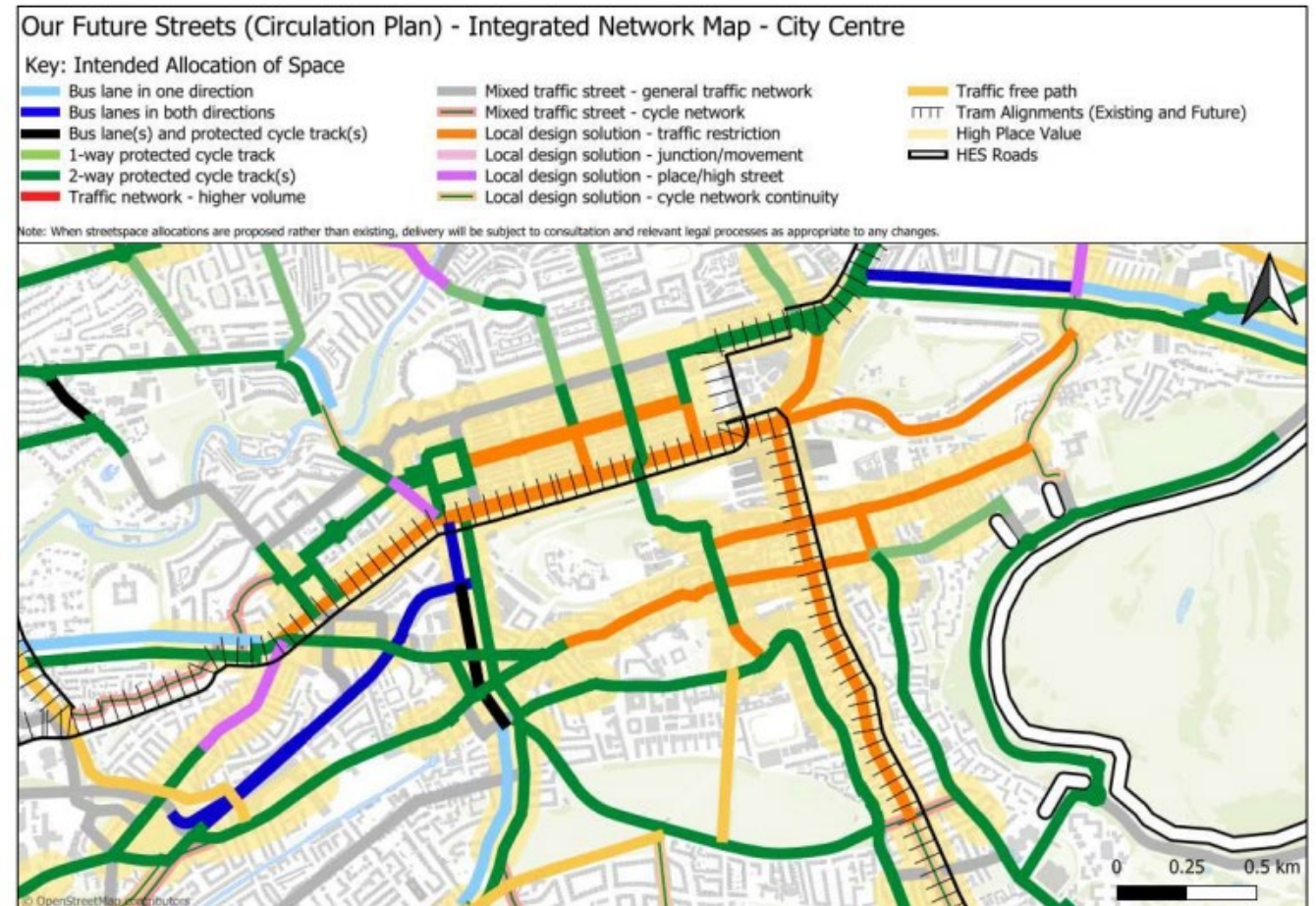
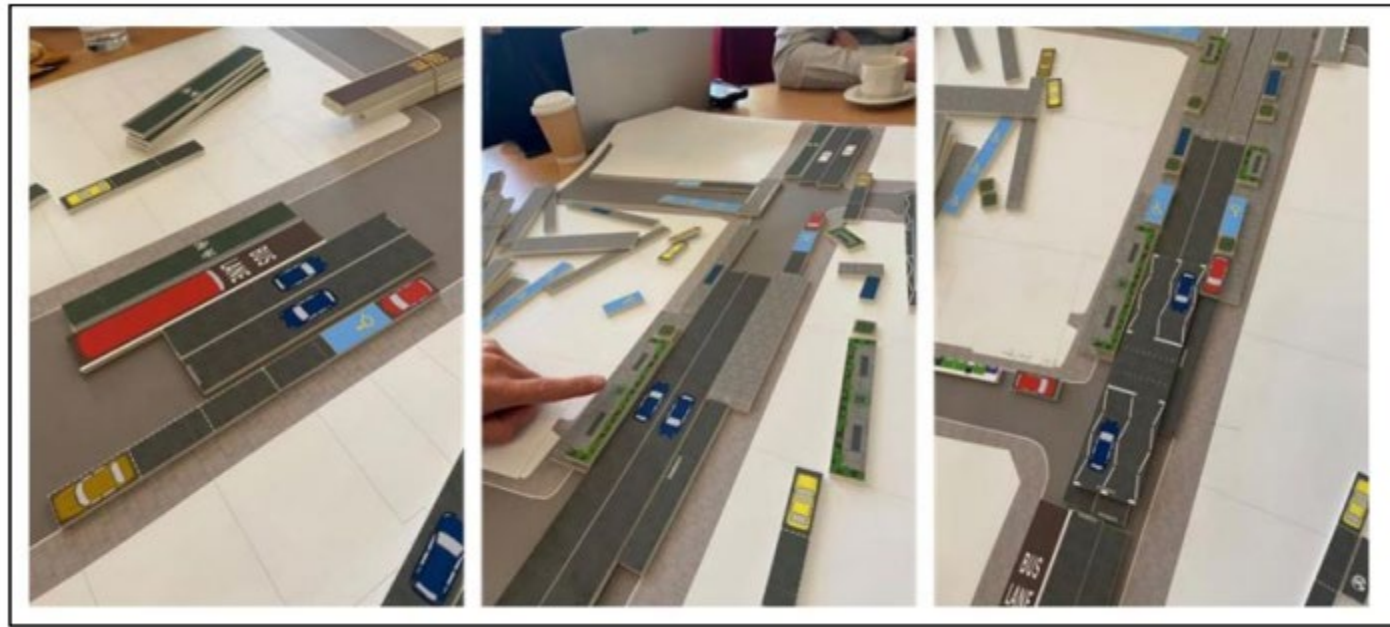
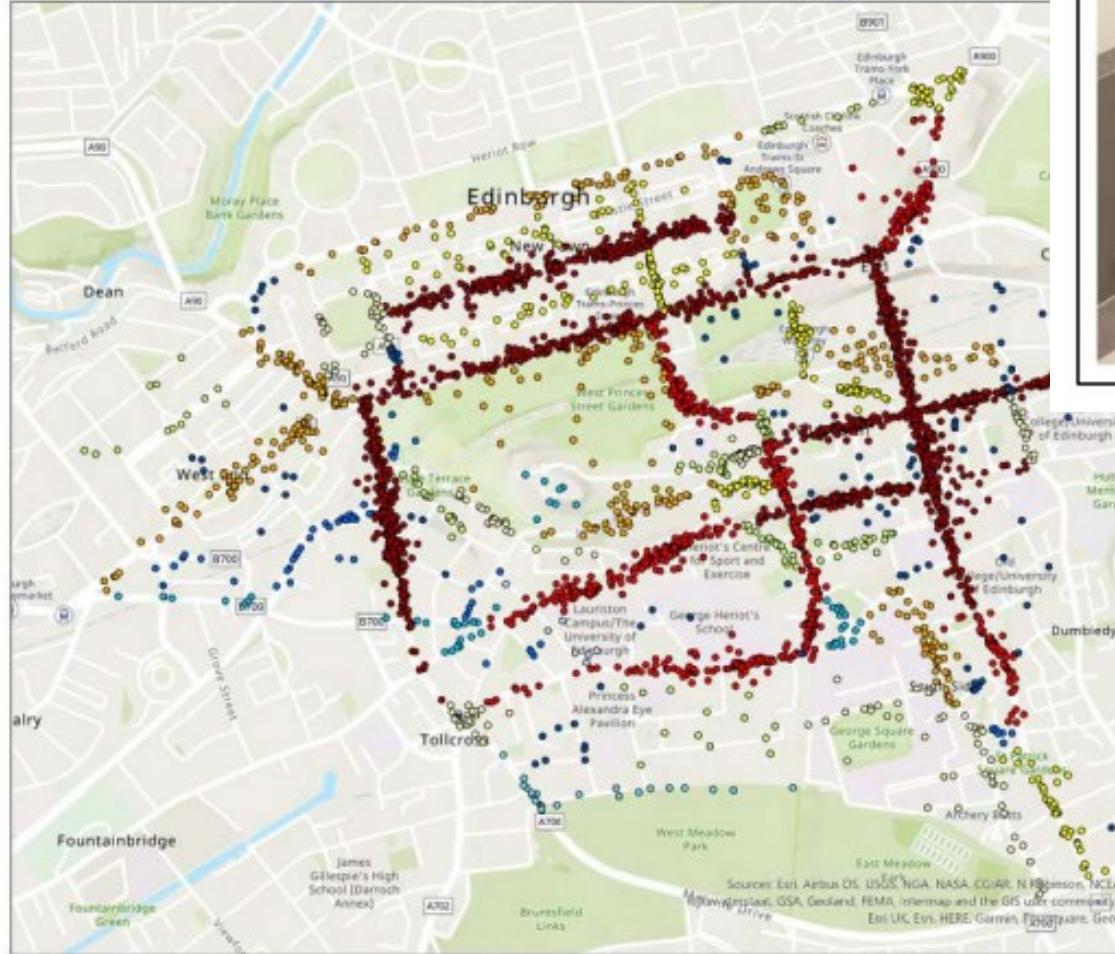


Figure 3.11(b) – Recommended Integrated Network – City Centre

Are there any additional streets in the city centre that you think we should prioritise for reducing through



George Street	350
Lothian Road	302
Princes Street	275
High Street	203
North Bridge	195
South Bridge	194
Canongate	176
Cowgate	170
George IV Bridge	161
Grassmarket	152

Figure 2.1 – Heatmap of Survey Respondents' Suggested Traffic Restrictions from 2023 CMP Consultation

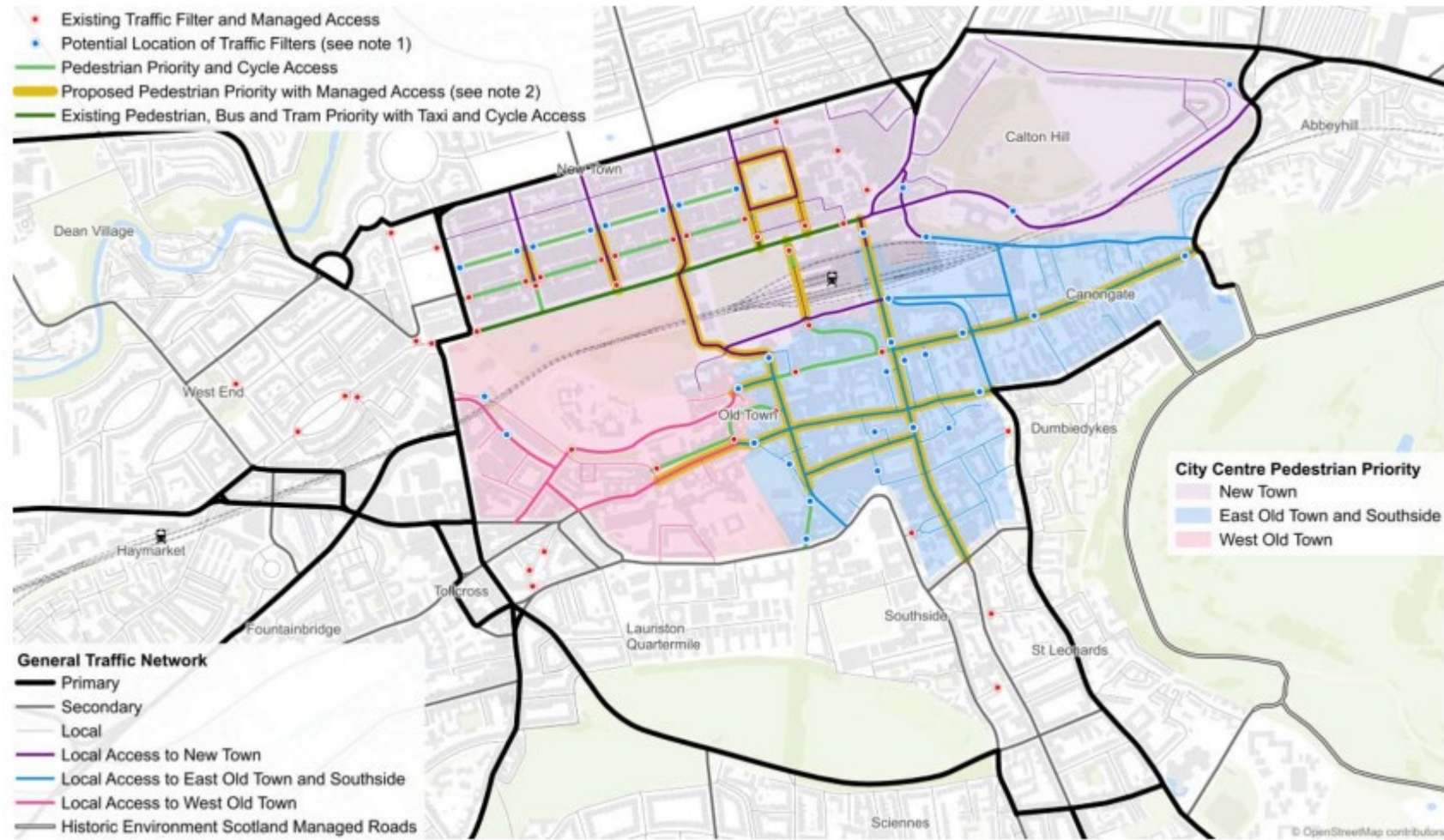


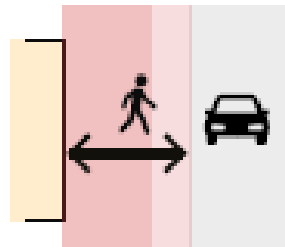
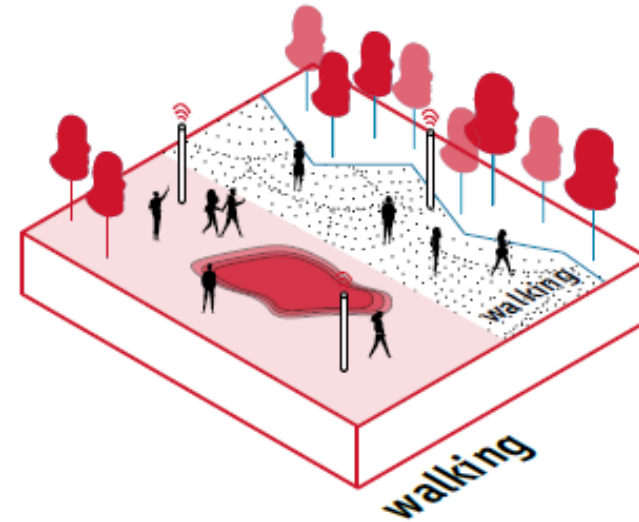
Figure 5.4: Option C

Walking

Key Elements



“ A **cohesive network** of pedestrian priority & car-free streets ”



“ **Widening of footways** on key pedestrian routes ”



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

Cycling

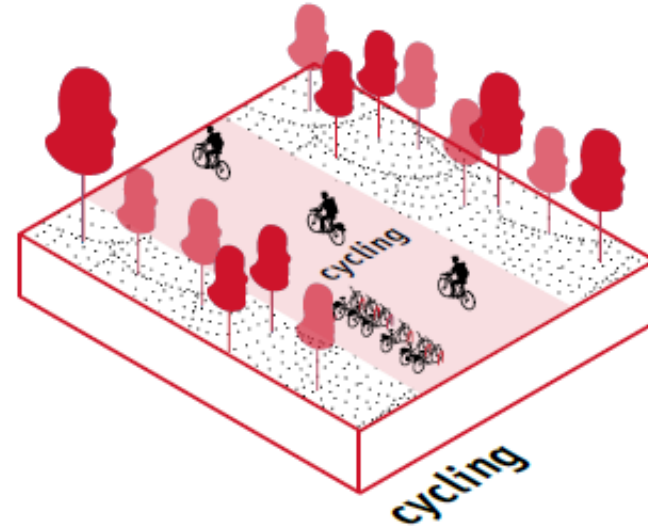
Key Elements



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



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



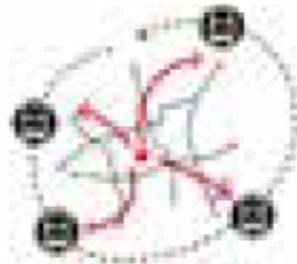
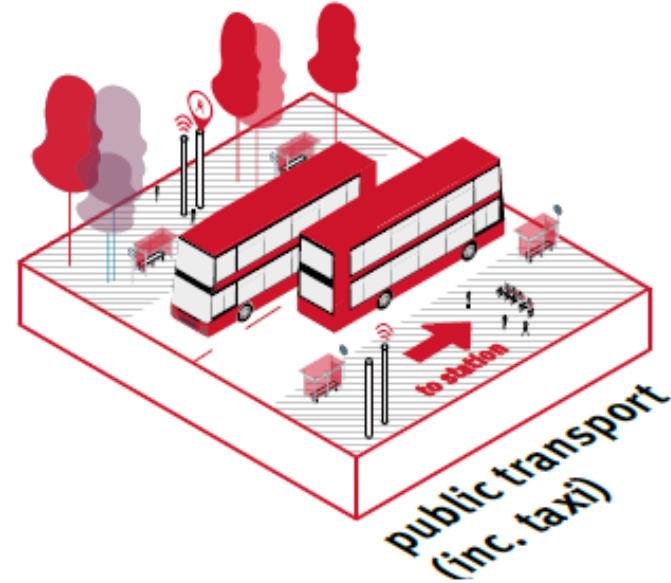
“ A **new pedestrian & cycling bridge** from Jeffrey Street to Calton Road ”

Public transport

Key Elements



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



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



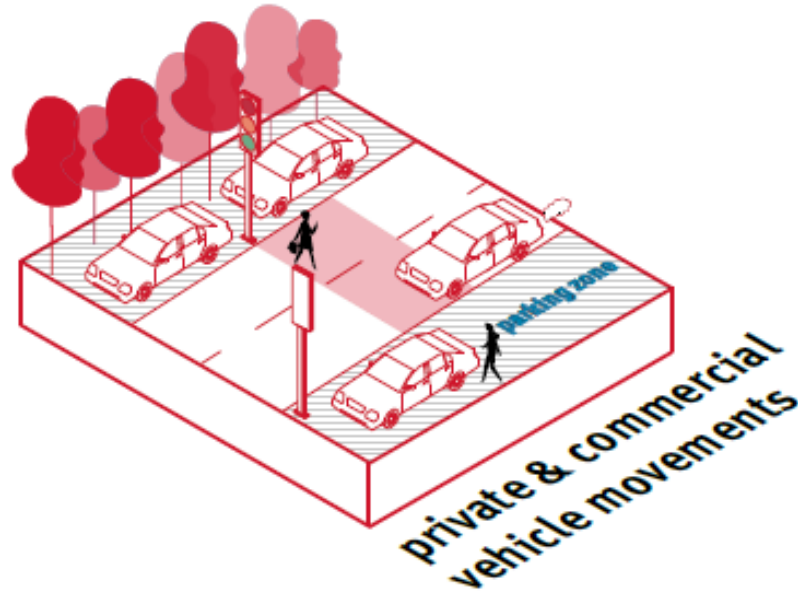
“**Interchange locations at** key points to support the pedestrian priority area”

Private and Commercial Vehicle Movements

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
”

Operations

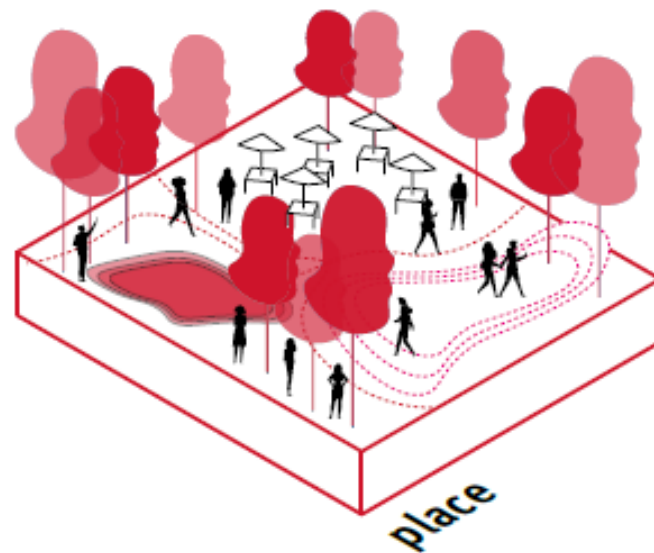
- Waste management, business deliveries and servicing, sustainable tourism
- Restrictions on loading times and vehicles
- Support low / zero emission vehicles for 'last mile' delivery
- City Centre Operational Plan currently in development

Place

Key Elements



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



“**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”

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.

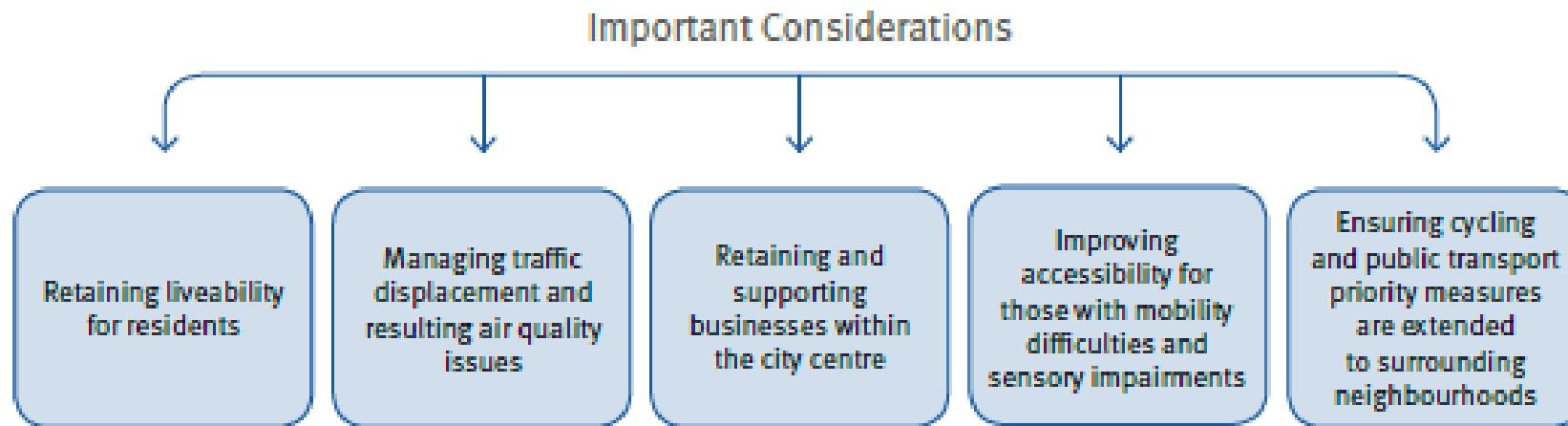
Meadows to George Street



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.

Challenges and outstanding questions

- Traffic displacement
- Operational plan
- Funding
- Heritage
- Public engagement
- Business engagement
- Maximise modal shift
- Data



How do we get buy-in from the public and businesses?

How do we make the most of available data to understand and communicate our impact?

Discussion

How do we maximise limited funding?

How do we limit and manage traffic displacement?

How do we integrate our interventions with the historic environment?

How do we link opportunities to maximise mode shift?