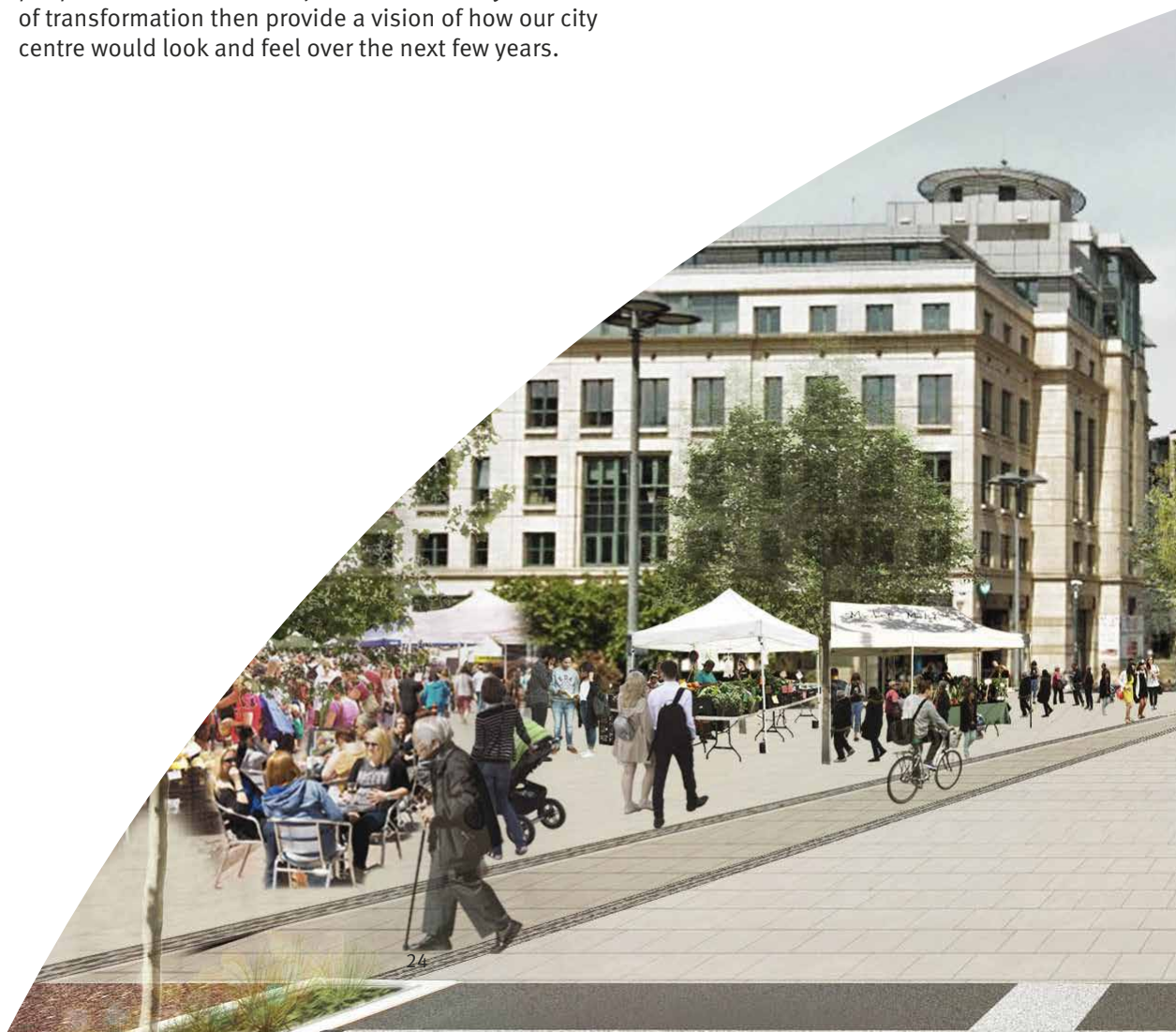


3

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.

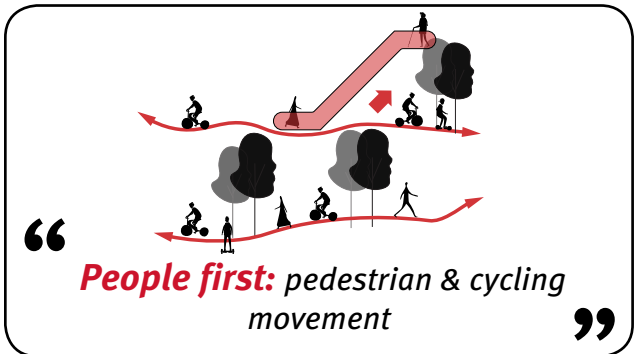




3.1 Spatial Framework

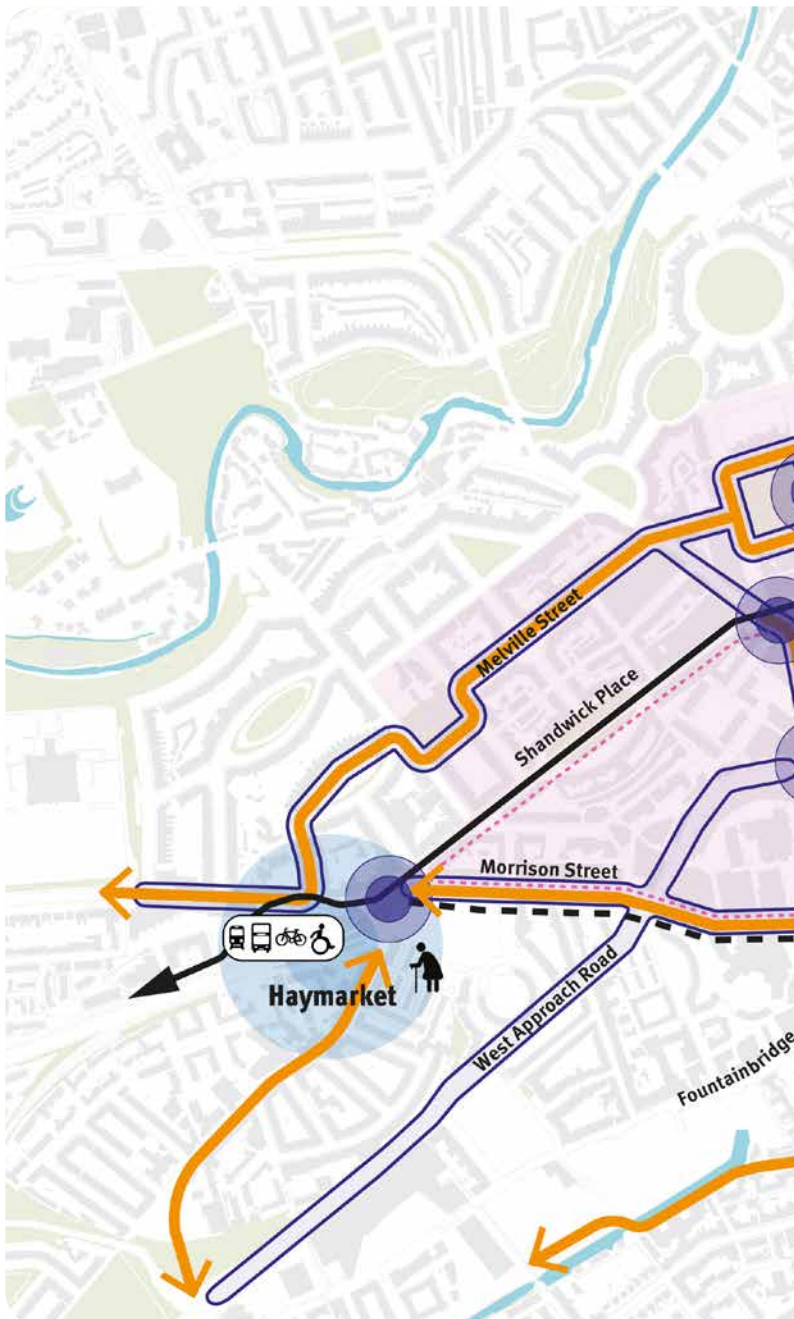
The spatial framework shows how and where across the city centre changes will be made. This is then broken down into ‘movement’ and ‘place’ layers to enable users of the city centre to fully appreciate the scale and location of the proposed changes, in the context of how they move and use the city centre. 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

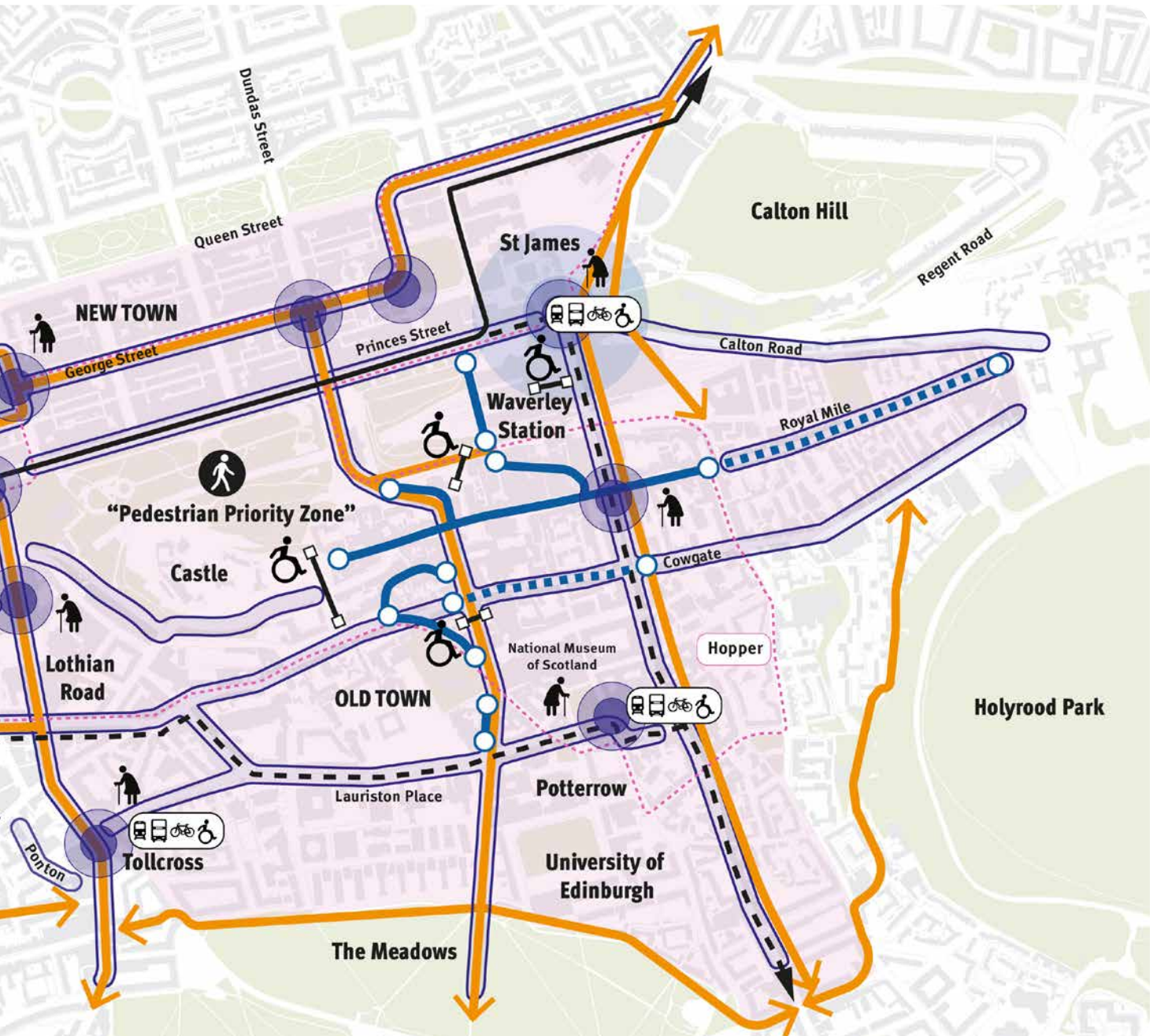
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Improved **public transport:** city centre hopper bus, potential tram loop, public transport interchange

”



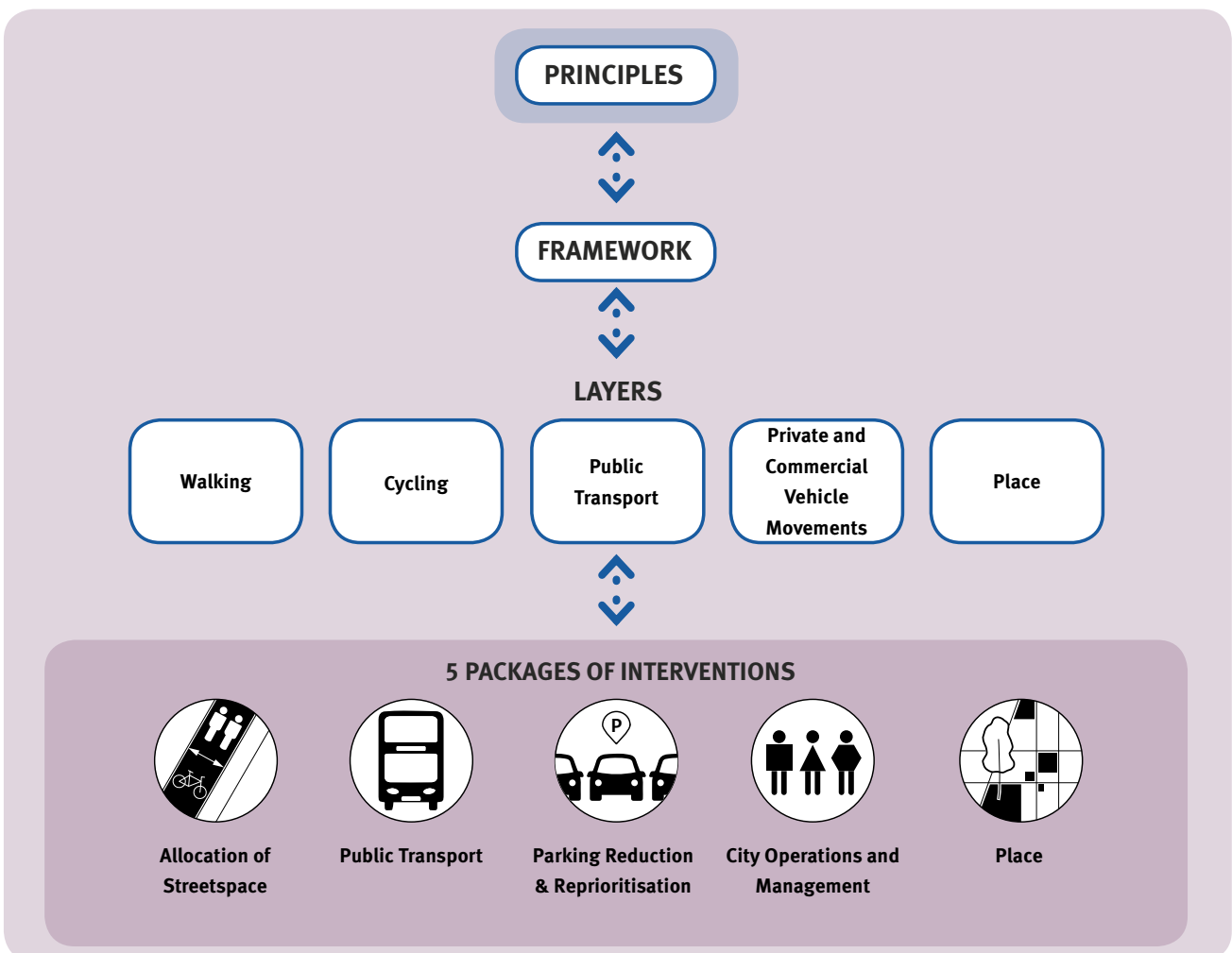
3.2 Layers and Interventions

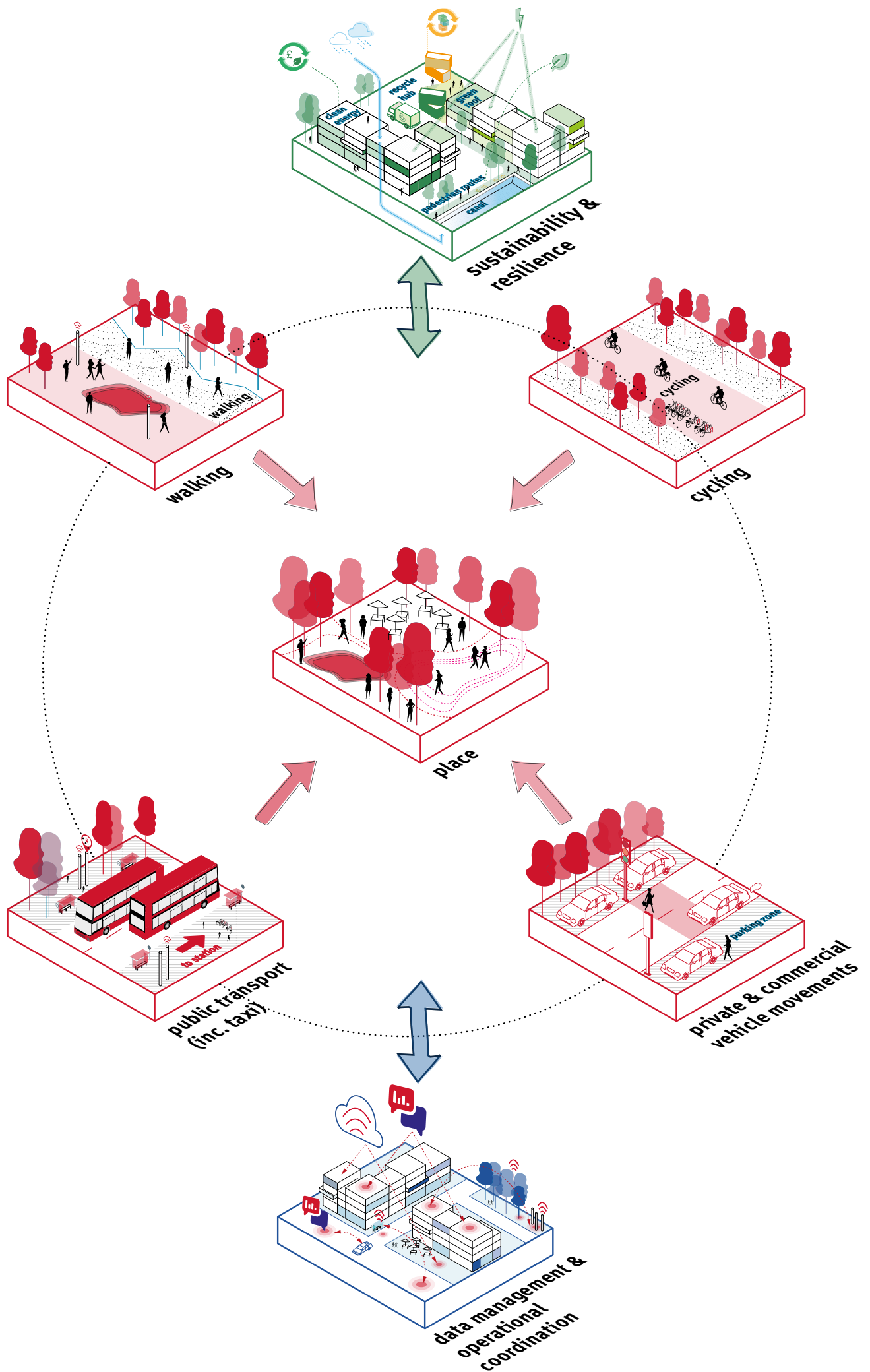
Edinburgh is a modern capital city with a unique urban form and heritage, which makes it a complex place. In order to understand this better, the Strategy is built up in layers based on how people use and interact with the city and what they do there. To enable the city to operate and deliver for the 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 achieved anywhere else in Scotland at this scale.

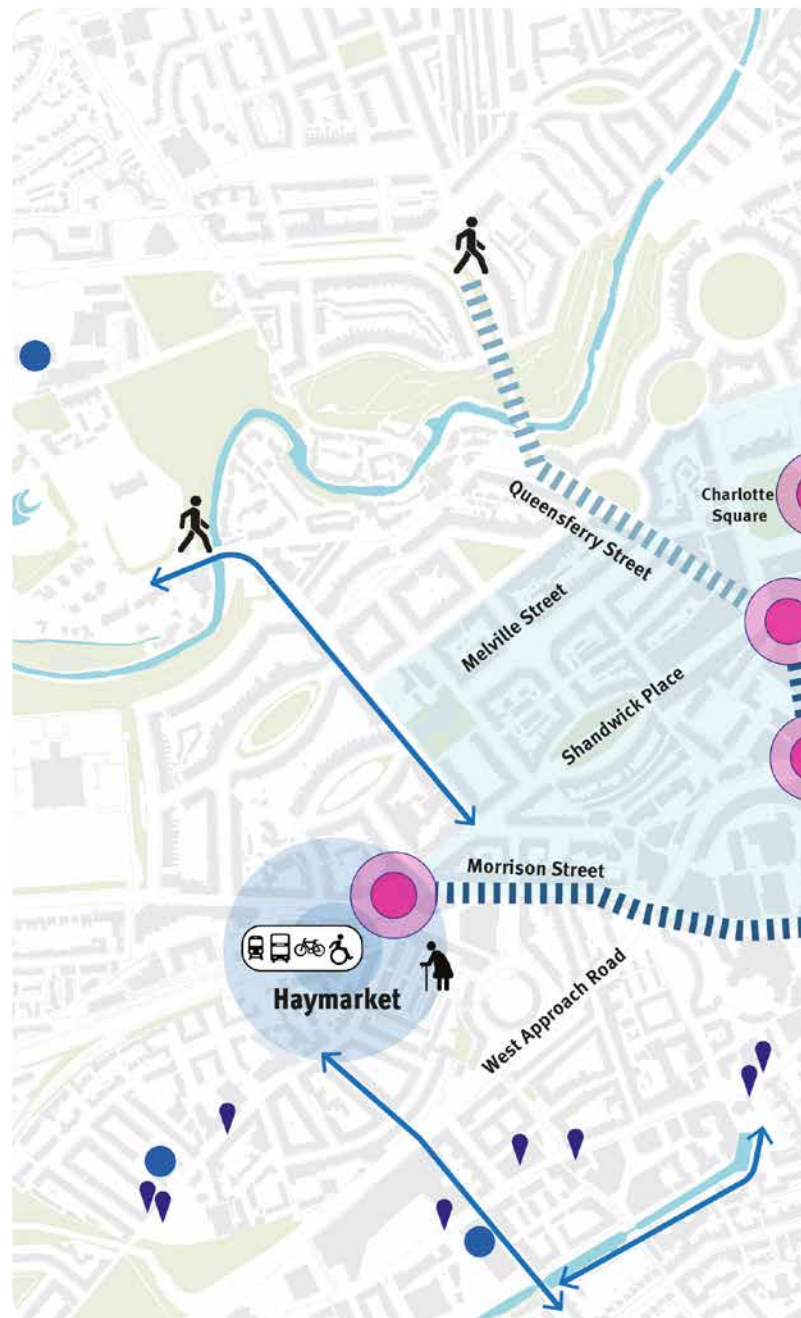


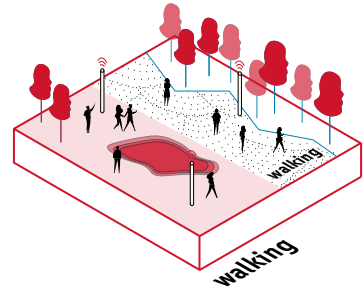
In addition to the above measures, specific improvements for those with mobility impairments, parents and carers include a greater roll-out of dropped kerbs at crossings, enhanced wayfinding and vertical connections to overcome level differences

Key Elements



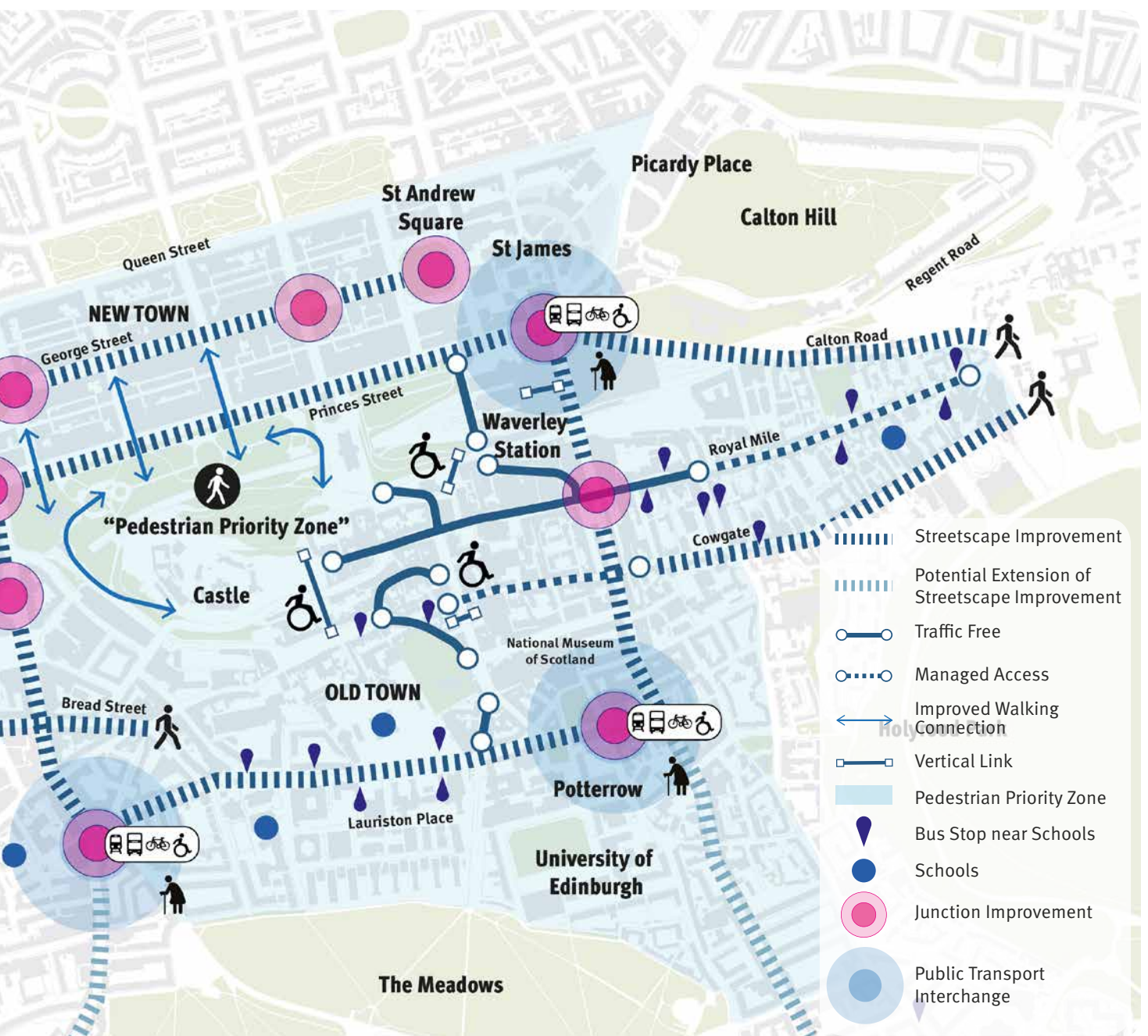
“ A **cohesive network** of pedestrian priority & car-free streets ”





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

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



Cycling

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.

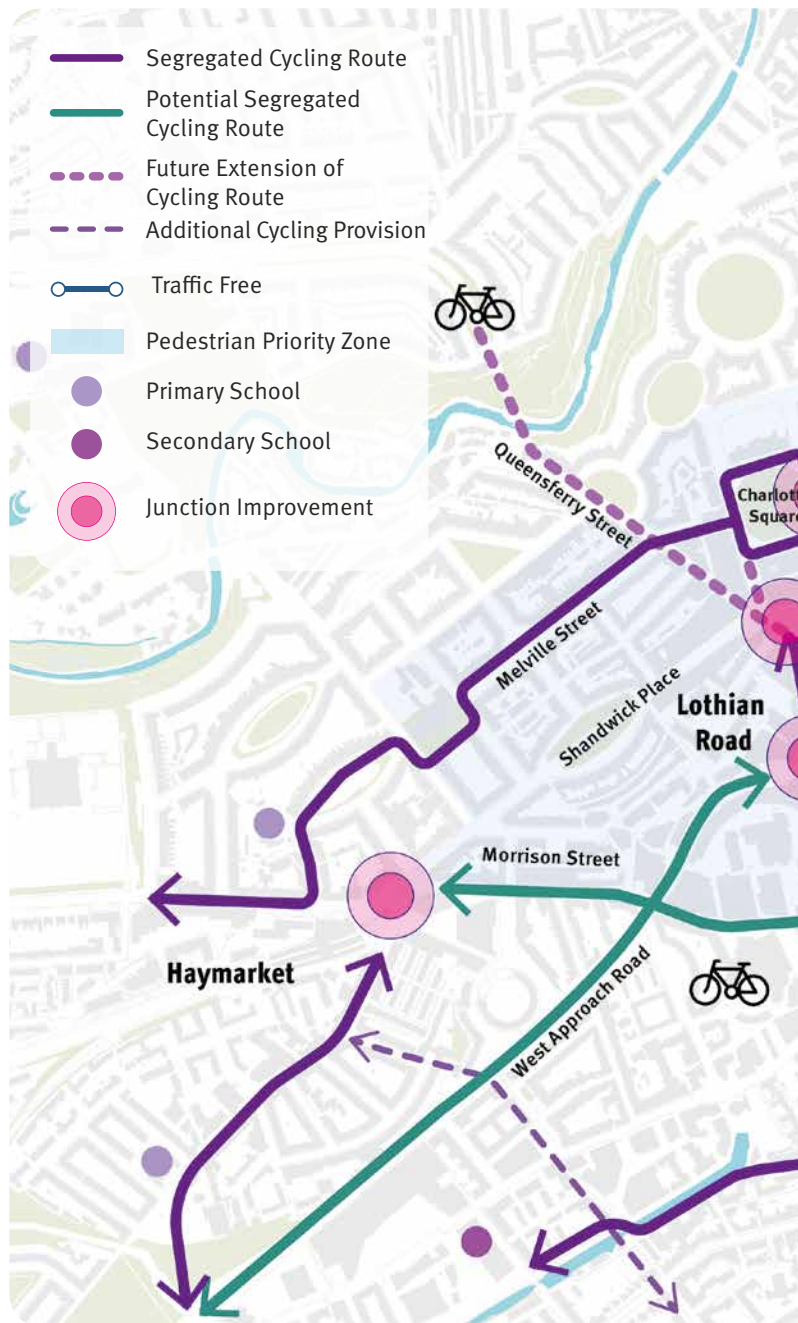
Street spatial accessibility - cycling scale (5 km)

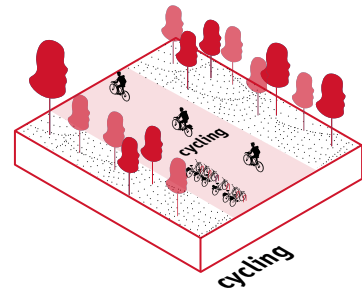


Key Elements



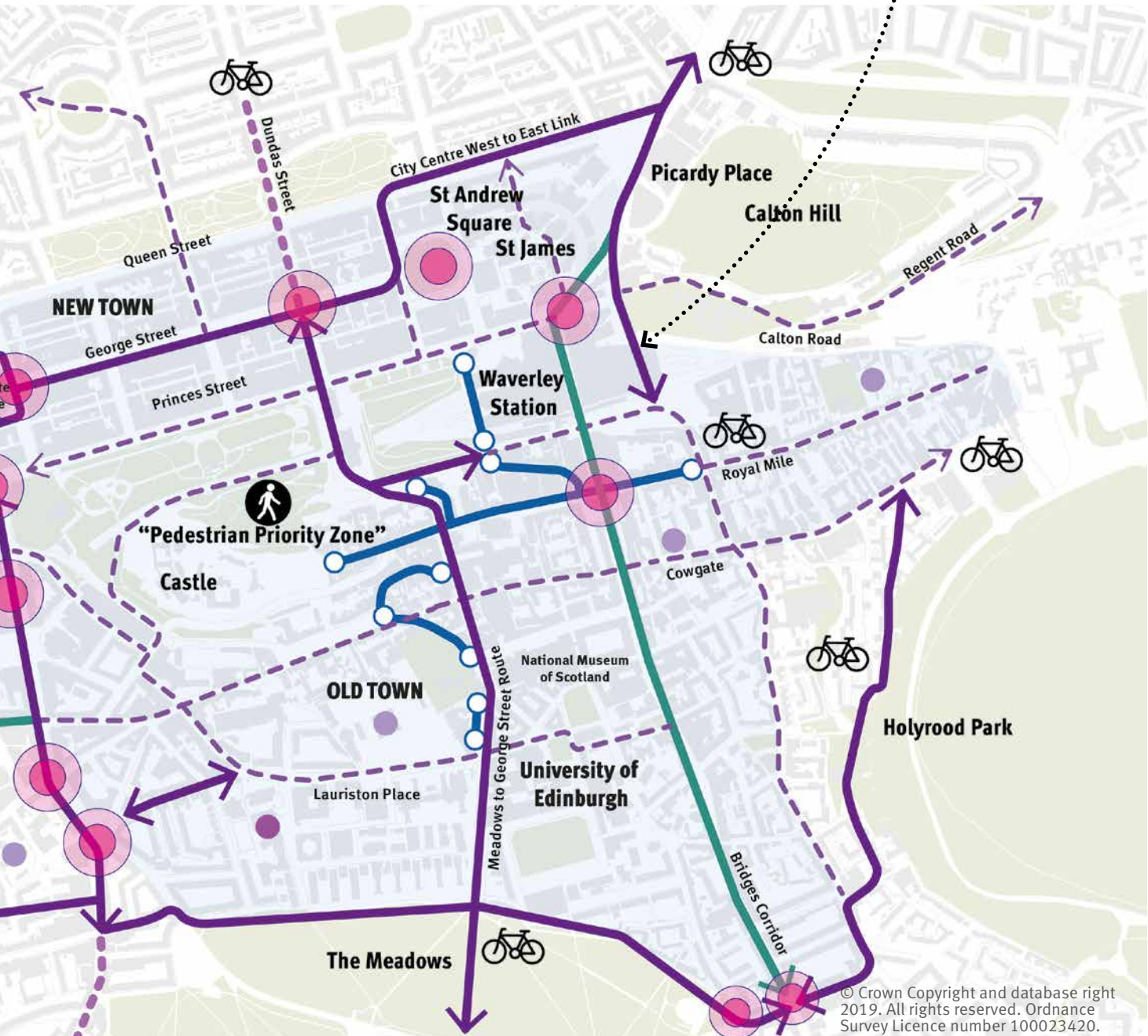
“ Provision of **new segregated & safe cycles routes** to provide a **connected network** ”





“ 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 (except 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.

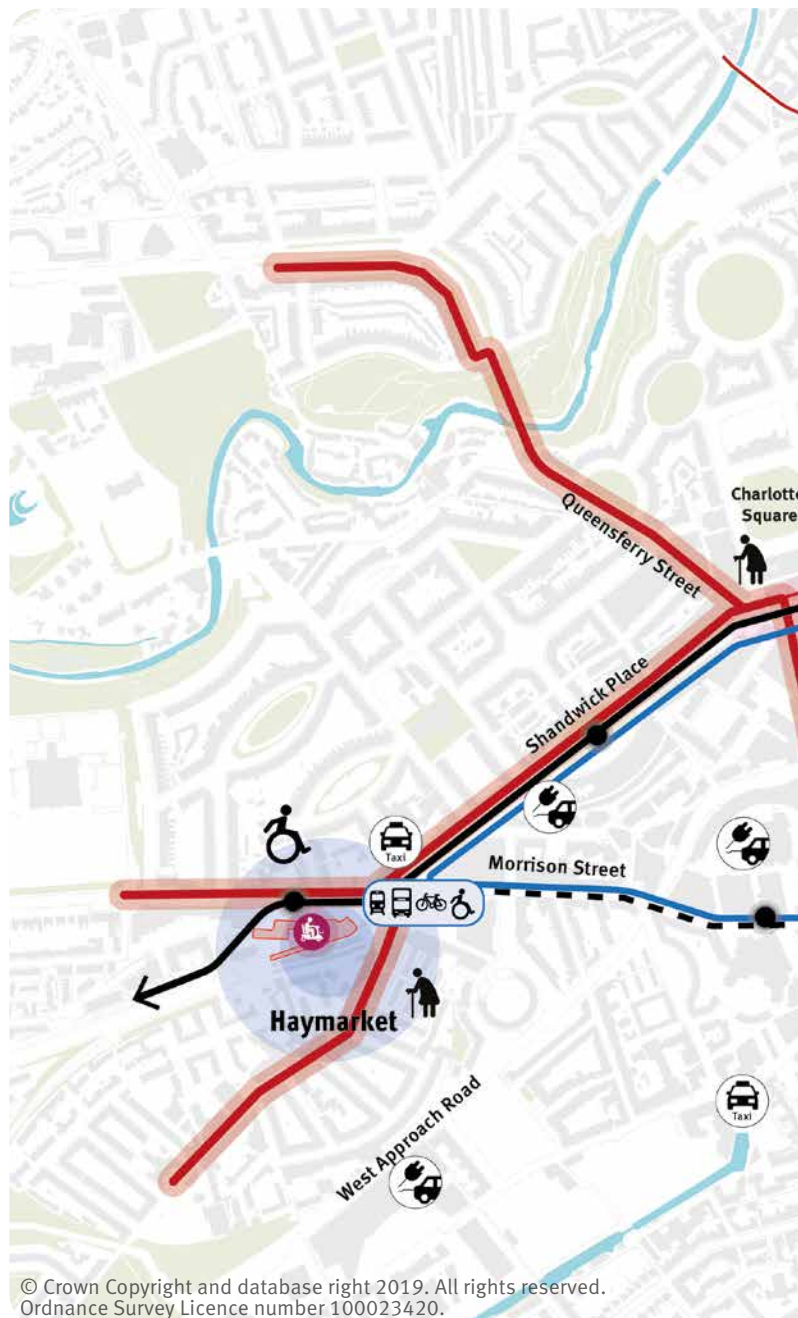
In combination, the Strategy will deliver the enhanced capacity needed to meet growing public transport demand for access to the city centre.

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.

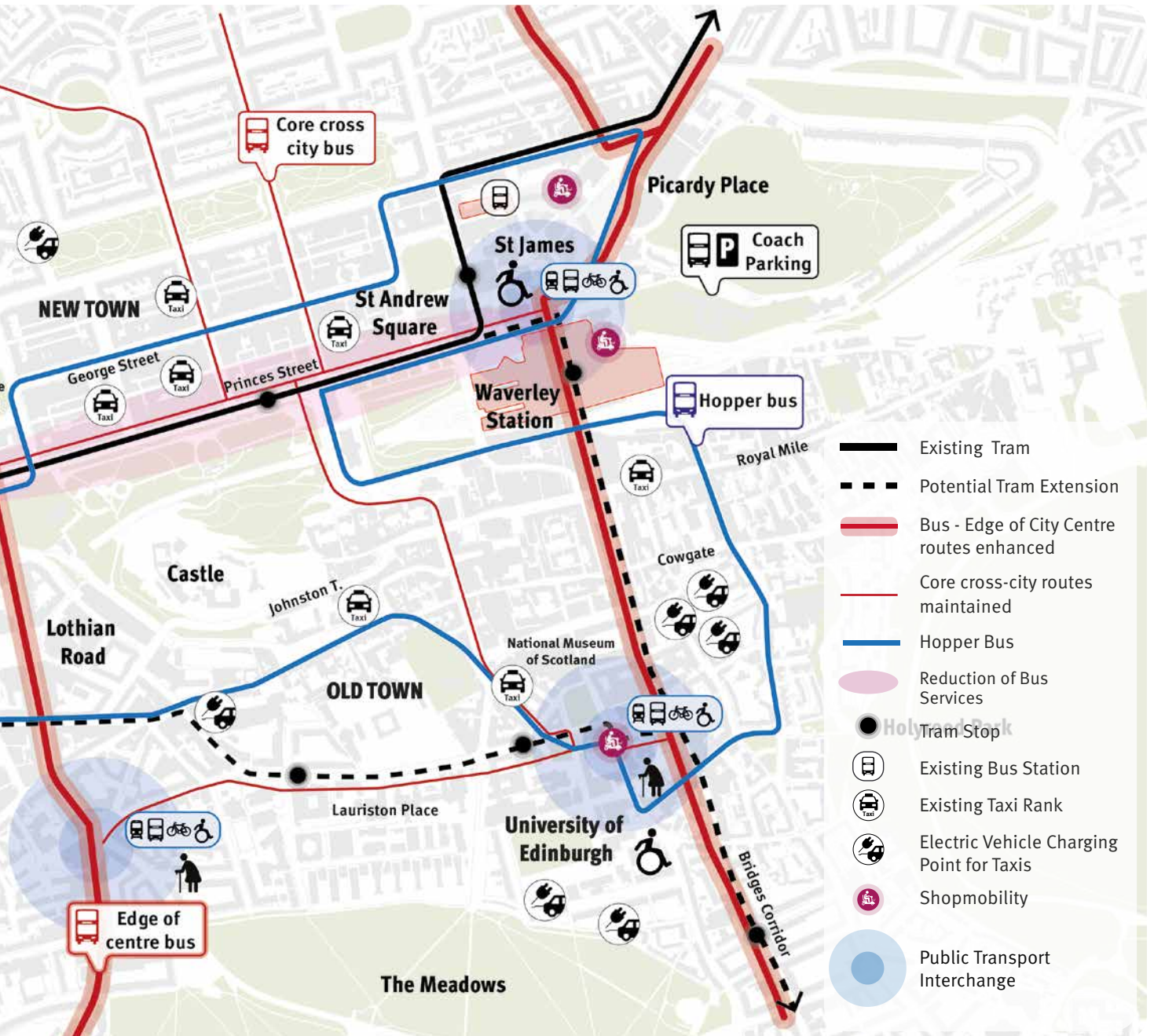
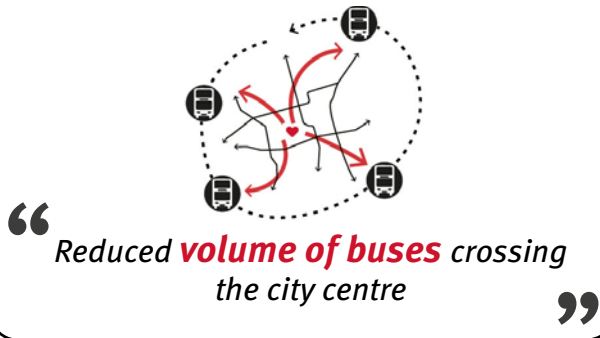
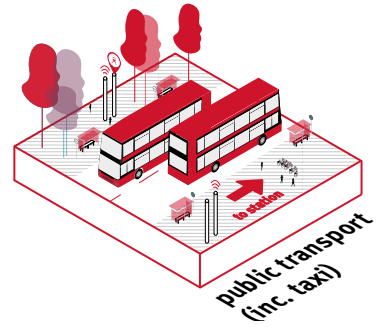
Key Elements



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



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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

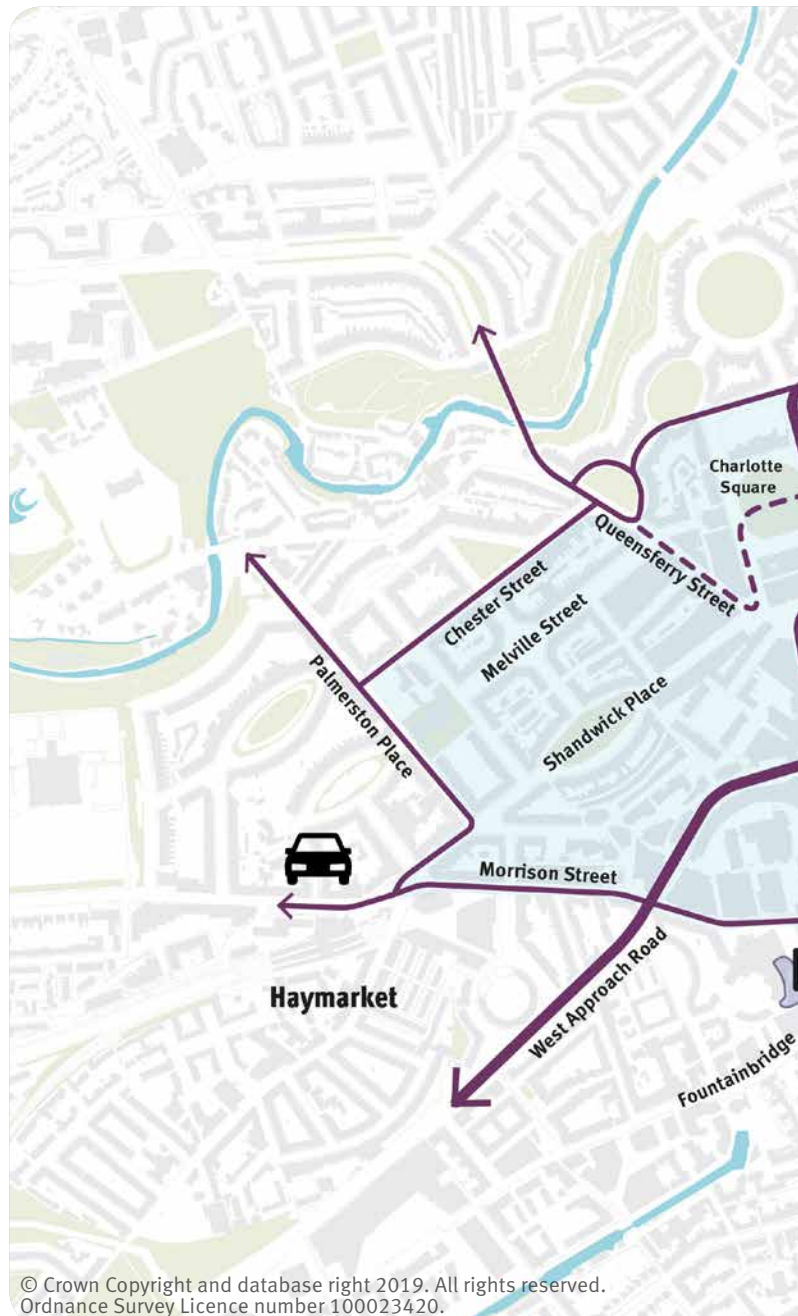
Key Elements



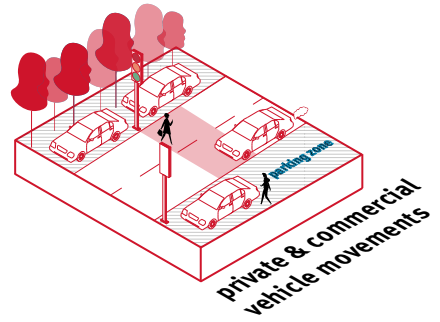
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Traffic Free Streets in the Old Town

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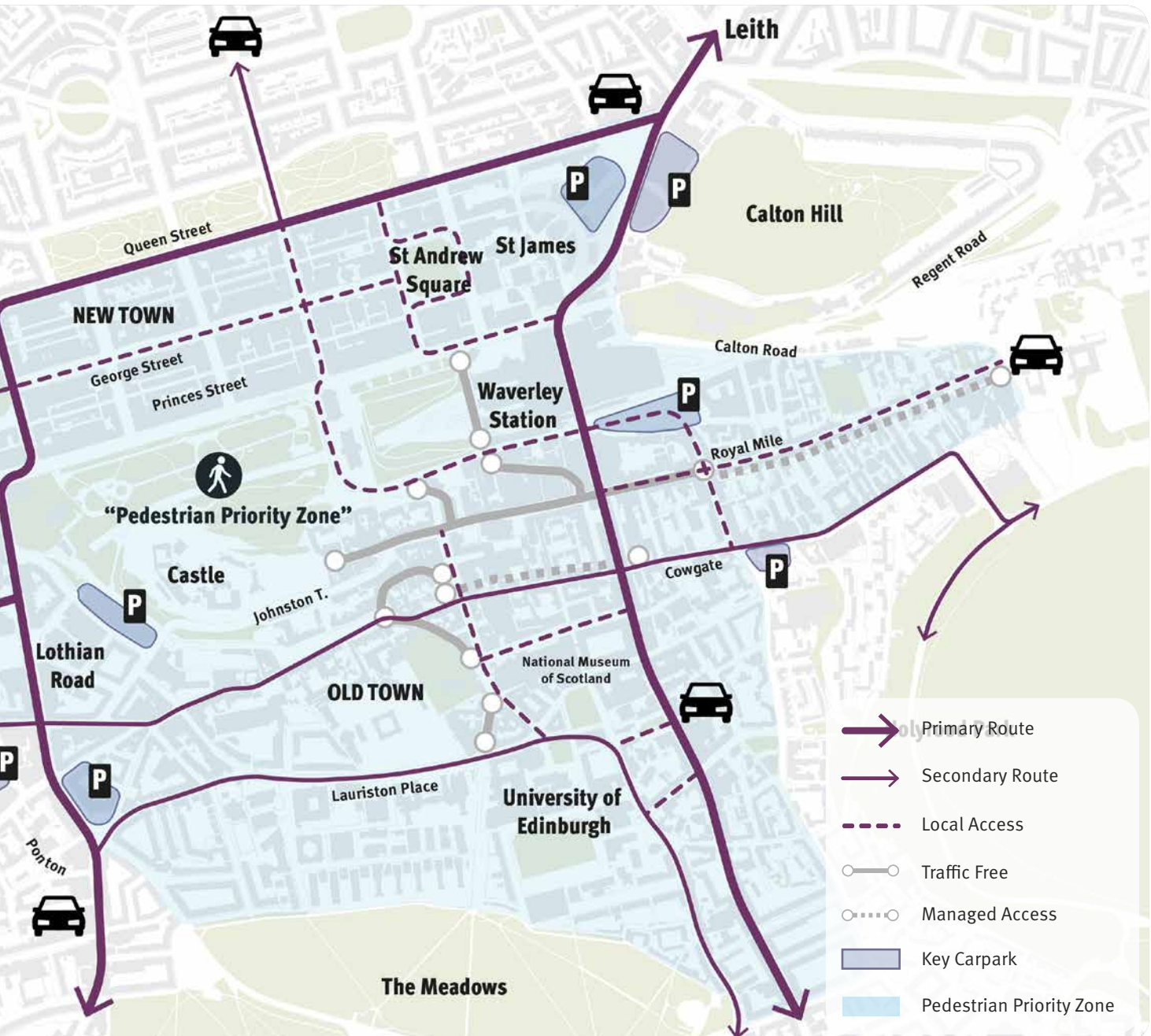

 residential - business servicing
 only


“ 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 coach 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.

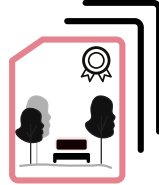
These interventions also respond to the need to create places where people want to linger: places where children and young people are welcome and are free to enjoy and spend time, where people want to come and support the local businesses and shops, and that communities can make their own. To capitalise 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:

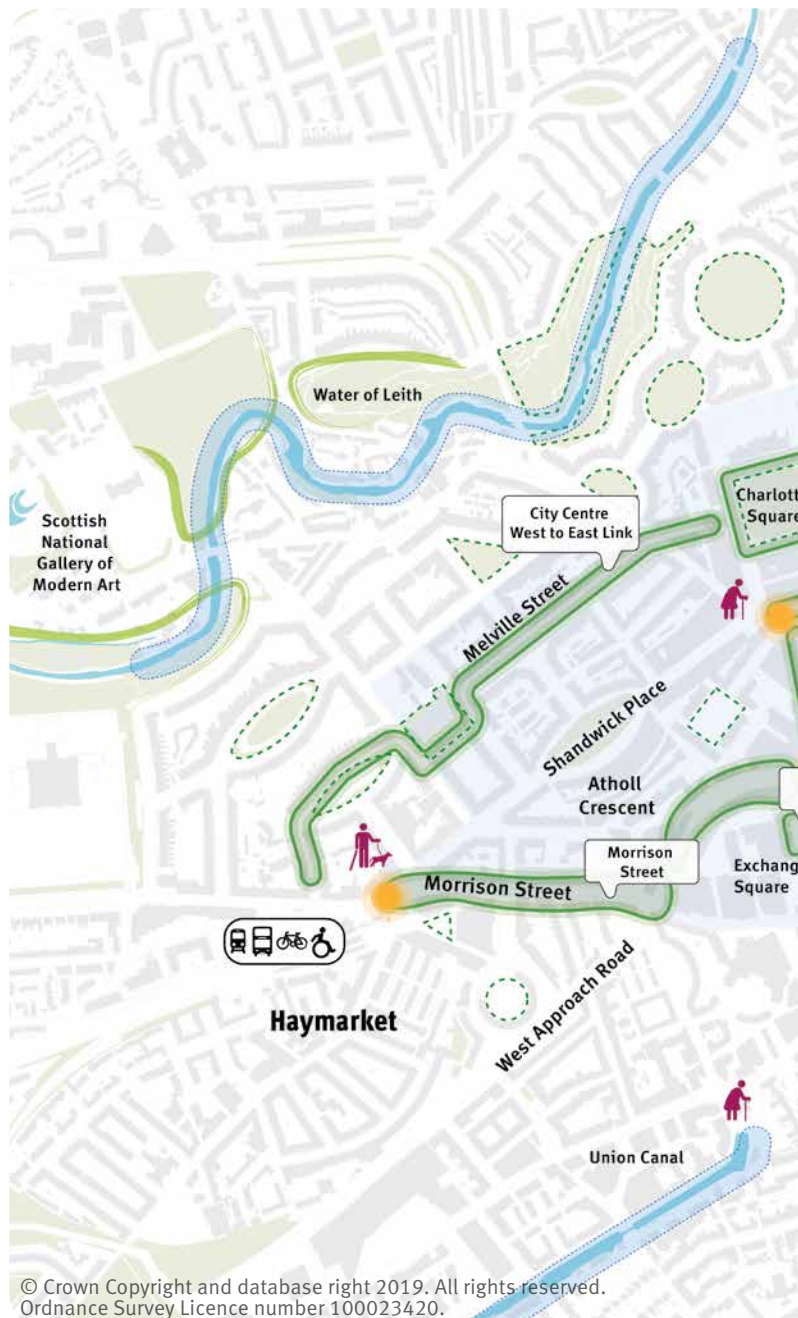
- Public realm schemes for Princes Street, George Street, George IV Bridge, Lothian Road, South Bridge, Morrison Street and Ponton Street, with future improvements to Cowgate, Canongate and other streets
- Public realm improvements to the streets where closures are in place
- In line with the outcomes 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

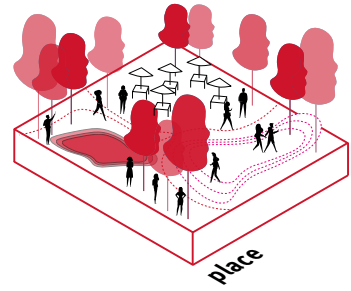
The improvements delivered through these changes are vital to support the ambition set out here with regards to high-quality placemaking. These ambitions are set out in more detail in the catalyst areas section.

Key Elements

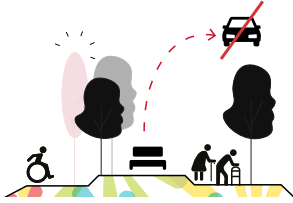


“**Public Realm Schemes** for Princes St, George St, Lothian Road, South Bridge, Morrison St & Ponton St”

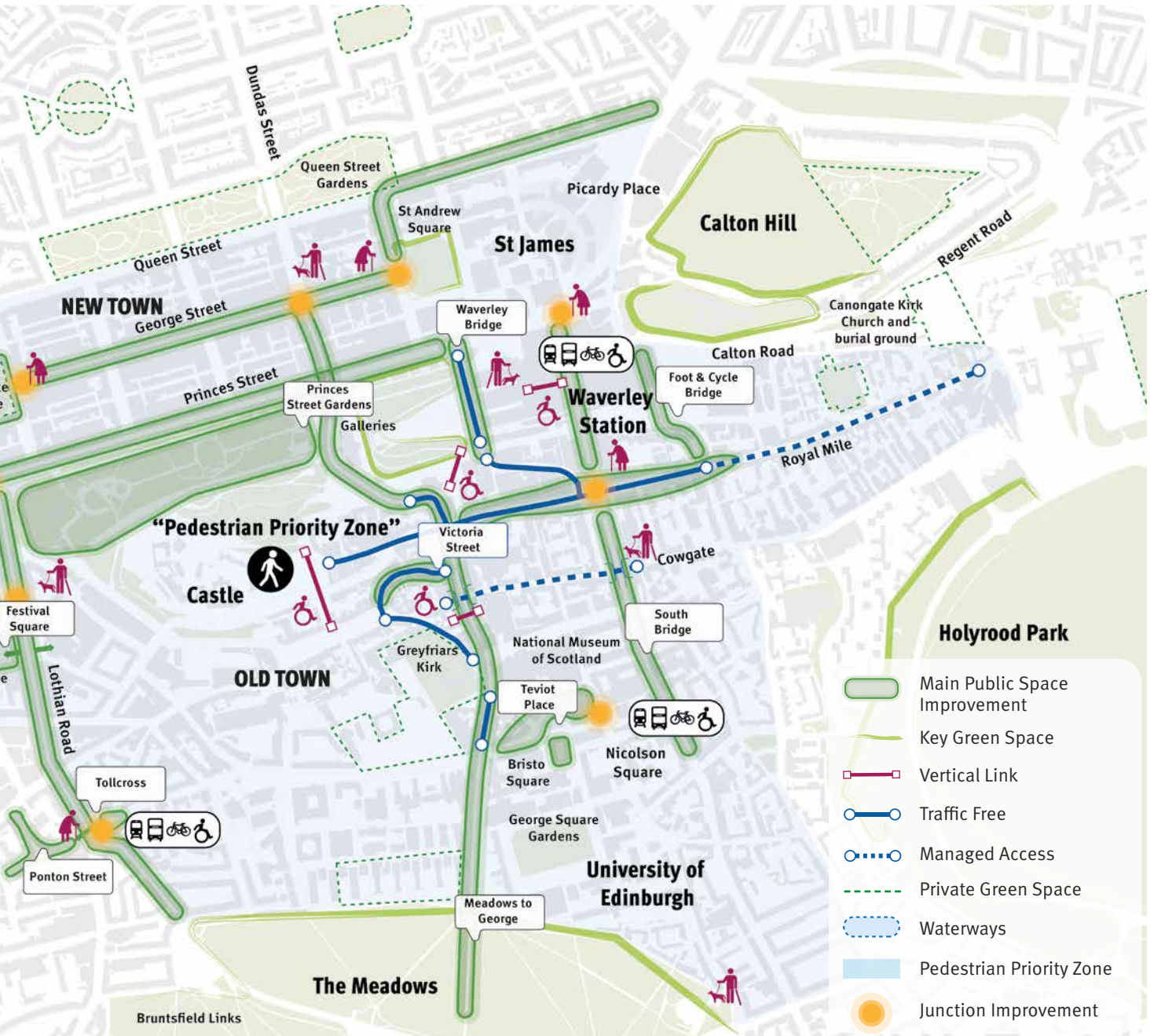




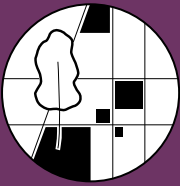
“ **Public Realm Improvements** to the streets where closures are in place ”



“ **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>