Environmental Report

City of Edinburgh Council

Edinburgh City Centre Transformation Proposed Strategy

Strategic Environmental Assessment

September 2019

Contents

Appendices

Key facts

Name of Responsible Authority	City of Edinburgh Council
Title of PPS	Edinburgh City Centre Transformation Strategy
Requirement for the PPS	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.
Subject of PPS	Land use and transportation
Period covered by PPS	10 years from date of adoption
Frequency of Updates	Interim review after 5 years
Area covered by PPS	The study area comprises the Old and New Towns of Edinburgh World Heritage Site and edge of city centre communities.
Purpose of the PPS	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 were 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 polices) 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 28th 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	• Ensure that there are no significant adverse impacts on the integrity of European designated sites • Ensure that there are no adverse impacts on the notified features of national designated sites • Conserve and enhance biodiversity at all levels • Create a natural environment valued for its natural capital and which aims to deliver multiple benefits, including social and economic • Improve connectivity of natural places • Create a natural environment resilient to the threats of climate change, invasive species, habitat fragmentation, pests and diseases
Population and Human Health	• Plan for demographic change • Maintain and improve health • Promote active travel and decarbonising travel • Promote access to quality open space • Improve the city's walking and cycling infrastructure • Reduce the need to travel
Material Assets	• Promote sustainable design and innovation to reduce material consumption • Minimise waste generation • Maximise re-use of material resources and use of recycled materials • Maintain and enhance transport infrastructure • Encourage innovative approach to heat generation/renewable infrastructure
Water and Soil	• 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: • Identify, protect and restore the water environment and properly integrate water into the design of urban landscapes.

Topic	Key Environmental Requirements/Objectives
Air and Climatic Factors	• Reduce harmful emissions to air • Support Edinburgh's transition to a low carbon economy • Promote 'clean' economic growth • Encourage modal shift to lower emission modes of travel • Protect citizens from the harmful effects of air pollution • Air quality should not be compromised by new or existing development and where places are designed to minimise air pollution and its effects. • Ensure citizens are well informed, engaged, and empowered to improve air quality • Contribute to the response to climate change, through sustainable design mitigation and adaptation • Integrate whole life carbon considerations through sustainable design
Cultural Heritage	• Ensure that there are no significant adverse impacts on the integrity of cultural heritage sites • Identify, demonstrate and assess the potential impacts of proposals on the setting of heritage assets and establish and refine final proposals to mitigate the impact or, where possible enhance the setting of heritage assets. • Seek to 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. • Promote a sustainable approach that integrates conservation with the needs of all communities and visitors to the site • Interpret and present the history and significance of the Old and New Towns of Edinburgh to the highest quality and promote equality of opportunity to access and enjoyment • Ensure that the Outstanding Universal Value (OUV) of the World Heritage Site and its setting is understood, protected and sustained. • Relationship between World Heritage Site and economic success needs to be protected, developed and celebrated.
Landscape/Townscape	• Ensure that the unique qualities of the city, its historic environment and the character of its urban areas are safeguarded for the future • Protect important landscape and natural features of the environment • Increase the number of people that can benefit from greenspaces that are sustainably managed, biologically diverse and contribute to health and wellbeing. • Improve the quality of life in local communities by conserving and enhancing the natural and built environment to create more healthy and attractive places to live • To respect and enhance the skyline and key views. • 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.

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**		
Possible future decreases in air quality/need to encourage more sustainable forms of transport. 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.) Need to adapt to predicted climate change and its potential impacts. The population of Edinburgh is projected to increase by 15% between 2016 and 2041 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.	Two AQMA (City Centre and West End) Exceedance of air quality standards from NOx pollution in urban areas. Congestion in the city centre Cycle safety due to presence of significant numbers of large vehicles. Impact of deteriorating air quality on the impact of the historic buildings Two candidate Noise Management Areas	Air and Climatic factors Population and human health	ECCT will need to address the projected increase in population ECCT should develop interventions which assist in achieving air quality and carbon reduction targets ECCT should support and encourage modal shift to lower emission modes of travel. ECCT should promote and develop safe active travel options The SEA should develop objectives and assessment criteria which seek to improve quality of life and human health. The SEA should consider the interactions between air quality and human health

Environmental Problems		Relevant Topic	Implications for ECCT/ECCT SEA
City-wide	**City centre**		
Edinburgh has a rich cultural heritage with a World Heritage Site, Scheduled Monuments, Listed Buildings and Conservation Areas and Inventory Garden and Designated Landscapes. 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	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.	Cultural Heritage	ECCT should contribute to the preservation of Edinburgh's significant cultural heritage The SEA should develop objectives and assessment criteria to ensure the protection of the World Heritage Site.
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. 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	Historic localised flooding around Water of Leith. Need to respond to increased rainfall and implications on surface water within a constrained City Centre	Water	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.
Increasing demand on existing transport infrastructure Increasing demand for resources such as water and waste water treatment, heat and energy, and waste management created by new built development. Development pressure - streetscape/civic pressure	Large proportion of short-term rental properties reducing longer term rentals in the city centre and eroding communities.	Material Assets Population and Human Health	ECCT should seek to improve existing transport and urban realm infrastructure to ensure more sustainable use.
	Impact on greenspace/biodiversity from increasing use of public open spaces	Biodiversity	The SEA will need to consider the impact of specific interventions on condition on designated

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 were 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	• Protect and or enhance the national and local integrity of designated biodiversity sites and wildlife sites? • Protect and or enhance the integrity of existing habitat and green/blue networks and other wildlife corridors? • Protect protected species?
Population and Human Health	Improve the quality of life and human health for all users of the city centre through improved environmental quality	• Increase and enhance provision of walking and cycling facilities? • Improve and enhance links between Core Path Networks? • Reduce and avoid severance or other detriment to existing walking and cycling routes? • Improve access for all including people with disabilities and older people? • Improve safe and sustainable access to new and/ or existing education facilities? • Improve safe and sustainable access to new and / or existing places of work. • Improve and enhance access to public open space/green space? • Reduce exposure to air pollution by most vulnerable groups? • Create a city centre environment that feels safer to all users during the day time and night time?
Material Assets	To promote the sustainable use and management of material assets	• Promote sustainable use and management of existing infrastructure e.g. transport, water, heat, energy or flood protection infrastructure? • Support or lead more sustainable maintenance activity in new development? • Contribute towards 'Zero Waste' objectives?

SEA Topic	SEA Objective	SEA Assessment Question How will the policy/intervention…
		• Increase the amount of waste which is re-used, recycled and recovered?
Water	Prevent the deterioration and where possible, enhance the status of the water environment and reduce/manage flood risk in a sustainable way	• Contribute to reducing emissions and particulates of key pollutants to water from road transport? • Support network resilience to anticipated extreme weather events and climate change? • Promote the avoidance of flood risk? • Reduce the demand for waste water treatment?
Air Quality and Climatic Matters	To improve air quality and reduce emissions of key pollutants and reduce the causes and effects of climate change	• Contribute to reducing emissions and particulates of key pollutants to air from road transport? • Assist in meeting AQMA targets? • Promote and facilitate modal shift to more sustainable transport options? • Encourage the provision of low/zero carbon technologies?
Cultural Heritage	Conserve or enhance the historic environment	• 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? • Have an impact upon the outstanding universal value (OUV) of the Old and New Towns of Edinburgh World Heritage Site (WHS)? • Have an impact on key views to and from heritage assets? • Improve access to and understanding of the historic environment? • Respect / respond to the historic urban spatial structure / plan of the city? • Have an impact upon the cultural identity of the city?
Landscape and Townscape	Protect and enhance the landscape and townscape character and setting of the city.	• Impact on sensitive views? • Create and maintain an attractive public realm? • Respect existing urban landscape and settlement pattern? • Protect and enhance the character, integrity and liveability of key streetscapes, including removing barriers to use?

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 in 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

Scenario 1: Smart
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.

SEA Topic	SEA summary	Proposed Recommendation/Mitigation
Road Space Allocations	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.	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. Ongoing traffic monitoring should be implemented to monitor impacts and potential for traffic displacement as interventions develop. 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.

	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.	
Parking	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 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.	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	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.	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	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	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. Lighting hierarchy needs to be developed to be sensitive to exiting habitat/wildlife activities in accordance with CEC Lighting Strategy.

	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 but could have negative impacts on measures to improve biodiversity, particularly where areas are currently unlit. . 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.	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 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.	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).

		Wayfinding could be expanded to include consideration of accessibility/mobility issues to achieve wider benefit residents/visitors

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
Road Space Allocations	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. 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 again 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 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.	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. Ongoing traffic monitoring should be implemented to monitor impacts and potential for traffic displacement as interventions develop. 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

	Overall, considered to have a positive impact enhancing attractiveness of public realm, townscape and landscape.	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	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 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.	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	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 AQMAs.	Maintaining vehicular access for people with impaired mobility should be considered when reducing availability of on-street parking. 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.

	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.	
Public Transport	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 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. 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.	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. 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. 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 and significant negative impact on Scheduled Monument. 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	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.	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 exiting habitat/wildlife activities. Regular patrolling and maintenance would likely be required to make sure heavily used green spaces

	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 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.	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	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. 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. 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 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
Road Space Allocations	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. 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 Areas 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.	Traffic plans and wayfinding for vehicles to navigate from North-South is important to maintain traffic flow and prevent minor roads becoming congested. 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&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. 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	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.	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	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 AQMAs. 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.	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.

	Positive impact enhancing attractiveness of public realm, but does not affect principal streets of City Centre / WHS.	
Public Transport	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. 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 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) 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.	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. 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	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.	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. Lighting hierarchy needs to be developed to be sensitive to exiting habitat/wildlife activities in

	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 but could have negative impacts on measures to improve biodiversity, particularly where areas are currently unlit. . 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 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. 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.	accordance with CEC Lighting Strategy. 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 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 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 benefit residents/visitors Wayfinding including use of apps could include historic interpretation and improve understanding of the historic environment.
Operations and Management	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.	

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 in 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
Streetspace Allocations	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. 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 pleasance 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. Overall, considered to have a positive impact enhancing the attractiveness of public realm, townscape and landscape.
Parking	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 liveability 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 exceedance air quality levels in AQMAs. Positive impact on setting of proximate listed buildings and localised parts of Conservation Area and WHS. Positive impact enhancing attractiveness of public realm. Potential for adverse impacts to retailers that are heavily dependent on passing trade.

Package Title	SEA summary
Public Transport	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. 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 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. 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 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.
Optimisation of Space/Green Links	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 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.

Package Title	SEA summary
	Increased accessibility in Princes Street Gardens may have negative impacts on the qualifying geological features of SSSI at Castle Rock. 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. 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. Interventions would have an overall significant positive impact enhancing attractiveness of public realm.
Operations and Management	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 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 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. 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 integrity and liveability of key streets removing barriers to use.

Table 10: Summary of ECCT Responses

SEA recommendation	ECCT Response
To be imbedded at strategy level	
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.

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).	ECCT is proposing that a city centre operation management plan be developed. This will be considered within this plan
Regular patrolling, maintenance and opening hours will need to be considered to ensure 'optimised 'open spaces are safe, secure and well maintained.	ECCT is proposing that a city centre operation management plan be developed. This will be considered within this plan
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	ECCT is proposing that a city centre operation management plan be developed. This will be considered within this plan
To be considered as proposals develop	
Opportunities for improved surface water management and mitigating reduced permeability	To be included within the delivery plan
Ongoing traffic monitoring should be implemented to monitor impacts and potential for traffic displacement as interventions develop.	
When optimizing existing green space, poor quality green spaces identified within CEC Green Space Audit should be given priority.	
Changes to public realm to be carried out in line with CEC Street Design Guidance	
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.	
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.	
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.	
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.	
Seek to incorporate opportunities for improved biodiversity and habitat enhancement/creation where improving public realm/open space.	
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.	

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 18th December 2018 to agree scope and assessment methodology. The Scoping Report was issued to the Consultation Authorities on 1st February 2019 Responses were received on 8th 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 20th May 2019 in conjunction with the ECCT **for a period of 6 weeks.** 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	Lands-cape/Townscape	Air Quality	Cultural Heritage	Water	Climatic Factors
International											
United Nations Educational, Scientific and Cultural Organisation (UNESCO) (1972); Convention Concerning the Protection of the Wold Cultural and Natural Heritage; and Operational guidelines for the Implementation of the World Heritage Convention	http://whc.unesco.org/archive/convention-en.pdf https://whc.unesco.org/en/guidelines/	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	0	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: • **Criterion (ii)**: 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. • **Criterion (iv)**: 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 burgage 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: **Integrity** - 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. **Authenticity** - 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		
National											
Equality Act 2010		The *Equality Act 2010* (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)	https://beta.gov.scot/publications/fairer-scotland-action-plan/pages/0/	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: •'*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'.*	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)	https://beta.gov.scot/publications/fairer-scotland-duty-interim-guidance-public-bodies/	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 fulfil 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 than 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	https://www.gov.scot/Resource/0042/00423188.pdf	The route map has been designed to retain Scotland's focus on improving quality and make progress to the 2020 vision.	Vision: '*Our vision is that by 2020 everyone is able to live longer healthier lives at home, or in a homely setting'.* The route map lists 12 priority areas for action for pursuing the 2020 Vision for high quality sustainable health and social car 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	Lands-cape/Town scape	Air Quality	Cultural Heritage	Water	Climatic Factors
National Planning Framework 3 (NPF3) (2014)	https://www.gov.scot/resource/0044/00441850.pdf	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 Governments visions and outcomes for Scotland.	In this framework the government outline four themes which they are working towards. These include making Scotland: 1. **a successful, sustainable place** (growing the low carbon economy and providing opportunities to all communities) 2. **a low carbon place** (making the country more energy efficient, producing less waste and decarbonising travel) 3. **a natural, resilient place** (developing the environment and infrastructure to be resilient to extreme weather, an impact of climate change) 4. **a connected place** (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	https://www.gov.scot/Publications/2010/02/03132605/0	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)	https://www.transport.gov.scot/media/10310/transport-scotland-national-transport-strategy-january-2016-final-online.pdf	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 indicted 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)	https://beta.gov.scot/publications/scotlands-economic-strategy/	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)	https://www.legislation.gov.uk/asp/2009/12/contents	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	http://www.legislation.gov.uk/asp/2009/6/pdfs/asp_20090006_en.pdf	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)	http://www.legislation.gov.uk/asp/2004/6/contents	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)	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69348/pb13566-laqm-policy-guidance-part4-090302.pdf			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*	https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=f413711b-bb7b-4a8d-a3e8-a619008ca8b5	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 make 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 an 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 into 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		

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Historic Environment Scotland-Managing Change guidance-setting	https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=80b7c0a0-584b-4625-b1fd-a60b009c2549	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	https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=89d391d9-9be2-4267-919f-a678009ab9df	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 an 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		X		
Historic Environment Scotland Managing Change guidance note-Gardens and Designed Landscapes	https://www.historicenvironment.scot/archives-and-research/publications/publication/?publicationId=83214207-c4e7-4f80-af87-a678009820b9	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 has 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' 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)	https://beta.gov.scot/publications/scottish-governments-climate-change-plan-third-report-proposals-policies-2018/	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)	https://www.gov.scot/Topics/Environment/waste-and-pollution/Pollution-1/16215	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			

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					Biodiversity	Population and Human Health	Lands-cape/Townscape	Air Quality	Cultural Heritage	Water	Climatic Factors
Designing Streets (2010)(National Guidance)	https://beta.gov.scot/publications/designing-streets-policy-statement-scotland/	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.	Policies: • 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. Six qualities of successful places: Key considerations for street design: • 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)	http://www.legislation.gov.uk/ukpga/1981/69	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	https://www.nature.scot/sites/default/files/2018-04/Pollinator%20Strategy%20for%20Scotland%202017-2027.pdf	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.							
Regional											
SESPlan Strategic Development Plan 2013	http://www.sesplan.gov.uk/assets/files/docs/290813/SESplan%20Strategic%20Development%20Plan%20Approved%2027%20June%202013.pdf	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 suit 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 1/A1B. 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)	http://www.sestran.gov.uk/wp-content/uploads/2017/01/Regional-Transport-Strategy.pdf	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, cites 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					
Local											
Edinburgh City Vision 2050	https://edinburgh.org/media/1140697/2050_Booklet_for_2017_event_dps_FINAL.pdf	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. **An inspired city** renowned for its creativity and ingenuity 2. **A thriving city** where innovators and entrepreneurs can achieve prosperity and success 3. **A connected city** where opportunities exist for understanding and exchanging ideas 4. **A fair city** 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	http://www.edinburgh.gov.uk/downloads/file/355/transport_2030_vision	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.	Vision: '*By 2030, Edinburgh's transport system will be one of the greenest, healthiest and most accessible in northern Europe*' . 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 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	Lands-cape/Townscape	Air Quality	Cultural Heritage	Water	Climatic Factors
Sustainable Edinburgh 2020	http://www.edinburgh.gov.uk/download/meetings/id/35307/item_7_-_sustainable_edinburgh_2020_-_action_plan http://www.edinburgh.gov.uk/info/20206/sustainable_development_and_fairtrade/841/sustainable_edinburgh_2020	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: *'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'.* 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)	http://www.edinburgh.gov.uk/downloads/file/10245/south_east_locality_improvement_plan	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)	http://www.edinburgh.gov.uk/downloads/file/10247/north_east_locality_improvement_plan	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	http://www.edinburgh.gov.uk/info/20013/planning_and_building/66/edinburgh_local_development_plan	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. **4 Strategic Development Areas**	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	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			X

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					Biodiversity	Population and Human Health	Lands-cape/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	• To ensure that the unique qualities of the city, its historic environment and the character of its urban areas are safeguarded for the future • To protect important landscape and natural features of the environment, including the city's Green Belt setting • To protect and enhance the nature conservation and biodiversity interest of the city • To protect natural resources		X		X	X	X	X	X
		Policy 4. Employment and Economic Development	• To promote sustainable growth in jobs and investment in Edinburgh's economy • To protect a range of existing business and industry locations of importance for a mixed and varied economy • To maintain and enhance the diversity of jobs available in the city, paying special attention to small business needs								
		Policy 5. Housing and Community Facilities	• To meet the requirement for additional housing in Edinburgh whilst protecting environmental quality in established housing areas • To promote more sustainable, better balanced communities • To ensure that provision is made for necessary community facilities			X					
		Policy 6. Shopping and Leisure	• 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 • To maintain the existing and proposed broad distribution of centres throughout the city and sustain their vitality and viability • To ensure that some basic convenience provision is made or retained within walking distance of all homes • To improve the appearance, quality and attractiveness of all centres				X				
		Policy 7. Transport	• To minimise the distances people need to travel • To promote and prioritise travel by sustainable means i.e. walking, cycling and by public transport. • To minimise the detrimental effects of traffic and parking on communities and the environment • To ensure that development does not prejudice the implementation of future road, public transport and cycle and footpath proposals.			X		X			X
		Policy 8. Resources and Services	• To support appropriate energy generation and waste management development to help meet national targets • To support the provision of other necessary resources and services: mineral extraction, water and drainage and telecommunications.					X		X	X
The Old and New Towns Edinburgh World Heritage Site Management Plan 2017-2022	https://ewh.org.uk/plan/	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		

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					Biodiversity	Population and Human Health	Lands-cape/Townscape	Air Quality	Cultural Heritage	Water	Climatic Factors
Conservation Area Character Appraisals	http://www.edinburgh.gov.uk/downloads/file/750/new_town_conservation_area_character_appraisal http://www.edinburgh.gov.uk/downloads/file/744/old_town_conservation_area_character_appraisal http://www.edinburgh.gov.uk/downloads/file/748/marchmont_meadows_conservation_area_character_appraisal http://www.edinburgh.gov.uk/downloads/file/1103/southside_conservation_area_character_appraisal pdf http://www.edinburgh.gov.uk/downloads/file/745/west_end_conservation_area_character_appraisal	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	http://www.edinburgh.gov.uk/downloads/file/9797/council_business_plan_2017-22	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. **Delivering an economy for all** (local jobs, growth and affordable housing) 2. **Building for a future Edinburgh** (a planning system that works to protect and develop the city) 3. **Delivering a sustainable future** (a better environment and a transport system that works for all) 4. **Delivering for the children and families of Edinburgh** (improving lives and futures) 5. **Delivering a healthier city for all ages** (a strong and vibrant community) 6. **Delivering a council that works for all** (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)	http://www.edinburgh.gov.uk/downloads/file/7316/active_travel_action_plan_2016_refresh	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)	http://www.edinburgh.gov.uk/download/downloads/id/2975/edinburgh_design_guidance	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)	www.edinburgh.gov.uk/download/downloads/id/3064/royal_mile_action_plan	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	Lands-cape/Townscape	Air Quality	Cultural Heritage	Water	Climatic Factors
City Centre and Southern Arc Area Development Framework (2012)	http://www.edinburgh.gov.uk/download/meetings/id/35014/item_8_city_centre_southern_arc-_area_development_framework_-_final_version	This Area Development Framework (ADF) covers the part of the city lying immediately to the south of the city centre extending from Haymarket to Holyrood, known as the City Centre Southern Arc. The ADF aims to provide a framework in which projects and proposals can be developed and co-ordinated that encourage walking and cycling and in so doing improve the health and wellbeing of its residents and visitors and create a place that is attractive and liveable. The ADF will be a material consideration in the assessment of major planning applications,.	The framework vision states that the Council aspires to make Edinburgh one of the most attractive and liveable cities in the world. The goal is for the city to be recognised as being among the top 10 most liveable cities in the world by 2021 (Monocle Quality of Life Ranking) To achieve this and to deliver tow key objectives; deliver better Quality of Life and Health and Wellbeing it identifies six broadly defined project areas which include: •• Haymarket to Holyrood •• Haymarket •• Chambers Street •• The Royal Mile •• Tollcross •• Temporary projects Through the implementation these projects the strategy; ••sought to improve walking and cycling movements between Holyrood and Haymarket, and vice versa; •• make walking and cycling an appealing, safe and attractive option; •• improve the health and wellbeing of the resident population; •• improve access to services, both essential and those associated with leisure; •• make the area more attractive and liveable; •• achieve a Monocle Quality of Life top 10 position by 2021.	The projects and actions identified in the framework will be used to inform the development of the strategy. This is includes the map of interventions and development areas. The framework specifically highlights areas which have a much higher mortality rate than the rest of the city or region which should be considered in the development of strategy actions and scenarios.		X	X				
Edinburgh Sustainable Lighting Strategy (2012)	http://www.edinburgh.gov.uk/downloads/file/876/sustainable_lighting_strategy_for_edinburgh	The purpose of the strategy is to help deliver a coherent and coordinated lighting regime across the city and to identify where lighting can additionally be used to reinforce and highlight the special characteristics of the city.	The aim of the strategy is to reinforce the atmospheric nature and character of this unique capital city, improving the balance between lighting and darkness, and provide a safe environment for its use and enjoyment by achieving coherent lighting schemes that are well conceived, designed and maintained. In order to achieve the Aim, three broad objectives have been identified: 1. To reinforce Edinburgh's character and support its role as the economic, cultural and ceremonial capital of Scotland. 2. To develop a well designed, coordinated and coherent approach to lighting so that lighting design becomes an intrinsic part of the street and place without compromising community safety, security, amenity and which assists orientation for both pedestrians and road users. 3. To encourage lighting designs that will reduce energy use, cost and minimise light pollution.	The strategy would reflect these lighting objectives when developing scenarios. Lighting can showcase different parts of the city, reflecting local identity, supporting the place-making agenda and reinforcing Edinburgh's status as an economic, cultural and processional capital.			X		X		
Edinburgh Re-visited, Gehl Associates (2010)	http://www.edinburgh.gov.uk/downloads/download/237/edinburgh_revisited	The purpose of the report is to analyse the performance of Princes Street. It identified the challenges, sets out a vision for a vibrant, liveable city centre and recommends a way forward for the Council giving examples of short, medium and long term testing and permanent interventions and pilot projects.	The report identifies twelve Criteria under three themes that were then used to analyse the performance of Princes Street: 1. Protection • against traffic and accidents - feeling safe • against crime and violence - feeling secure • against unpleasant sensory experiences e.g. protection from wind, rain, pollution 2. Comfort • opportunities to walk • opportunities to stand/stay • opportunities to sit • opportunities to see • opportunities to talk and listen • opportunities for play and exercise 3. Delight • scale e.g. buildings and space designed to human scale • opportunities to enjoy the positive aspects of climate e.g. sun/shade • positive sensory experiences. From this analysis it identified a series of recommendations over short/medium/long term 1. Management is needed to make a change 2. Princes Street and surroundings - Rethink city traffic 3. General principles: Traffic • Solve tram / bus conflict - reduce bus movements • Cleaner / Quieter busses - hybrid busses • Busses out of Princes Street 4. General principles: Walking • Flush paving - across side streets • No push buttons - countdown timers instead • Crossing pedestrian priority • Make street furniture zones 5. General principles: Monofunctionally • Encourage activities at all times • Invite multiple user groups • Encourage mixed use • Introduce bicycle lanes 6. Apply design principles on Princes Street, George Street, Rose Street design around liveability, paving, street furniture, lighting	The twelve criteria that were used to analyse the performance of Princes Street could inform the development of the assessment tool of the Strategy and the recommendations identified should be considered in the development of objectives/actions/scenario within the strategy.			X		X		
Edinburgh Public Realm Strategy (2009)	http://www.edinburgh.gov.uk/downloads/download/236/public_realm_strategy	This document is seen as an opportunity for the Council to build on the principles set out in the Edinburgh City Local Plan, the Local Transport Strategy, the Edinburgh Standards for Streets and other Council initiatives relating to open space and street design, to ensure that the vision is achieved. The Strategy consists of a series of objectives that, once realised, will deliver strategic and coordinated improvements across the city. The objectives seek to realise the disproportionately high value of a quality public realm, explain how the improvements can be achieved, put forward a set of priorities for investment, look at funding options and show how Edinburgh can be a leading authority in this field. The implementation of the strategy will take place through the Action Plan that will be monitored and reviewed to address changing priorities. The Action plan sets out priorities and a timescale for implementation.	**Strategic Objectives:** 1. To raise awareness of the significance of the public realm. 2. To provide a clear framework for the delivery and maintenance of high quality coordinated, connected and coherent public realm. 3. To develop priorities for investment in public realm. 4. To develop an approach to public realm funding and delivery that will allow the strategy to be realised. 5. To achieve excellence by following and sharing good practice. **Actions associated with the strategic objectives:** 1. Promote value of public realm 2. Propose Materials Requirements, Deliver city dressing infrastructure at key nodes, Lighting Strategy, Open Space Strategy. 3. Tram Project: delivering a new 'place' associated with the tram (Princes Street, St Andrew square, Leith Walk, Haymarket, Picardy Place, West End), City Centre Connections, Development Sites, Waterfront Linkages, Supporting Local community. 4. Developer Contribution 5. Definition of Process	The Public Realm Strategy aims to deliver a consistent public realm approach across the whole city and recognises that local improvement projects can also have a significant impact. This will inform the Strategy and help guide the development around areas that have been identified as areas of importance assisting in regeneration and continuing to attract inward investment. The Edinburgh Public Realm Strategy identifies Social Inclusion and Accessibility as key to raising awareness of the significance of the public realm. Additionally, improvement of the public realm through safe, comfortable and well maintained streets and spaces encourages people to walk and cycle which in turn improves Health and Wellbeing.			X		X		
Edinburgh 2020 Tourism Strategy (2012) - Mid Term Review 2016	https://www.etag.org.uk/wp-content/uploads/2014/05/EDINBURGH-2020-The-Edinburgh-Tourism-Strategy-PDF.pdf	Edinburgh 2020 sets out a clear and ambitious vision for tourism for the period to 2020, Its purpose is to as a catalyst for partnership and collaboration across the industry and build the case for, and prioritise investment in, the tourism product.	The Strategy has a primary aim: • To increase the value of tourism to the city and to its tourism industry: creating a thriving, profitable tourism industry and delivering high levels of economic, cultural and social benefit to Edinburgh and Scotland as a whole. And a supplementary aim: • To enhance the city's image and reputation: developing tourism in ways which will greatly strengthen perceptions nationally and internationally of Edinburgh as an outstanding city - truly a world class city - in which to live, work, study and invest, as well as to visit. Supporting the Aims are three clear objectives to be achieved by 2020: 1. To increase the number of visits to the city by one third; 2. To increase the average spending of visitors to the city by 10% (at 2010 prices); 3. To reduce seasonality across the sector.	The strategy would support the aims and objectives identified within the							

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	Lands-cape/Townscape	Air Quality	Cultural Heritage	Water	Climatic Factors
City Centre Lets policy (2013)	http://www.edinburgh.gov.uk/download/downloads/id/9881/council_allocation_policy.pdf	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	http://www.edinburgh.gov.uk/downloads/download/424/the_edinburgh_partnership_community_plan	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 ad 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)	http://www.edinburgh.gov.uk/download/downloads/id/3525/local_transport_strategy	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) -	LINK TO A COMMITTEE REPORT	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 toto 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	http://www.edinburgh.gov.uk/download/downloads/id/7669/edinburgh_biodiversity_action_plan_2016-18.pdf	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)	http://www.edinburgh.gov.uk/downloads/file/321/air_quality_action_plan (from 2008)	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	http://www.edinburgh.gov.uk/info/20178/park_management_and_rules/427/open_space_strategy	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 connections 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)	http://www.edinburgh.gov.uk/download/downloads/id/9516/equality_and_rights_framework_2017-21.pdf	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 bring 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					

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	Lands-cape/Townscape	Air Quality	Cultural Heritage	Water	Climatic Factors
Sustainable Energy Action Plan (2015-2020)	http://www.edinburgh.gov.uk/download/downloads/id/5075/seap_sea_environmental_report.pdf	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
Relevant Planning Briefs/Masterplans/Development Frameworks											
City Centre Princes Street Development Framework 2007 (CCPSDF)	http://www.edinburgh.gov.uk/downloads/file/2811/city_centre_-_princes_st_development_framework	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)	http://www.livingstreetsedinburgh.org.uk/wp-content/uploads/2016/09/Cowgate-Edinburgh-Street-Audit-Final-Report-Aug16.pdf	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.	**Tollcross** 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	https://planningedinburgh.com/2017/12/14/public-life-street-assessments/ https://planningedinburgh.files.wordpress.com/2017/12/nicolson-street-clerk-street-r.pdf https://planningedinburgh.files.wordpress.com/2017/11/stockbridge-r.pdf https://planningedinburgh.files.wordpress.com/2018/01/170621_hereonow_plsa_tollcross_full-report_printversion.pdf	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.	**Nicolson St/Clerk St** 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	http://www.edinburgh.gov.uk/downloads/file/2812/princes_street_heritage_framework	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	http://www.edinburgh.gov.uk/download/downloads/id/2796/st_james_quarter_development_brief.pdf	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

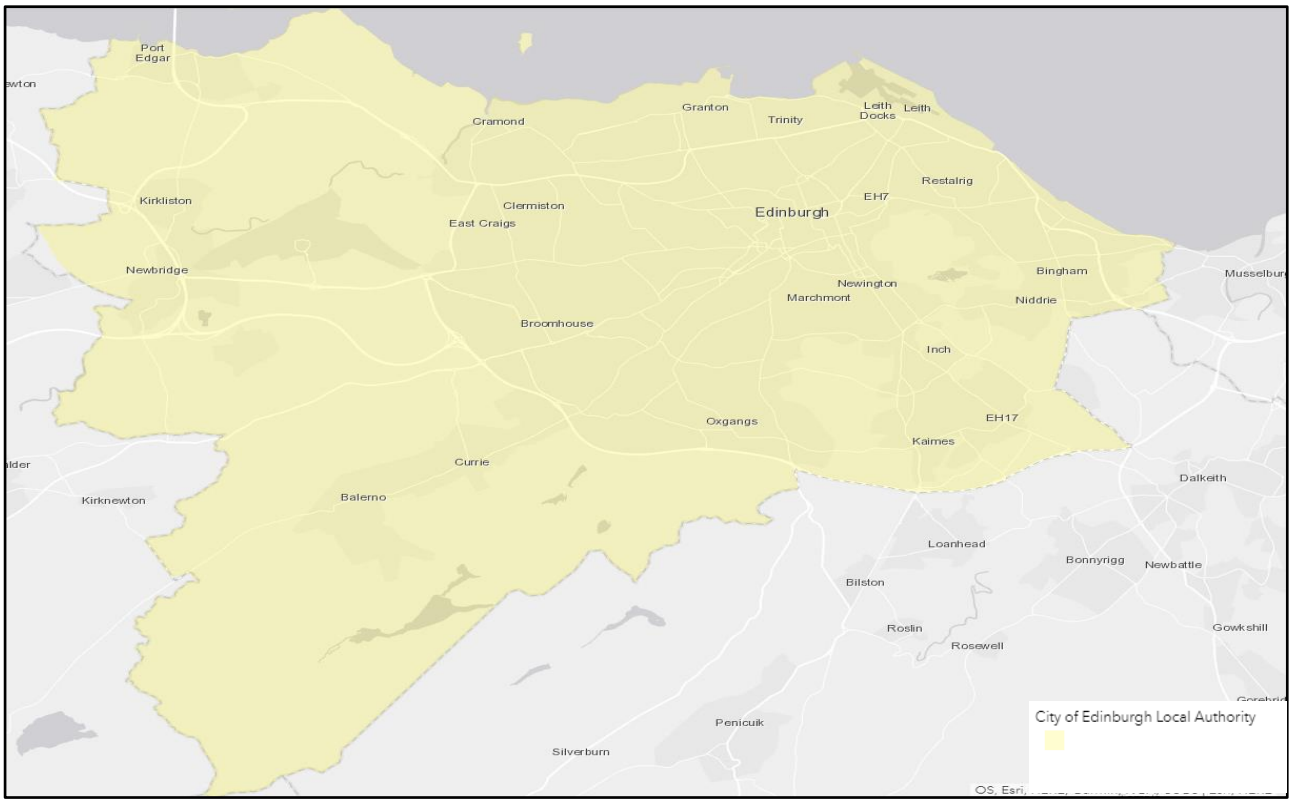
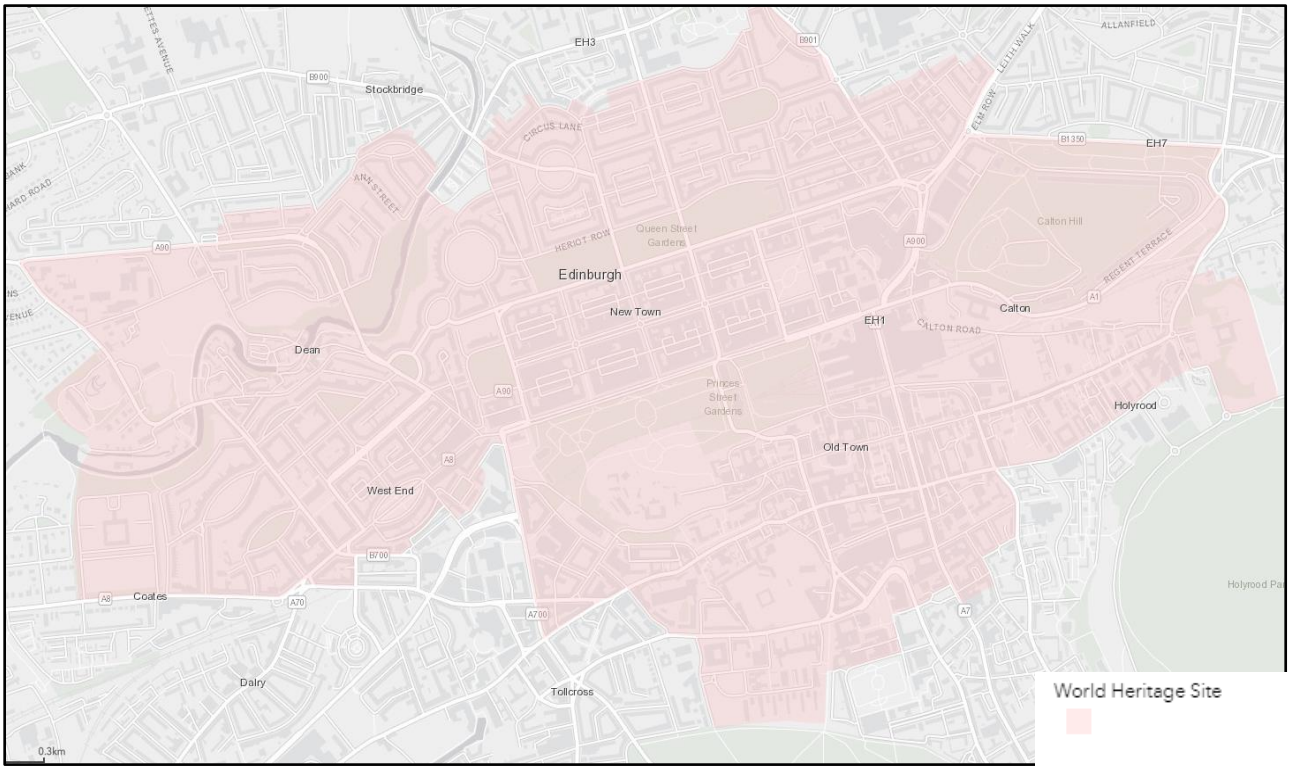


Figure 2: City Centre World Heritage Site Boundary



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

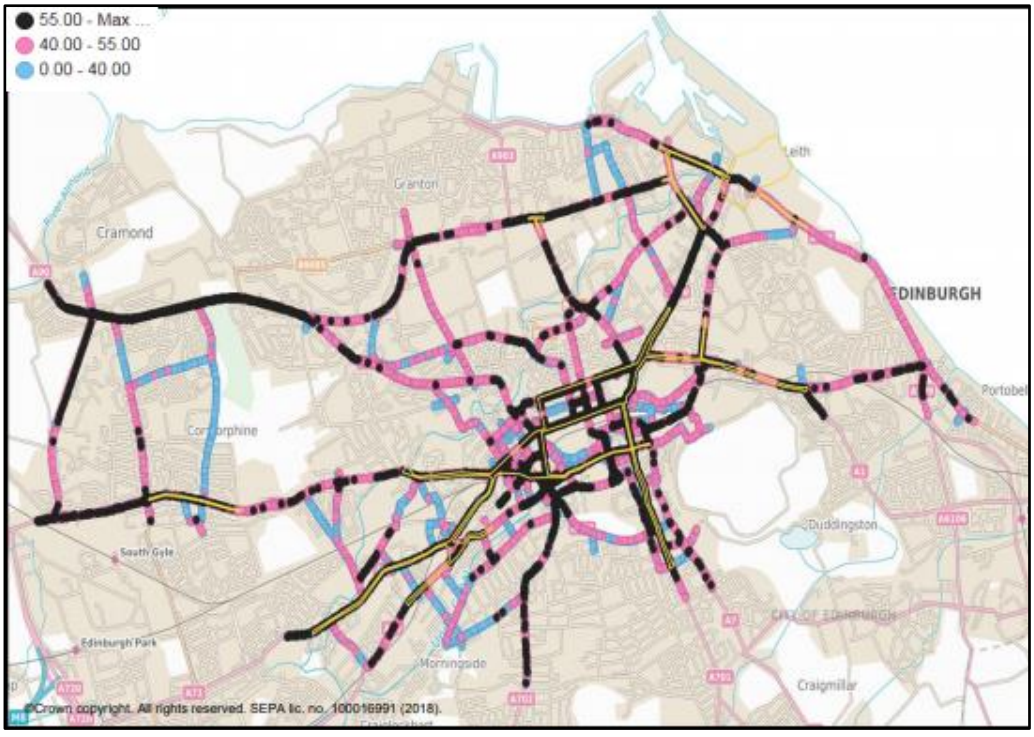
1.2 Air Quality and Climatic Factors

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_x) and particulate matter ($PM_{2.5}$ and PM_{10}). 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 $PM_{2.5}$. 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_2 (µgm-3) concentrations city-wide 2016 (SEPA)



To mitigate air quality issues in areas identified as poor, Air Quality Management Areas (AQMAs) 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 NO2 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 NOx 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)

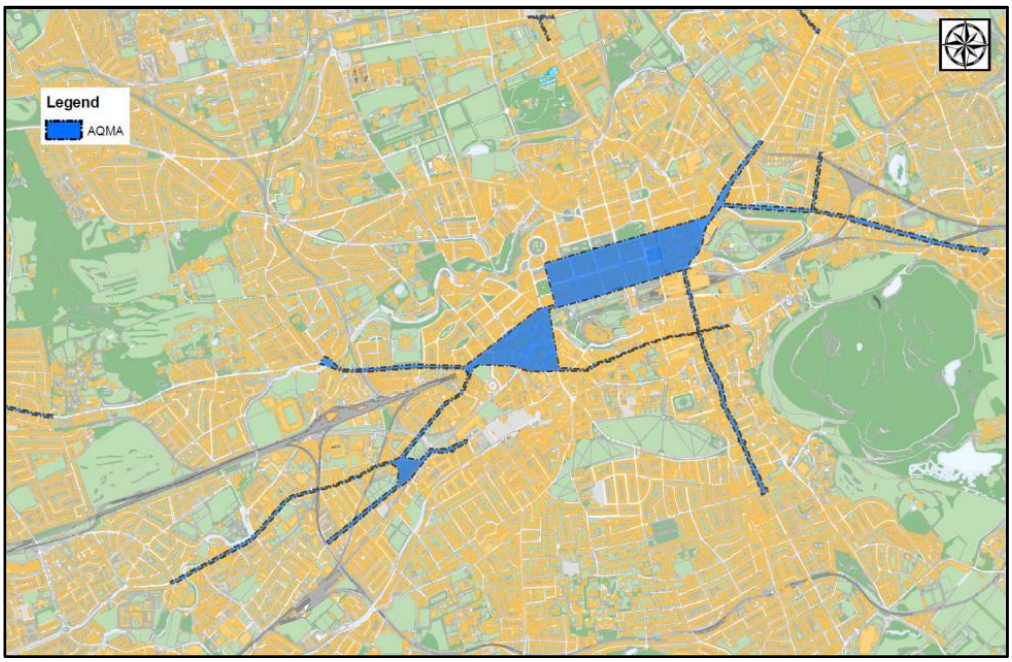
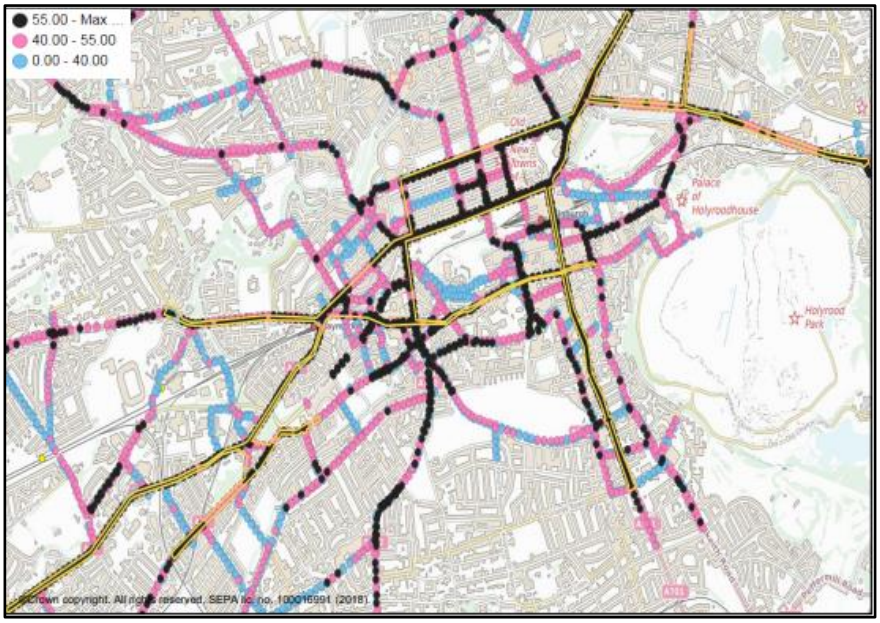


Figure 5 shows the modelled roadside annual NO_2 (µgm-3) for 2016 in the city centre. The black dots show the highest NO_2 concentrations which are the target areas of the AQMAs. The West End areas around Lothian Road and Morrison Street as well as Princes Street, Queen Street and the Bridges are the pollution hotspots.

Figure 5: City centre Modelled NO2 concentrations 2016 (SEPA 2016)

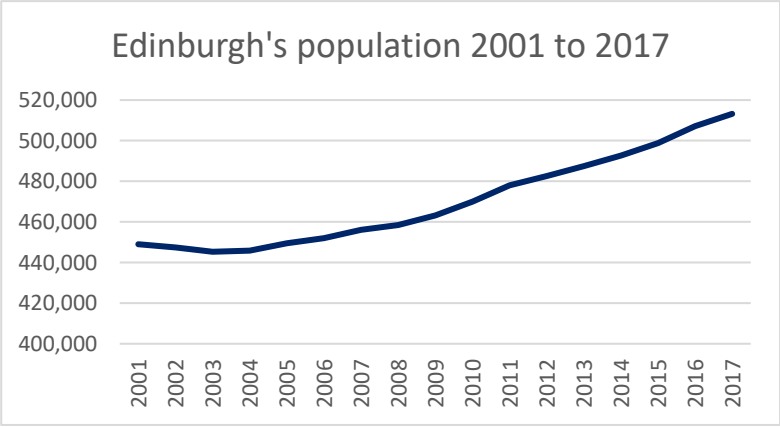


1.3 Population and Human Health

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.

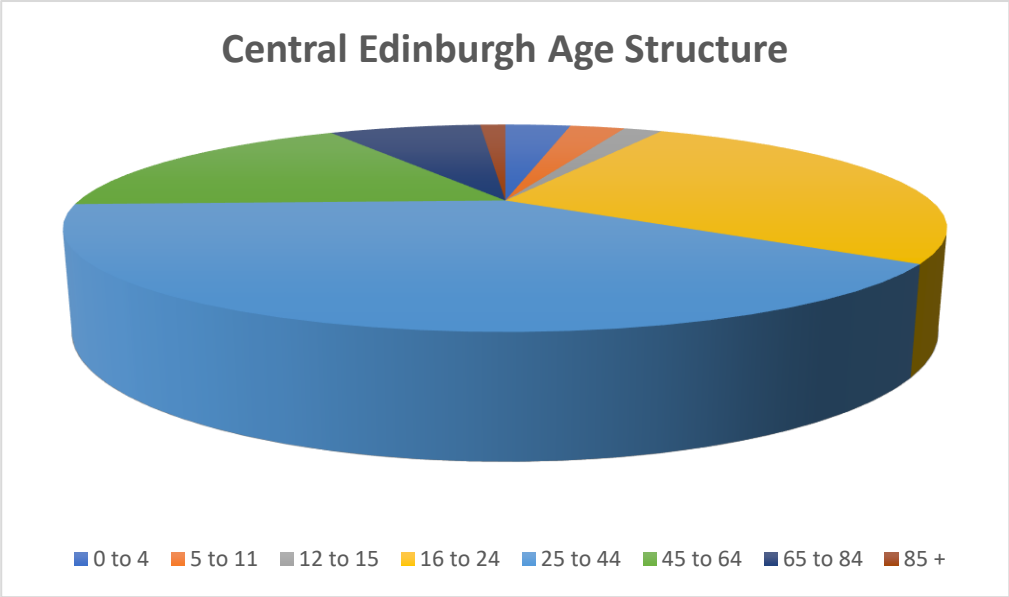
Noise can be a serious problem to people living in urban areas. In line with the Environmental Noise (Scotland) Regulations 2006 an Edinburgh Noise Action Plan was published in 2008. The Council identified three Noise Management Areas and ten Quiet Areas in 2014 as part of Round 1 of the noise mapping 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.

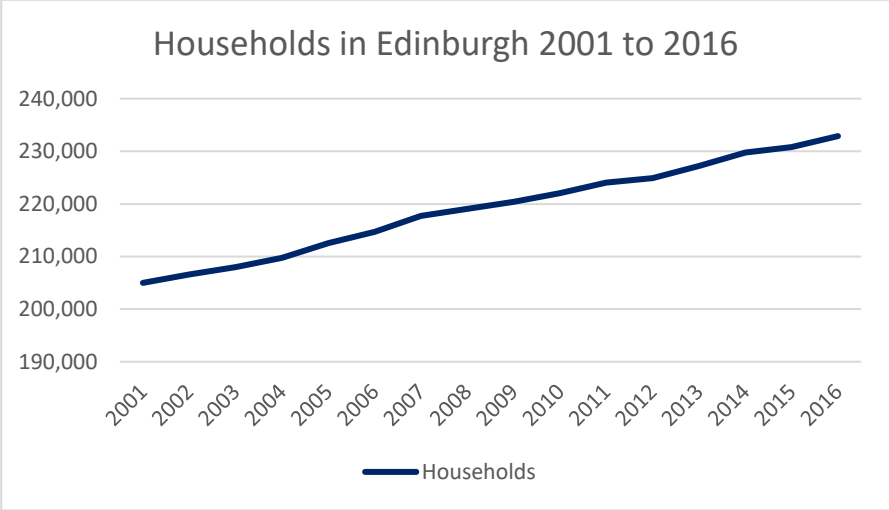
1.4 Material Assets

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

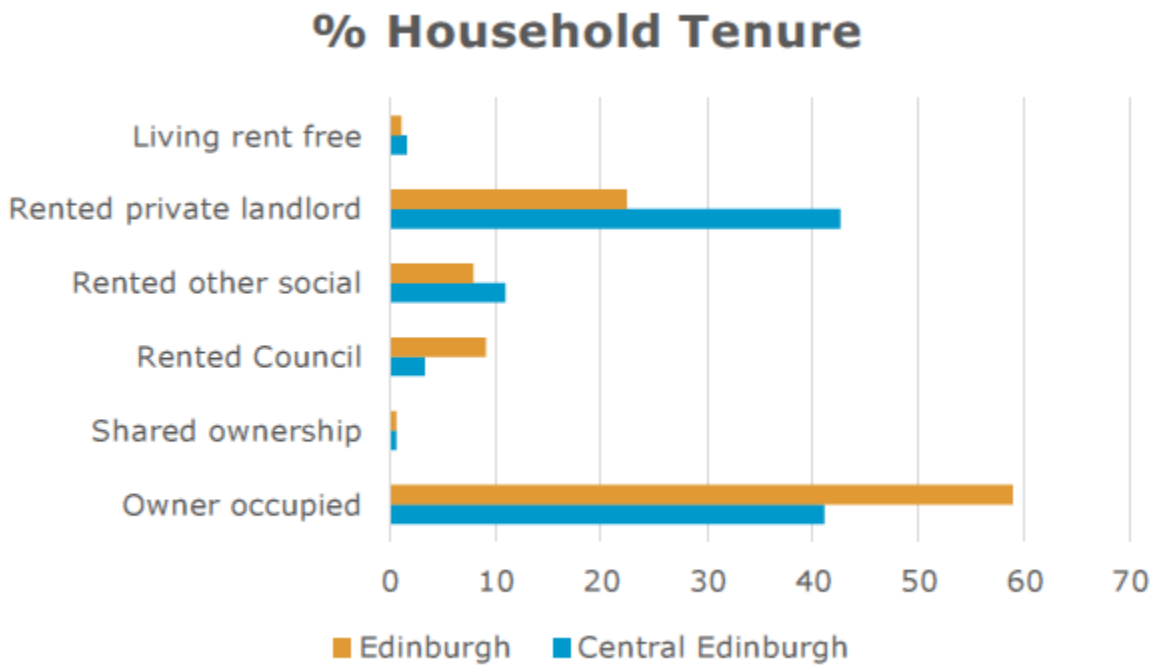
Edinburgh has an extensive network of off-road footpaths and cycle paths laid out over the past two decades, utilising abandoned railway alignments or following the banks of the city's water courses. The area is traversed by a series of core paths that form the Core Path Network across the city.

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 the 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 the 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.

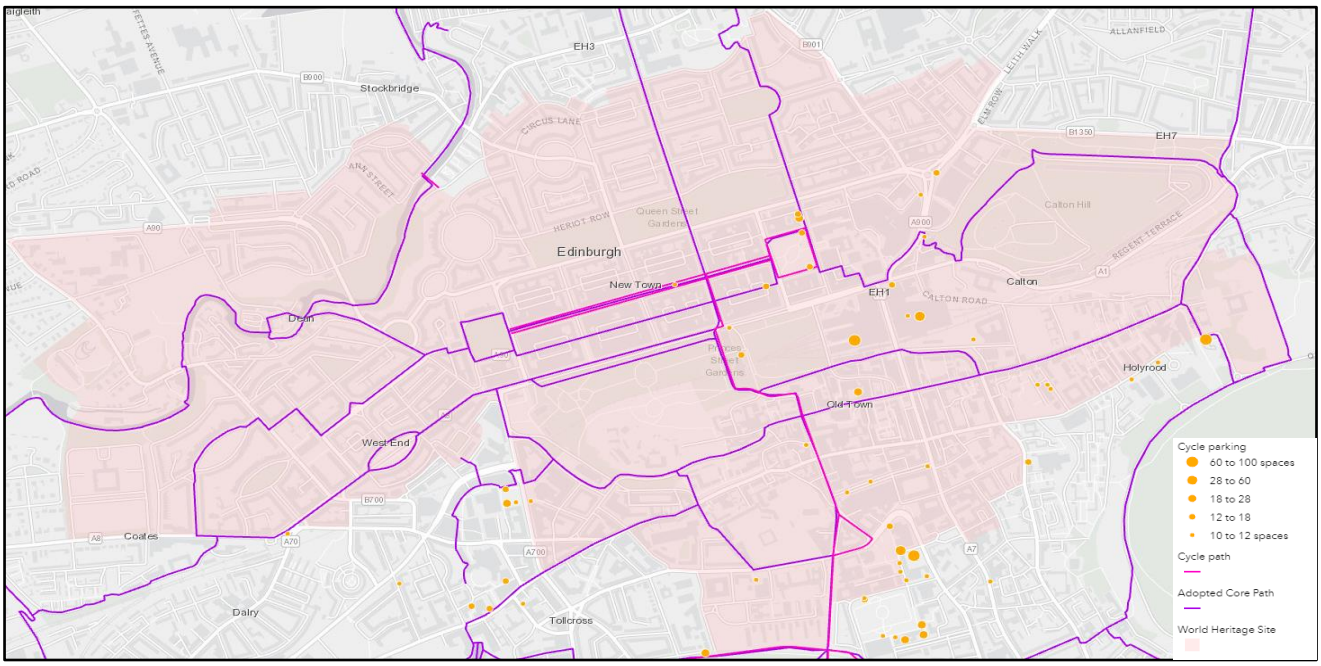
Non-Motorised Users (NMUs)

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



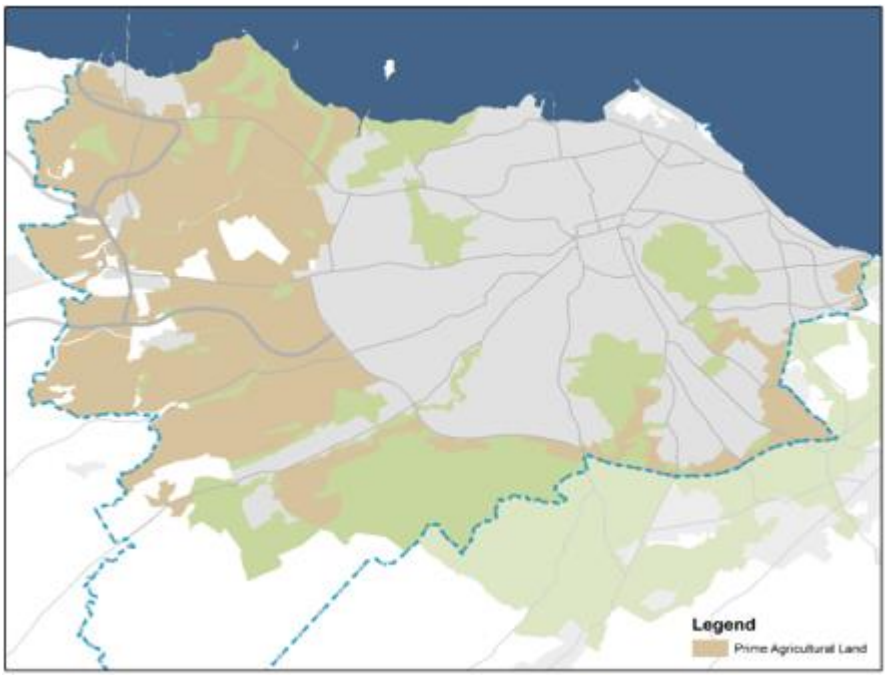
1.5 Soil and Land Use

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

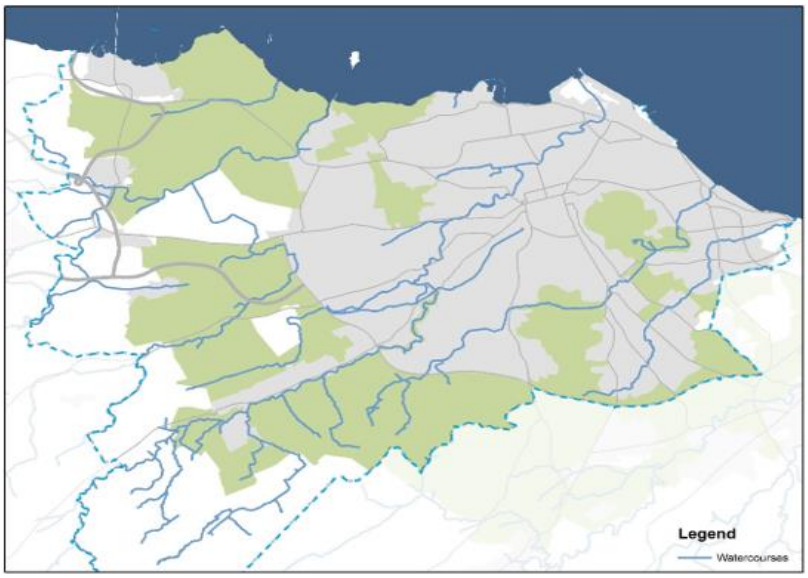
1.6 Water

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.

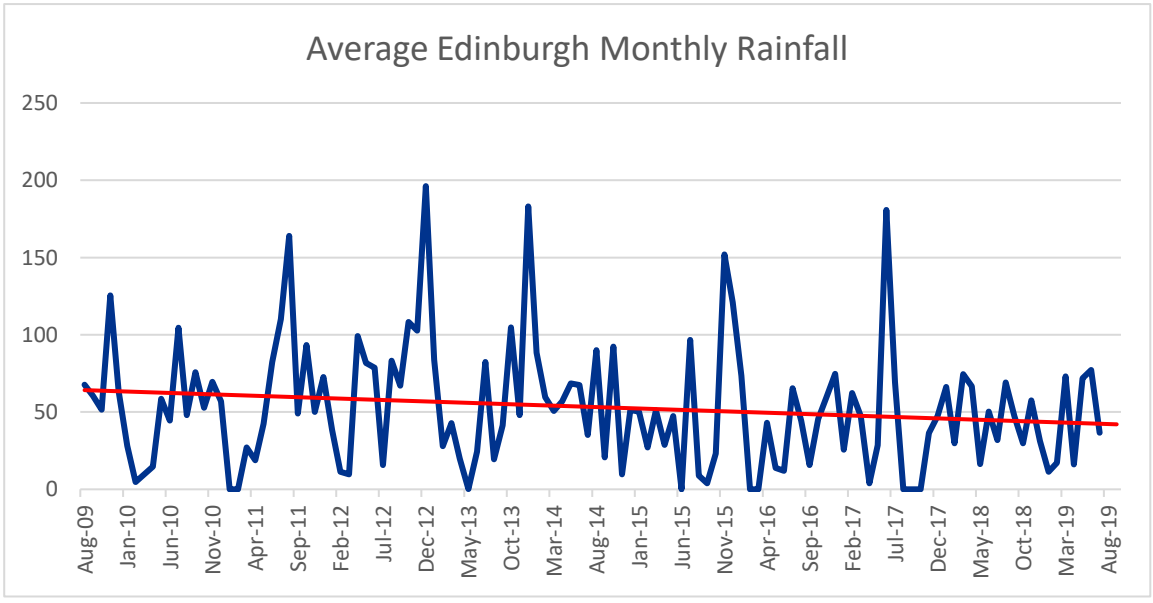
Figure 13: Watercourses in Edinburgh



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).

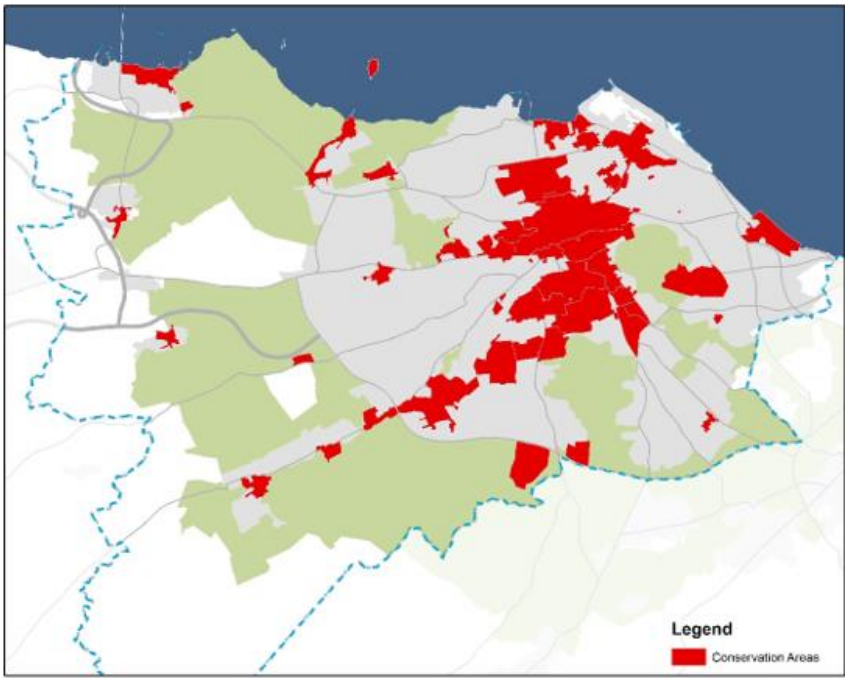
Conservation Areas: There are 50 conservation areas in Edinburgh, an increase of 10 since 2011, of widely varying character, ranging from the mediaeval Old Town, the Georgian New Town, Victorian suburbs and former villages which have been absorbed as the city grew over time.

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

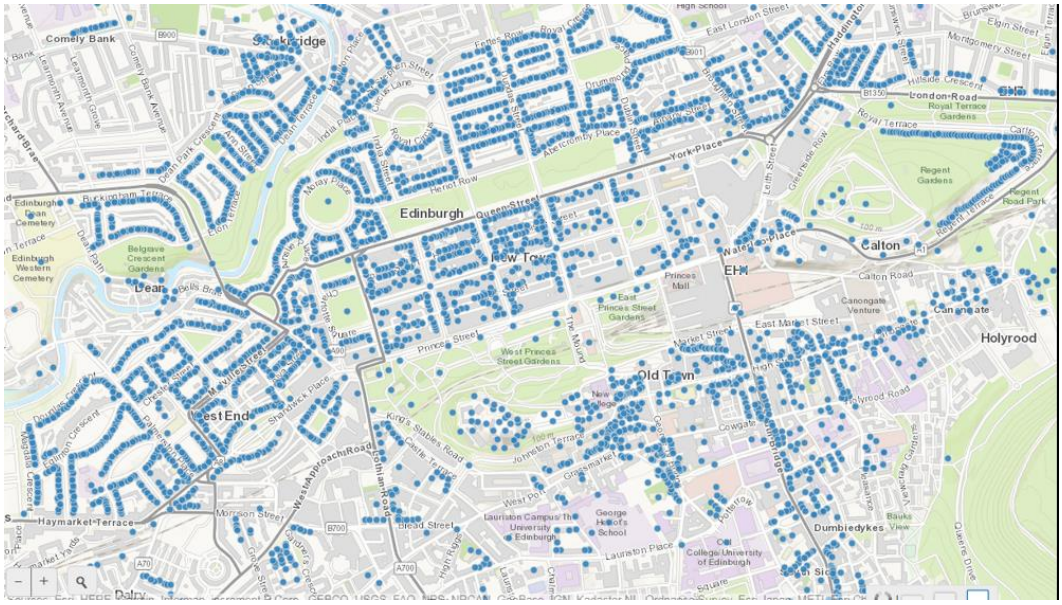
The Old and New Towns of Edinburgh WHS was designated by UNESCO in 1995. It covers an area of c. 4.5km2, corresponding with the historic core of the city. The Statement of Outstanding Universal Value (OUV) for the WHS defines those elements within the site which make it important, and which should be 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

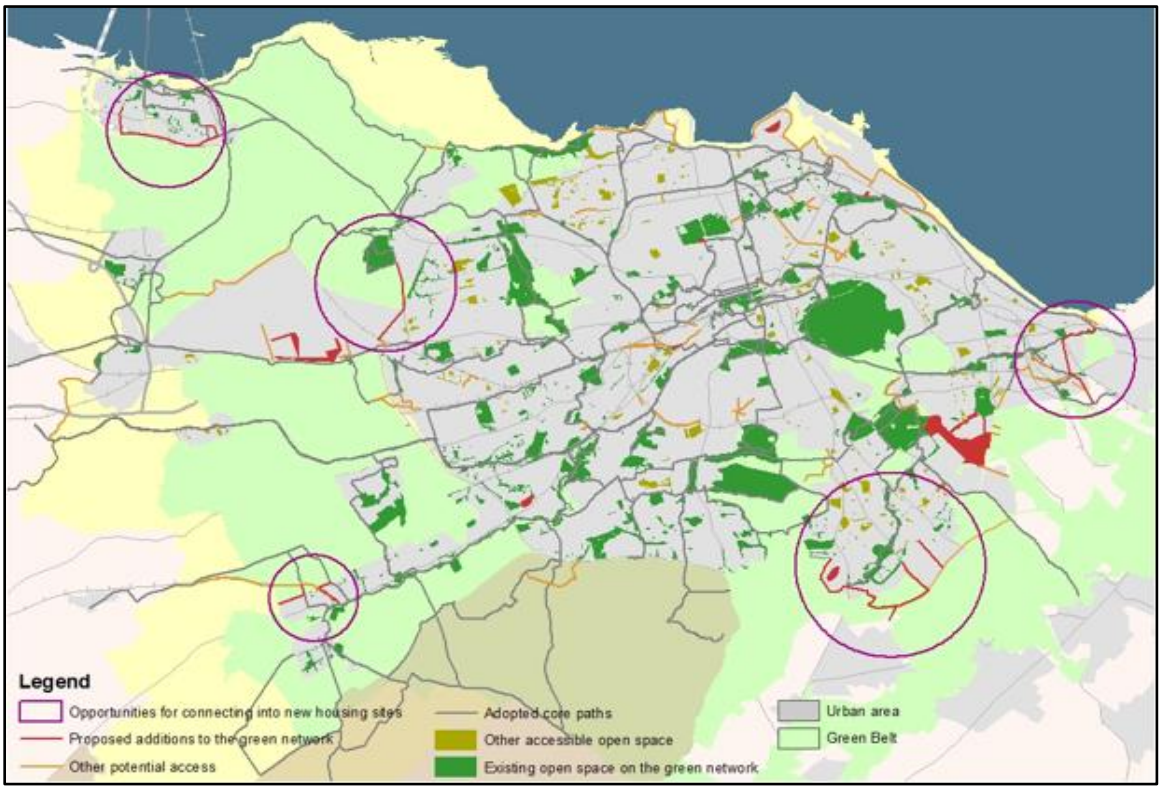
The Edinburgh City Centre townscape and cultural activities that take place within the city centre make a significant contribution to the city's cultural identity and are part of the intangible cultural heritage attributes of the WHS. This cultural identity is internationally renowned and contributes 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
Scottish Natural Heritage (SNH)	• SNH are content with the scope and level of detail proposed for the environmental report, subject to addressing of the following comments: • Any changes to the objectives of ECCT that change through consultation and refinement should be clearly set out in the ER. • Review the objectives under the biodiversity topic to separate different types of designated site; • 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; • Review two assessment questions under Population and Human Health regarding route severance and access to education facilities; • SNH are content with the proposed consultation period from February to June 2019; • SNH agree with the approach to mitigation and monitoring; and • SNH suggest the Wildlife & Countryside (Scotland) Act 1981 and the Pollinator Strategy Scotland 2017-2027 be added to the relevant PPS.	• SNH's support for the scope and approach is welcomed • 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. • 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. • Population and Human Health assessment questions have been amended in line with comments. • SNH's support for the proposed approach to consultation and mitigation and monitoring is welcomed. • The Wildlife and Countryside (Scotland) Act (1981) has been added to the relevant policies section (Appendix A). • The Pollinator Strategy for Scotland 2017-2027 has been added to the relevant policies section (Appendix A).
Historic Environment Scotland (HES)	• HES are content with the scoping approach, level of detail and proposed method of assessment, subject to slight amendments as follows: • Recommend an amendment to an objective regarding the inventory Garden and Designated Landscapes; • Recommend the cultural heritage assessment questions should include reference to non-designated assets; • HES welcome the assessment of inter-plan cumulative, synergistic and secondary effects; • HES recommend a minimum 6-week consultation period between May-June 2019.	• HES' support for the scoping approach and assessment methodology is welcomed. • Amendment to objective recommendation regarding Inventory Garden and Designated Landscapes and cultural heritage assessment questions has been made. • HES' agreement with the inter-plan assessment methodology is noted and welcomed. • A six-week consultation period has been recommended and HES' preference is noted.

Consultee	Summary of comments	Response
SEPA	• SEPA were in general content with the proposed scope with the following comments: • It is essential that the ECCT is integrated with other neighbouring regional strategies and their cumulative effects; • 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; • 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; • 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; • Material assets should include the impact on infrastructure such as water supply and sewerage from increased population in the city centre and wider city; • The scope and detail of the SEA, emphasising positive outcomes from ECCT is welcomed but must be linked to other parallel initiatives; • More explicit recognition of the relationships of ECCT with other PPS. It would be helpful to link other PPS with each of the topics; • 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. • SEPA are happy with the approach to SEA objectives and policy interventions; and • 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.	• 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. • 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. • 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. • 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. • Consideration of impacts on infrastructure from an increase in population will be considered for the preferred scenario. • Positive comments on the proposed scope and detail for the SEA are welcomed and will reference the other initiatives. • 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

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	0
uncertainty over compatibility	?

	SEA Objectives							Comments/Recommendations
ECCT Objectives	**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 **Recommendation -To enhance benefit to population and human health expand objective to include the word safe**
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 **Recommendation -To enhance benefit to population and human health reword objective to improve health and quality of life for 'all users'**
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 **Recommendation -To enhance benefit to population and human health reword objective to improve health and quality of life for 'all users'**
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 **Recommendation -To enhance benefit to population and human health expand objective to include the word safe**
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 **Recommendation -To enhance environmental benefit reword objective to 'revitalise the natural and historic environment'.**
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 **Recommendation -To enhance environmental benefit reword objective to reference the historic environment and the World Heritage status**
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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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 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 incl 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-S 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 befits	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 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 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 Closes 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 mgt tools : Enhanced maintenances 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**													

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 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 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 Calton 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 multipurpose streets and spaces - allow for flexible use, adaptable street furniture, pop-up activities, informal and formal play areas Smph limits Traffic calming measures in areas around public schools and to enforce 20 mph speed limits	Assume improve active travel connectivity means improvements to cycle/path network. Assume alterations to urban realm 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 (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. 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 again 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 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. Overall, considered to have a positive impact enhancing attractiveness of public realm, townscape and landscape.	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 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 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-Hannover 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.	+	+	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 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 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.	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 he city centre to support the reduction of traffic levels.	Implement park(ing) day - quirky uses of car parking spaces for a day/week - google park(ing) 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 (permit/p&d). Expanded to other local town centres. Off-street – CEC assume ownership for Castle Terrace and potentially other off-street MSCP that would allow offsetting of on-street revenue losses, and potentially prioritise resident parking in these areas.		–	+	+	–	+	+	+	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 AQMAs. 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.	Maintaining vehicular access for people with impaired mobility should be considered when reducing availability of on-street parking. 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.
	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 person to give them the confidence to use the network.	–	+	+	–	+	– –	–	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 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. 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	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, rationalising the bus services . 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, 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. 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. 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 activated 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 space, water features, seating, shelter to 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, Calton 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	–/+	++	+	–	0	?	+	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 events 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.	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 identified within Council Green Space Audit should be given priority. Lighting hierarchy needs to be developed to be sensitive to exiting 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, focussed on pedestrian demand Open up access s to graveyards as open spaces promotion and expansion of shared mobility (car clubs / cycle hire) shared services for loading/servicing 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, 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 benefically 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 underused. Measures would help to ensure an attractive public realm and would enhance the integrity and liveability 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.	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	Biodiversity - The cumulative effect of this scenario on this topic is minor negative. 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 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 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 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 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 focussing 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 30% 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 what this 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 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. 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 Areas 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 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 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 levels which free up more space in the city centre and key routes, making space for trees and other vegetations.	Greening of Lothian road, George IV Bridge-Hannover St- Dundas St, Rodney St, Douglas gardens,-Palmerston Place-Gardener's Cres, Leamington Terrace, Bernard Terrace, Holyrood 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	Significant public transport and traffic management investment to improve connectivity to and around the city centre and minimise the need for on-street parking.	Implement park(ing) day - 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 AQMAs. 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	Significant public transport investment to improve connectivity to and around the city centre, with management measures in place to enhance walkability of the city centre within a defined tram loop.	City centre tram loop Interchange hubs close to North Bridge / Waverley Station, Haymarket, Picardy Place, University (Bristo Square) Reduced bus movement through city centre 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 person to give them the confidence to use the network.	–	+	+	–	++	– –	–	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. 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 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) 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, rationalising the bus services . 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, 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. 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	Significant open space investment to create wider zones of connected open space and high quality public realm in the city centre. High levels of investment together with reduced levels of traffic present the opportunities to reactivate areas like Canongate. Transport interchange areas will be key for the activation of open space. They would involve more development with new uses and amenities for existing and new residents.	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 further 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 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. 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 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 identified within CEC Green Space Audit should be given priority. Lighting hierarchy needs to be developed to be sensitive to exiting 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 benefit residents/visitors Wayfinding including use of apps could include historic interpretation and improve understanding of the historic environment.
	Operations and Management	Wider interventions focussing on enhanced operation of the transport network, allowing for improved Public transport and physical interventions.	Real-time traffic management, including fixed time PT plans and pedestrian count-down clocks promotion and expansion of cycle hire shared services for loading/servicing 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	Biodiversity - The cumulative effect of this scenario on this topic is minor negative. There are anticipated negative effects with activating currently undersued 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 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 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
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 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

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			
Packages	**Streetspace Allocations**	The emerging package focuses on the removal of traffic from key city centre streets where this has the greatest benefit to city centre residents and visitors, and the reallocation of space to pedestrian, cyclist and public transport users where this best facilitates a more sustainable use of space for an increasing number of people on these streets. These measures are supported by local junction improvements that provide more footway space and more effective road crossing opportunities for pedestrians, and the development of a full, cohesive and high-quality cycling network across the city centre.	Package has been renamed to allocation of street space. Preferred interventions are predominately from Scenario 2 - Local. Street closures are mainly the same as Scenario 2 with the change to allow Bank Street to allow public transport only, as a busy north -south bus corridor this is positive intervention. Reallocation of traffic lanes to enhance footways/cycleways added to include Western Approach Road, Cowgate, Calton Road, Johnston Terrace, and Panton Street. Junction improvements to improve pedestrian facilities in line with Scenario 2. Safe cycling routes has added full implementation of current ATAP Programme including CCWEL and MIGS. Lothian road to CCWEL to Tollcross and Princess Street/Lothian Road cycle safety improvement. North/South cycle route from Leith Street to the pleasance including a new pedestrian/cycle bridge from Calton 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 tram 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 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. 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 pleasance 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. Difficult to assess impacts of package of measures on cultural heritage due to lack of detail on 'prioritised 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.	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 cycling safety and overall reduction of traffic within the city centre,.	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 1) 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 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. 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 forthcoming technical guidance 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.
	Public Transport	The emerging package addresses the significant challenge of increasing demand within the city centre by allowing for higher capacity and more reliable bus services that will in time be supplemented by further tram capacity and well-defined interchange points. This will complement other packages by defining a clear city centre zone within these interchanges where walking and cycling take priority. The package also responds to the need to protect city centre resident mobility, a growing elderly population, and the topographic challenges that particularly affect mobility impaired users through the provision of new vertical connections that link key city centre streets.	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, having more services 'kiss' the centre. Includes connecting Nicolson Sq. area and Haymarket via Lauriston Place; linking with a potential southern city tram to form a city centre tram loop. In additional proposes a city centre hopper bus prior to tram loop construction. Vertical connection from Princes street to Edinburgh Castle removed due to impact on cultural heritage and SSSI. Transport interchanges proposed for Scenario 3 are proposed to make best use of infrastructure and improve interconnectedness of the networks.	-	+	+	-	++	-/+	-	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. 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 o 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 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. This effect would be localised. 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) 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 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, 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, stops in non-secluded areas would help mitigate this. The public transport must be affordable and reliable 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 thereby facilitating modal shift. 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 Ensure sensitive 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 WHS.
	Parking	The emerging package seeks to significantly reduce the availability of on street car parking within the city centre, but to retain critical areas of resident permit parking. This will be supported by CEC assuming management responsibility for key off-street car parks (allowing CEC to set priorities for the flexible use of these spaces) and wider policy interventions including a workplace parking levy that will collectively contribute to a disincentive for non-resident private vehicle access to the city centre.	Proposed strategy is predominantly drawn from Scenario 2-with overlap from Scenario 3. Removal of parking spaces has been refined 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 losing parking space. No reference to parking days Revisions to permit zones has been added with more concentrated parking areas and resident spaces to mitigate lost space for residents at the expense of pay and display. CEC ownership for New Street and Castle street with the addition of negotiating flexible use of this space to offset losses from metered parking. Baseline review added to assess potential impacts on implementing a workplace levy on businesses in the city centre. Includes city centre electric vehicle charge points for taxis, car clubs, last mile freight and council fleet	-	+	+	-	+	+	+	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 liveability 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 having a beneficial impact on air quality and tailpipe emissions in the city centre, reducing exceedance air quality levels in AQMAs. Positive impact on setting of proximate listed buildings and localised parts of Conservation Area and WHS. 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 and anticipated modal shift to more sustainable and active travel options.	Temporary 'quirky' parking days were included in Scenario 1 and 2 as an intervention. The SEA determined that it would have an overall positive effect to liveability 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 an off-street parking action plan which CEC prior to construction which could be important to maintain accessibility for shoppers to retail.
	Optimisation of Space/Green Links	The emerging package identifies small-scale measures that can be applied at targeted local areas or more widely across the city centre to enhance the liveability and usability of key public spaces. These measures will complement the infrastructure and service provisions of the other packages by maximising the benefits to be drawn from these public spaces surrounding these interventions.	Preferred strategy combines the Green Linkages and Open Space packages to form Optimisation 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 space, water features, seating, shelter to attract more young families to spend time in the city centre Public realm schemes proposed on George Street, Princes Street, Lothian Road, South Bridge and Morrison 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 Accessibility and permeability of Princes Street Gardens, including implementation of Ross Band Stand/Quaich project and linking of the gardens across Princes Street to Castle Street Investigate opportunities for opening of private gardens Additionally it proposes to develop management plans 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.	+	++	+	+	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. 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 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, 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. 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. 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 under-utilised spaces, path networks and trails. Interventions would have an overall significant positive impact enhancing attractiveness of public realm.	The cumulative effect of this package of interventions is major positive with key benefits anticipated on biodiversity and water and landscape and townscape. 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 significant improvements to 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. Significant negative effects on cultural heritage are anticipated where greening is proposed in principal historic streets and linking the gardens across Princes Street.	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. 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 exiting 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 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) of garden and other open spaces which form part of the New Town Gardens Inventory GDL and WHS). 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 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	The emerging package provides a series of city-centre wide interventions to manage public space and services more effectively, and to enhance the operation, management and maintenance of these existing assets and the new infrastructure being brought forward by other packages. This will all be underpinned by a renewed focus on community engagement to ensure that potentially limited operational resources can respond to the priorities of city centre communities.	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 last mile 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, cycleways and public realm Enhanced enforcement of kerbside restrictions Management of commercial bins to reduce street clutter Provide visible pubic 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 Johnston Terrace. This would look to balance impacts from coach congestion whilst 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 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 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. 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 integrity and liveability 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. as was seen in the Wester Coates 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 count-down clocks which help to make better use of existing transportation infrastructure
Preferred interventions Synergistic/cumulative effect by topic		Biodiversity – The cumulative effect of preferred packages of interventions on this topic is mixed. Key benefits associated with increased green space/green linkages. There are anticipated negative effects with activating currently undersued open space including private/semi probate space, and potential for a negative effect on designated site at Princes Street Gardens. These negative effects are localised. Population and Human Health - The cumulative effect of preferred packages of interventions on this topic 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. 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/increase commercialisation 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 'kiss' city centre, reduction in parking , 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 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 proximate listed buildings, however localised negative effects associated with proposed vertical connectivity measures and 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. Landscape/Townscape – The cumulative effect of preferred packages of interventions 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 the proffered 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.									