

An aerial photograph of Edinburgh, Scotland, showing the city centre and surrounding areas. The image captures a dense urban landscape with numerous buildings, streets, and green spaces. The River Forth is visible in the bottom left corner, flowing through the city. The title 'CITY CENTRE SOUTHERN ARC AREA DEVELOPMENT FRAMEWORK' is overlaid in large, white, bold, sans-serif capital letters at the top of the image.

CITY CENTRE SOUTHERN ARC AREA DEVELOPMENT FRAMEWORK

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FOREWORD

I am pleased to present the City Centre Southern Arc Area Development Framework, a document that has taken a broad view of how we move between the key locations of Holyrood and Haymarket and from the inner residential suburbs of Sciennes, Marchmont and Tollcross to those locations and the city centre in between. The Area Development Framework promotes a series of projects and proposals that seek to create more walkable and attractive neighbourhoods and over time deliver a better quality of life for its residents, workers and visitors.

Many areas within the Southern Arc are high quality urban environments that contain good facilities for those wanting to walk or cycle to their destination. But as with all city centres there are challenges in balancing the needs of pedestrians and cyclists and those who use and rely on public transport, their cars and other vehicles to access destinations, services and amenities that the city centre provides. The Southern Arc poses some particular challenges in terms of connectivity. The roads that pass through the area are key routes into the city centre but they can also act as barriers to achieving good connectivity; these routes can be congested and on occasions difficult for pedestrians and cyclists to navigate. This Area Development Framework describes a series of projects and priorities at key locations throughout the area - some of which are aspirational and may take a while to develop and implement, others which will progress incrementally, while some are small-scale and focus on detail, for example, on the type and quality of street lighting, traffic light sequencing, reducing traffic speeds and

creating increased pavement widths. The projects also provide an opportunity to explore and consider how we can better use our streets and spaces during the summer months and festivals to promote street art and events.

There are many reasons for pursuing the projects described, they will almost certainly result in a more attractive and liveable city, however a prime motivation is to get residents and those that use the area to be more physically active and in so doing address some of the concerning health issues to be found in the Southern Arc.

The process undertaken to prepare the document, including collaborations with Architecture+Design Scotland and the NHS Lothian, the use of design workshops and community engagement exercises has resulted in a document that has been generally well received by those that have participated in the exercise. It has identified issues that are of importance to local communities and focuses on creating an improved public realm that encourages walking and cycling that over time will benefit the health and well-being of its residents and those that work and visit the area.

Councillor Jim Lowrie

March 2012





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1 INTRODUCTION

- 1.1 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.
- 1.2 Cities that promote and foster walking and cycling are among the most liveable places in the world e.g. Helsinki, Zurich, Munich and Copenhagen are regularly recognised as such. In these and other cities, this has led to the increased use of public transport, a reduced number of car journeys and an improvement in
- air quality for those using the area. Such cities also create opportunities for improved social interaction – a fundamental characteristic of a vibrant and liveable city.
- 1.3 An ambition of the Council is for Edinburgh to be recognised as one of the most liveable cities in the world. With its outstanding built and cultural heritage it has many of the ingredients that go to make up a successful place so is fortunate that it is moving forward from a strong base. The city also strives to be regarded as one of the most physically active in Europe in the interests of improving the health and wellbeing of its residents, workforce and visitors. Crucial to both these objectives is the creation of walkable neighbourhoods. This ADF aims to contribute to the fulfilment of these



Figure 1: The ADF study area broadly defined

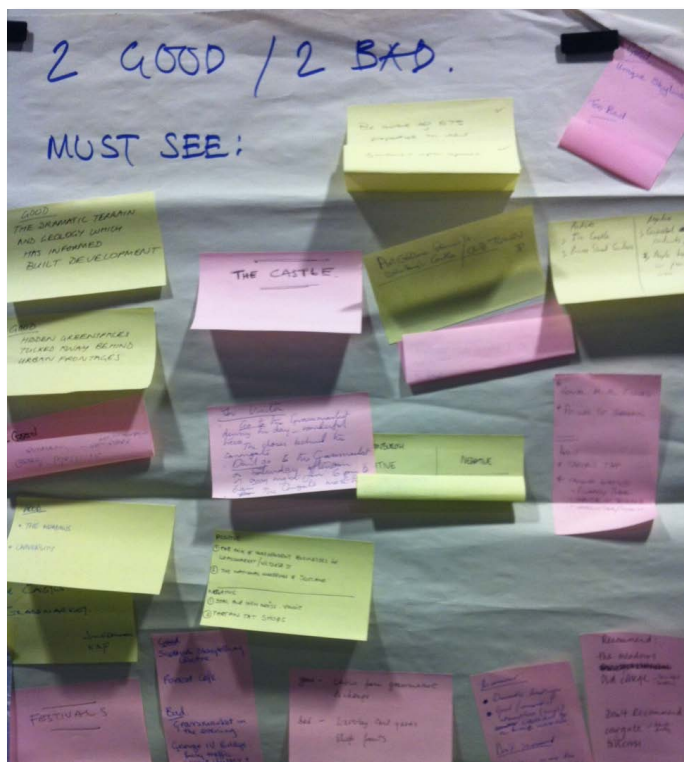
The Process

- 1.4 The ADF has been prepared by the City of Edinburgh Council in collaboration with Architecture + Design Scotland (A+DS) and the National Health Service (NHS). It has been produced through a series of design workshops.
- 1.5 The series began with council departments responsible for delivering a service in the ADF area being invited to identify investment priorities in the short, medium and long



Community Engagement

- 1.6 The second event engaged with key stakeholders in the area, which included members of the local community, people who work in the area and also those with a personal interest in making the area a more successful place. Participants were asked to identify the strengths and weaknesses of the area, its problems and possible solutions, and their dreams for the area as it develops. A number of themes emerged from this exercise



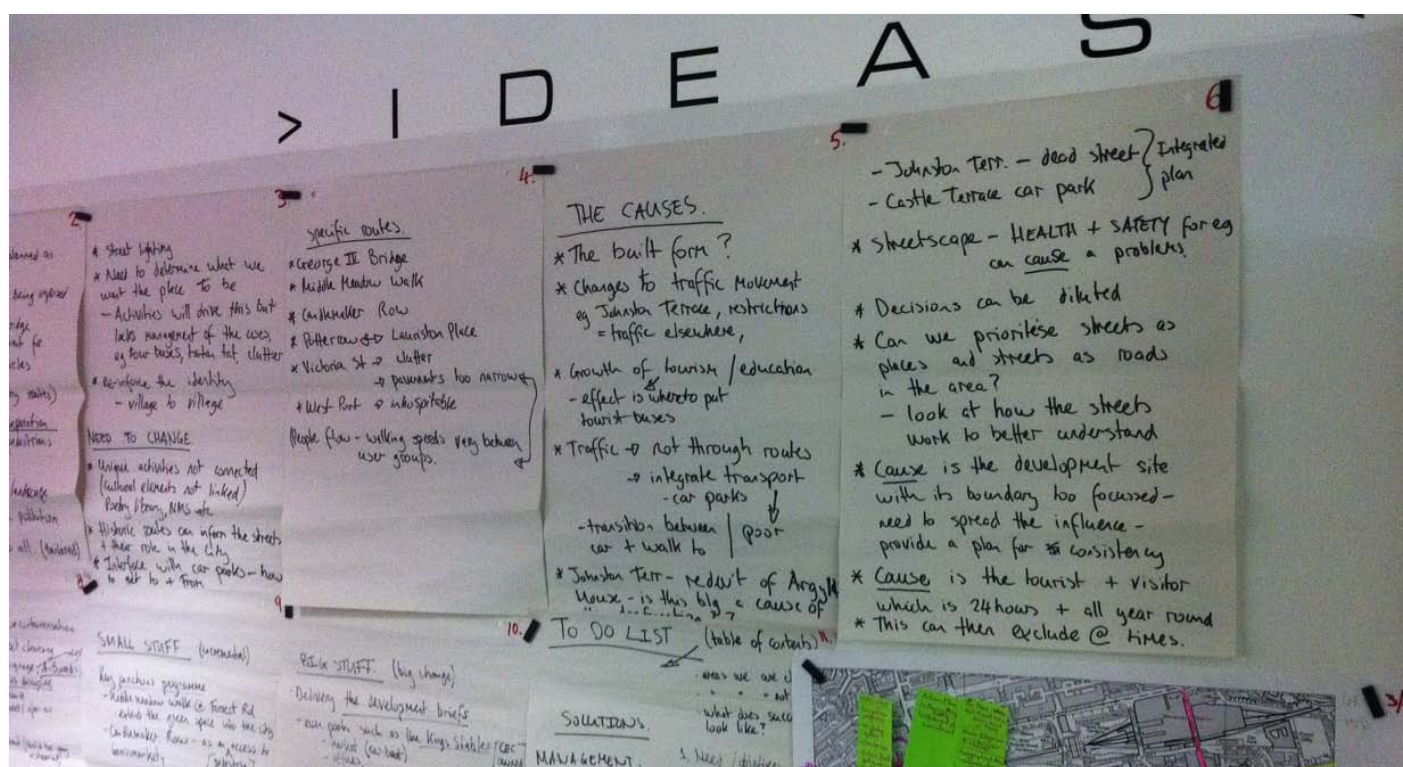
1 INTRODUCTION

that formed the basis of the projects identified later in this document. A third 'outcomes and scenarios' event explored the themes further before a final workshop sought to validate and secure agreement that the projects identified were the ones to be taken forward.

- 1.7 A record of comments and ideas made by the participants at the design workshops accompanies this document. Many of the projects identified will be for the Council to progress; some will be its sole responsibility while others will be developed and delivered jointly. A number of the projects could be developed and progressed by the communities themselves.

- 1.8 The projects are based on ideas generated by individuals, community groups and particular interests. The process has been lengthy, worthwhile and important to the development of community relationships and to ensure broad support for the projects and their implementation.

- 1.9 The preparation of the ADF should be regarded as the beginning of the process to deliver the projects identified. They will need to be developed further and this will require ongoing engagement on a medium to long-term basis with all relevant interest groups. An action plan is included at the end of the document that describes a package of tasks for each project.





2 CONTEXT

Built Form and Heritage

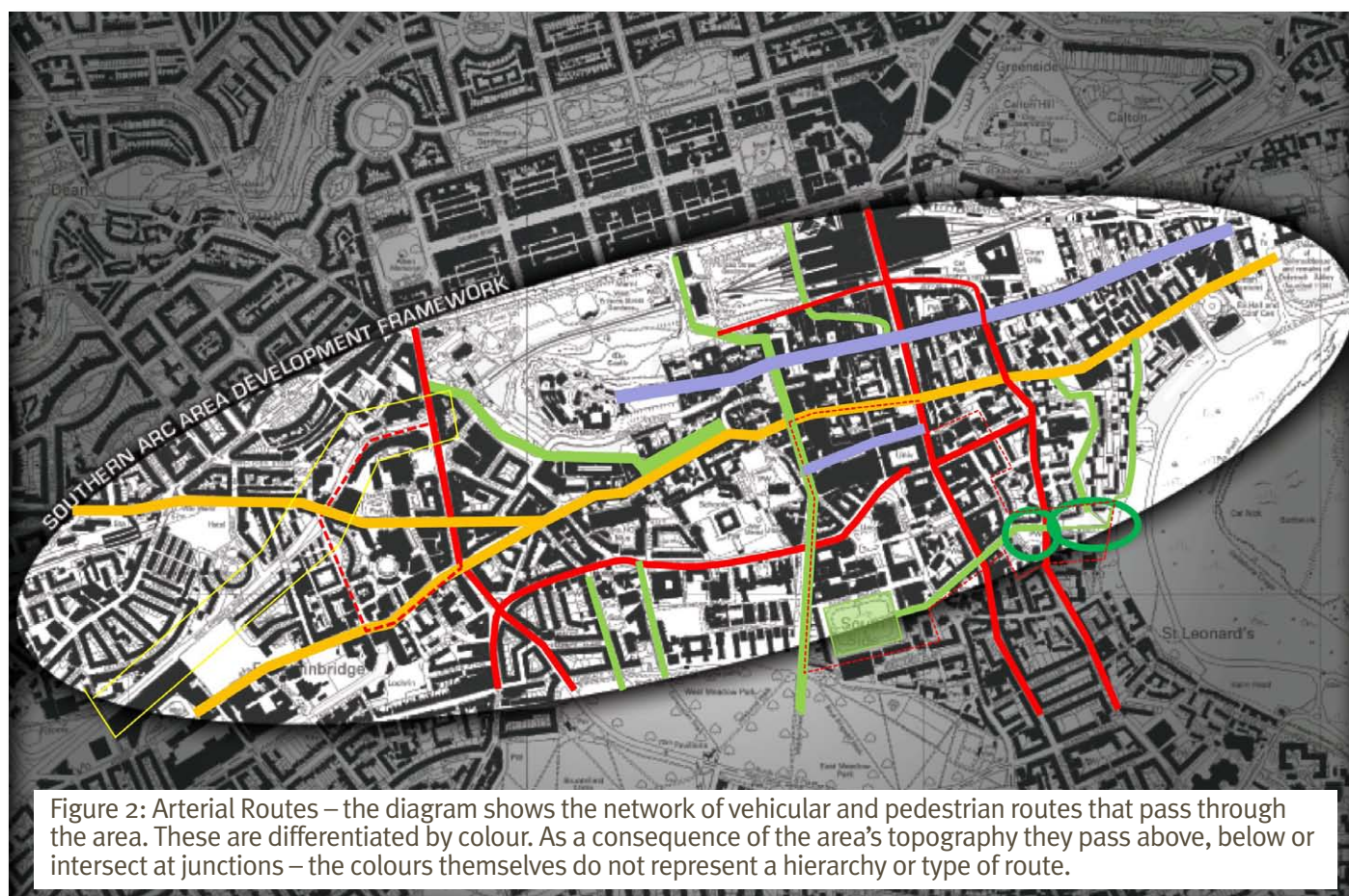
- 2.1 The built heritage is an irreplaceable legacy and the foundation of Edinburgh's distinctive character. It contributes to the quality of life enjoyed by residents and to the city's sense of place, cultural identity and townscape diversity. It is a valuable asset and is important to meeting broader strategic objectives of the city, viz: its economic development and its promotion as a destination for tourists, cultural, leisure and recreational activities. Edinburgh contains the greatest concentration of built heritage assets in Scotland. The Old and New Towns are inscribed as a world heritage site by UNESCO.
- 2.2 The historic environment of Edinburgh is of exceptional interest with unrivalled urban and landscape qualities which successfully incorporates all the functions of a thriving capital city. Edinburgh's distinctive character is based on its topography, its architectural heritage and the unique form of its historic environment, with much of this falling within the city centre. These features make the city centre an attractive place to live, work and visit. It also creates a strong physical identity which is highly valued by residents and instantly recognisable to people throughout the world. The built environment and unique setting of the city centre is internationally acclaimed and is a major factor in its economic success.



2 CONTEXT

Access and Movement

- 2.3 The city centre is highly accessible by all modes of transport and functions as a major transport hub for bus and rail services. A number of principal traffic routes pass through the area both in east-west (Haymarket, Royal Mile, Cowgate and Chambers Street) and north-south (Lothian Road, George IV Bridge, North / South Bridge) directions. These routes are busy and often congested, making movement by foot or cycle unappealing and potentially hazardous. These routes are described in the diagram below.
- 2.4 The area contains a number of on and off-road cycle routes. Some of the on-road routes can be hostile and hazardous for cyclists, particularly the Lothian Road and North / South Bridge / Nicolson Street corridors, where cyclists must negotiate high volumes of traffic, parked vehicles and junctions primarily designed for the benefit of vehicles.



2 CONTEXT

Active Travel Action Plan (ATAP)

2.5 The Council, in partnership with the NHS and others, has published an Active Travel Action Plan (ATAP). The Plan seeks to increase the proportion of people walking and cycling to their place of work to 22% and 15% of all journeys, and for all trips undertaken in the city to 35% and 10% respectively by 2020. The Plan describes actions that will be undertaken to enable people to walk and cycle more safely and more often.

Within the ADF areas the ATAP aims to:

- promote walking as a transport mode of choice;
- ensure that the pedestrian environment is accessible to all;
- as part of any major redevelopment at Haymarket station review and upgrade pedestrian and cycle routes;
- review and improve, where feasible, existing signalised pedestrian crossing facilities,

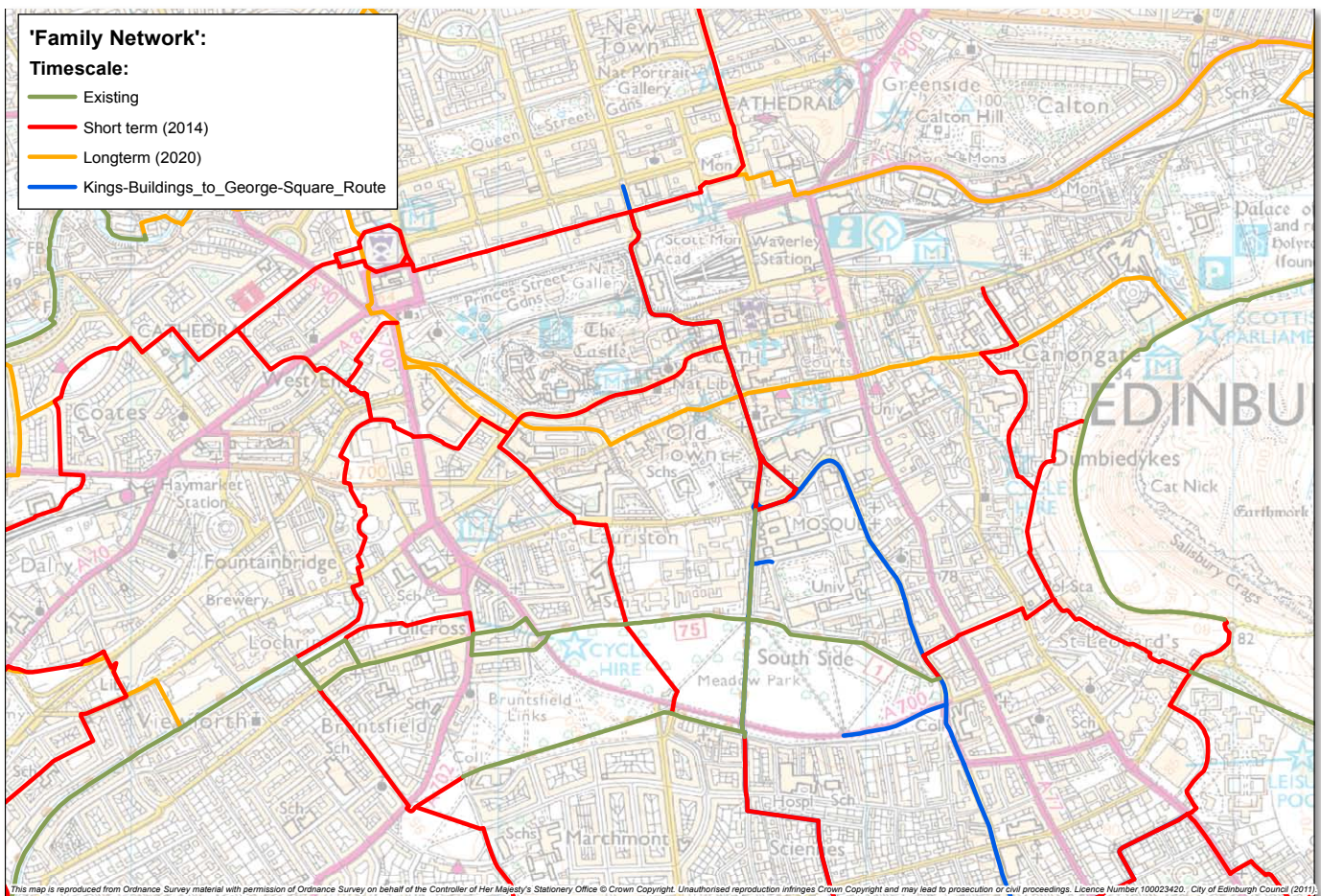


Figure 3: Family Network of Cycle Routes

2 CONTEXT

including increasing priority for pedestrians over general traffic;

- pilot the removal of guardrail to reduce clutter and impediments to pedestrians;
- integrate walking with public transport and cycling;
- review signing and way-finding strategies for pedestrians;
- deliver a 'Family Network' of cycle routes through the city centre (see Figure 3);
- review and upgrade on-street cycle parking in the city centre (by 2012).

Area Profile

2.6 The total working-age population of the area in 2009 was 27,942 of which approximately one tenth was economically inactive. This figure was significantly lower than the Edinburgh average at that time.

2.7 The age profile of those living in the city centre is strikingly different from those of Edinburgh and Scotland as a whole, for example, there are a significant number of working age adults living in the area and a very low proportion of children and older people. Almost 85% of the resident population is of working age.

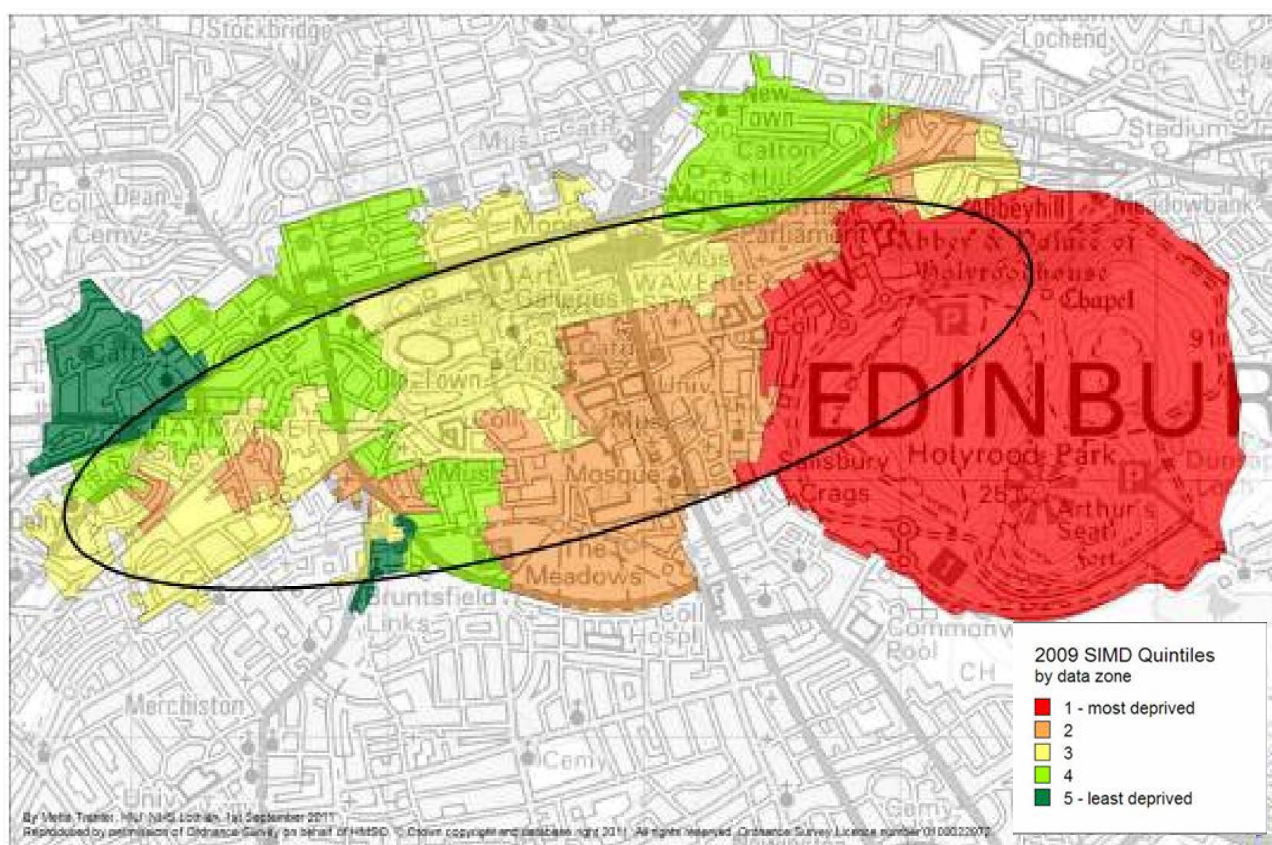


Figure 4: 2009 SIMD Quintiles

2 CONTEXT

- 2.8 Figure 4 illustrates the data zones mapped by Scottish Index of Multiple Deprivation (SIMD) score, across the ADF area. The data zone in which the highest level of deprivation has been recorded is located in the east of the area and includes a substantial number of social/ local authority owned housing, principally at Dumbiedykes. This in general terms creates an east-west divide with the most disadvantaged people living in the east of the area while the more affluent live in areas to the west.

Health profile

- 2.9 While there are pockets of socio-economic deprivation the area considered by the ADF is not characterised by the sort of poverty and deprivation usually associated with high rates of mortality and morbidity.

Mortality

- 2.10 Table 1 shows all cause mortality and amenable mortality for the ADF area, Edinburgh and Lothian. Amenable mortality is deaths that could theoretically be averted by good health care. Both of these show that the mortality rate in the Southern Arc is much higher than the Edinburgh and Lothian averages, and this has been consistent over time. This is surprising given the profile of the population noted in paragraphs 2.6 and 2.7.

Table 1: Age standardised all cause and amenable mortality rates

	All cause mortality	Amenable mortality
2004 - 2006	EASR per 100,000	EASR per 100,000
City Centre Southern Arc	818	182
Edinburgh CHP	660	123
Lothian	680	126
2007- 2009		
City Centre Southern Arc	775	138
Edinburgh CHP	614	108
Lothian	631	109
Source: SMRo1,GRO(S)		

Note: European Age Standardised Rates(EASR)

Morbidity: Cardio-respiratory disease

- 2.11 Table 2 shows standardised hospital admission rates for coronary heart disease (CHD) and respiratory disease. This shows similar patterns to mortality. Admission rates for CHD in residents of the City Centre Southern Arc are significantly above the Edinburgh and Lothian averages. The differences in the admission rates for respiratory disease are less striking, and in the most recent time period the rate is similar to the Edinburgh average.
- 2.12 Cardio-respiratory disease rates are influenced by environmental conditions including air quality. Physical activity and obesity are important determinants and are influenced by

2 CONTEXT

neighbourhood walkability, connectivity, safety, security, quality of public realm, access to and quality of greenspace.

Table 2: Age standardised admission rates for CHD and respiratory diseases

	CHD admissions	Respiratory admissions
2004 – 2006	EASR per 100,000	EASR per 100,000
City Centre Southern Arc	437	1,241
Edinburgh CHP	425	1,128
Lothian	460	1,208
2007- 2009		
City Centre Southern Arc	334	1,176
Edinburgh CHP	338	1,175
Lothian	370	1,284
Source: SMRo1,GRO(S)		

Note: European Age Standardised Rates (EASR)

- 2.13 Overall, the data suggests that the health of people living in the ADF area is poorer than the city or Lothian average across a number of indicators. This is unexpected given the deprivation profile of the area and the reasons for this are unclear.



2
CONTEXT



Housing Tenure

2.14 Table 3 shows housing tenure in the area at 2001. The table does not take account of new housing development built at Fountainbridge or Lauriston Place (Quartermile). The findings highlight that at that time less than 1% of all properties in the area were socially rented and that home ownership was above 70% in two locations. Notably there was, and remains, a high proportion of private rented properties; one in three homes at that time was privately rented. Such a statistic suggests the presence of a large transient population in the ADF area, which brings with it particular issues.

Table 3: Household tenure

	% of Households - Owner Occupied : 2001	% of Households - Social Rented : 2001	% of Households - Private Rented : 2001
ADF Area	43.8	23.1	33.1
Edinburgh	68.57	17.91	13.53
Scotland	62.59	29.41	8
Source: SNS – Census, 2001			



ART ROCH

PURPLE GLAMOUR

3 LINKS BETWEEN THE BUILT ENVIRONMENT AND HEALTH

- 3.1 Physical activity is an important determinant of both physical and mental health and wellbeing. Improving the walkability of the city centre and, in doing so, increasing physical activity, has the potential to positively impact on the physical and mental health of the stakeholders within the area. An increase in walking and cycling contributes to a reduction in car journeys that help to combat traffic delays and pollution along the City's streets with a consequent impact on air quality.
- 3.2 Adults need to accumulate only 30 minutes of moderate physical activity most days to gain significant benefits for their health. Yet only 40% of the adult population achieve that. Moderate activity means brisk walking or equivalent. Walking is a form of activity that most people can do, does not require special equipment and can be built into a daily routine.
- 3.3 Neighbourhood and streetscape design can either encourage or discourage both walking and cycling. Areas that are most walkable are those with varied and higher density land use mix, easily accessible local services, good connectivity, and safe and attractive walking and cycling routes. People who regularly travel through the neighbourhood could gain significant health benefits from changes in their daily routine towards more active travel, especially walking.
- 3.4 Visitors to the city could also benefit from improvements to the walkability of the

environment. Edinburgh Visitors' Survey reported that a favourite activity for 85% of visitors to the city is simply walking around the city.

Walkability and connectivity in the ADF area

- 3.5 Good connectivity, particularly by active modes or public transport, can contribute to physical activity as noted above. It is also important to enable people to access employment, services and amenities. Busy roads can be barriers to walkability, can cause community severance and reduce the viability of local community networks and social support.
- 3.6 Many areas within the ADF are well used by pedestrians and provide an attractive, walkable environment. But as with all city centres, there are challenges in balancing the needs of pedestrians with those of cars, public transport and other vehicles that also travel into or pass through the area in order to access the range of destinations, services and amenities that the centre provides.
- 3.7 The ADF area poses some particular challenges in terms of connectivity. The main arterial roads are key routes into the city but can also act as barriers to connectivity across the ADF area for pedestrians and cyclists. Lothian Road separates the Fountainbridge and Haymarket area from the centre while the Bridges/ Nicolson Street divides the centre from the

3

LINKS BETWEEN THE BUILT ENVIRONMENT

Dumbiedykes/St Leonard's areas. There is an extensive bus network running throughout the area, though it tends to follow the arterial routes.

- 3.8 Some specific obstacles to walkability and cyclability were highlighted during meetings and interviews with key informants and in go-along interviews undertaken by the NHS. Residents and local workers identified pedestrian and cycling routes that are compromised by poor pavement quality or maintenance and road engineering that are perceived to favour cars. This goes against the locally and nationally accepted hierarchy that prioritises pedestrians and cyclists ahead of motor vehicles.
- 3.9 A balance between pedestrian, cyclist and other road user accessibility needs to be established and maintained. Designing Streets provides a template for people- focused street design.

Road traffic accidents and injuries

- 3.10 Mapping of road traffic accidents, cycling accidents and pedestrian collisions in the ADF area shows that the routes with high levels of traffic are, unsurprisingly, where most accidents occur.
- 3.11 As well as the direct impact on health of injuries, traffic and fear of accidents are also common reasons that parents give for restricting children's outdoor play and driving them to school. This reduces children's levels of physical activity, increases the risk of obesity and may lead to later health problems. There are four schools in the ADF area, all are adjacent to busy roads.



Figure 5: Pedestrian Accidents

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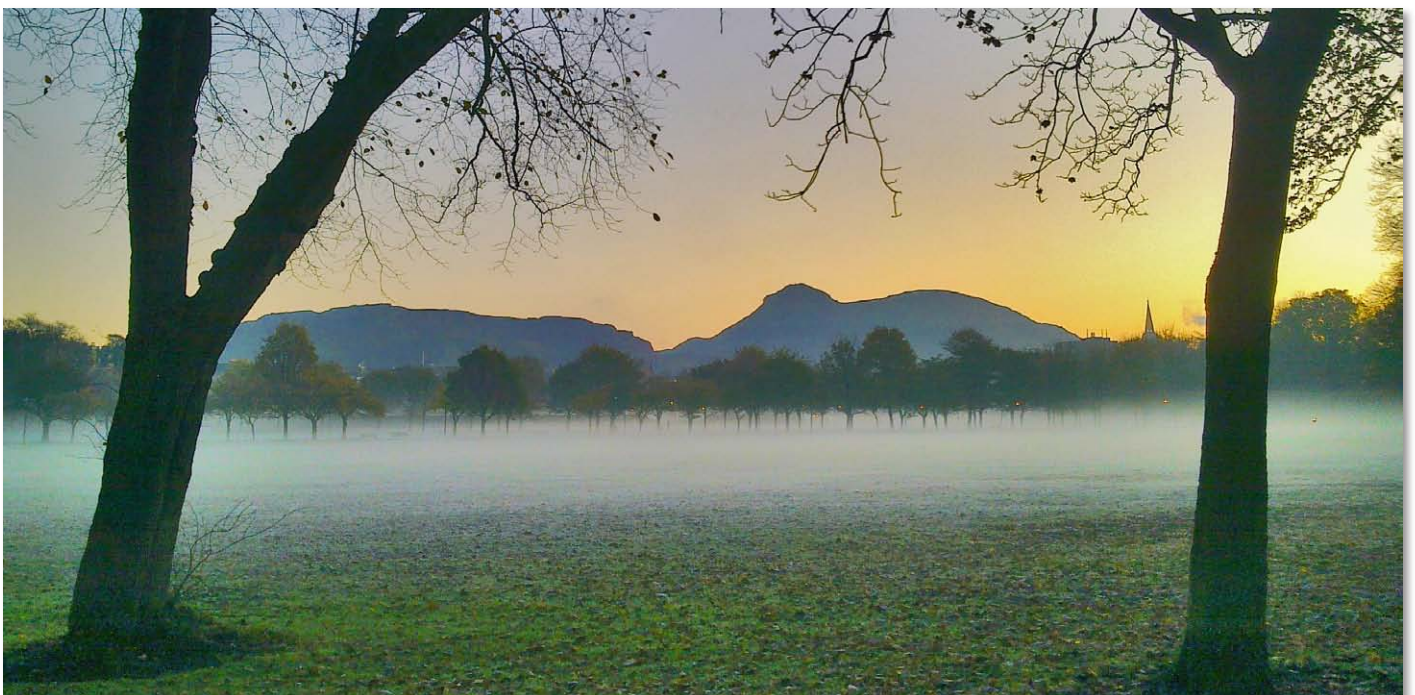
LINKS BETWEEN THE BUILT ENVIRONMENT

Air quality

- 3.12 Poor air quality has a direct relationship with health problems. An increase in average annual levels of small particles is associated with an increase in mortality. In most areas, road transport is responsible for about a third of these small particles. This is higher in some parts of the ADF area, where the combination of high traffic volumes and the canyon like effect of tall buildings and narrow streets trap exhaust emissions and contribute to poor air quality.
- 3.13 A City Centre Air Quality Management Area was declared due to poor air quality in the west of the ADF area. Many of the other air quality monitoring stations in the area show readings for nitrogen dioxide above the recommended limit.

Green space

- 3.14 Access to good quality, accessible greenspace may encourage physical activity and improves mental health. Recent research carried out for the Commission for Architecture and the Built Environment's (CABE) Space project has shown that deprived areas have markedly less green space than average, and for most type of green space, social and private renters have less quantity than owner-occupiers.
- 3.15 The area considered by the ADF sits within an outstanding natural environment and landscape. Princes Street Gardens provides the northern edge of the ADF area while the Meadows form a southern boundary. Holyrood Park is at the eastern edge of the area. The regenerated Union Canal has its eastern terminus at Lochrin Basin at Fountainbridge.



3

LINKS BETWEEN THE BUILT ENVIRONMENT

Notwithstanding the proximity of these large areas of green space to the communities of the ADF area, access to them can be difficult for many, principally due to busy roads and the absence of convenient connections.

- 3.16 Some participants at the consultation workshops raised concerns that Holyrood Park was less well used than the other parks, although it is well used by students. This was attributed to perceived poor connections to the rest of the area and a lack of specific facilities, such as a children's play area.
- 3.17 Given the importance of these large areas of public greenspace, their ease of access and maintenance is important to ensure that people are able to access and benefit from the use of these spaces.

Crime and antisocial behaviour

- 3.18 Neighbourhood measures of crime or disorder have consistently been associated with mental health outcomes such as depression and unhealthy behaviours such as smoking. High crime levels (or perceived high crime levels) also discourage social interaction and physical activity such as walking and cycling. Anti-social behaviour is often associated with an excessive consumption of alcohol.

- 3.19 The ADF area has a vibrant evening economy and as a consequence at certain times of day and week it endures a high level of anti-social behaviours from those using the area. Lothian and Borders Police maintain a record of such incidents and has mapped these to demonstrate where these incidents generally occur. Where it is able, the Council is working closely with the police force to address some of these behaviours. At the consultation workshops that informed the preparation of the ADF, many concerns were raised about the impact of the evening economy and associated anti-social behaviours on both the residential and visual amenity of the area.



LINKS BETWEEN THE BUILT ENVIRONMENT



4 VISION

‘Edinburgh in 2030 is an innovative, environmentally responsible and inspiring capital city with an outstanding quality of life and skilled, resourceful communities. Our reputation for excellence in science, technology and the arts ensures that the city is an international hub for talented, creative people and enterprises.’

- 4.1 The vision described above introduces Delivering Capital Growth, a document published in August 2010 in which the Council outlines its proposals for the continued physical renewal and growth of Edinburgh. Under the title ‘Shaping Tomorrow’s City’ the document considers ‘planning for better health and wellbeing’ and notes that while generally enjoying better health and living longer, our health and life expectancy is not as good as that enjoyed by those living in other western European countries. The document recognises that the way we shape the city makes a real difference to people’s health. In preparing the ADF the Council has worked closely with the NHS to gain a better understanding of how the environment impacts upon our health. It is through this collaboration and engagement with the communities within the ADF study area that the projects have been defined and developed.
- 4.2 ‘Making Edinburgh Healthier’, Edinburgh’s joint Health Improvement Plan 2008-2011 aims to improve health and address health inequality in the city. It addresses physical activity as a key issue and recognises that the Council has an important role to play in encouraging active travel, creating quality green spaces, championing good urban design, providing facilities for physical activities and fostering strong community and social networks.
- 4.3 In responding to this challenge, the Council aims to make Edinburgh the most physically active city in Europe by 2020. To achieve this ambition the Council has published an Active Travel Action Plan that seeks to make movement around the city on foot or by bike easy, safe and attractive.

4 VISION

Quality of Life

- 4.4 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 2021¹. At present no British city features among the top 25 cities in this annual global survey. To help achieve this goal the ADF promotes a series of projects that seek to improve the basic condition in the city for pedestrians and cyclists and the health and wellbeing of those that use the area, the consequence of which will be to make the area more attractive and liveable.

1. Monocle Quality of Life ranking 2011



5 THE PROJECTS

5.1 Collectively the projects listed below aim to create an environment where walking and cycling is an appealing, convenient, safe and stimulating experience for everyone using the city centre. If implemented, the projects have the potential to link together to:

- improve walking and cycling movements between Holyrood and Haymarket, and vice versa;
- 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.

5.2 The diagram below demonstrates how projects that aim to improve the quality of the city's environment go hand-in-hand with those that seek to improve the health of its citizens. They illustrate that both objectives can be achieved by making the place more walkable and attractive to cyclists.

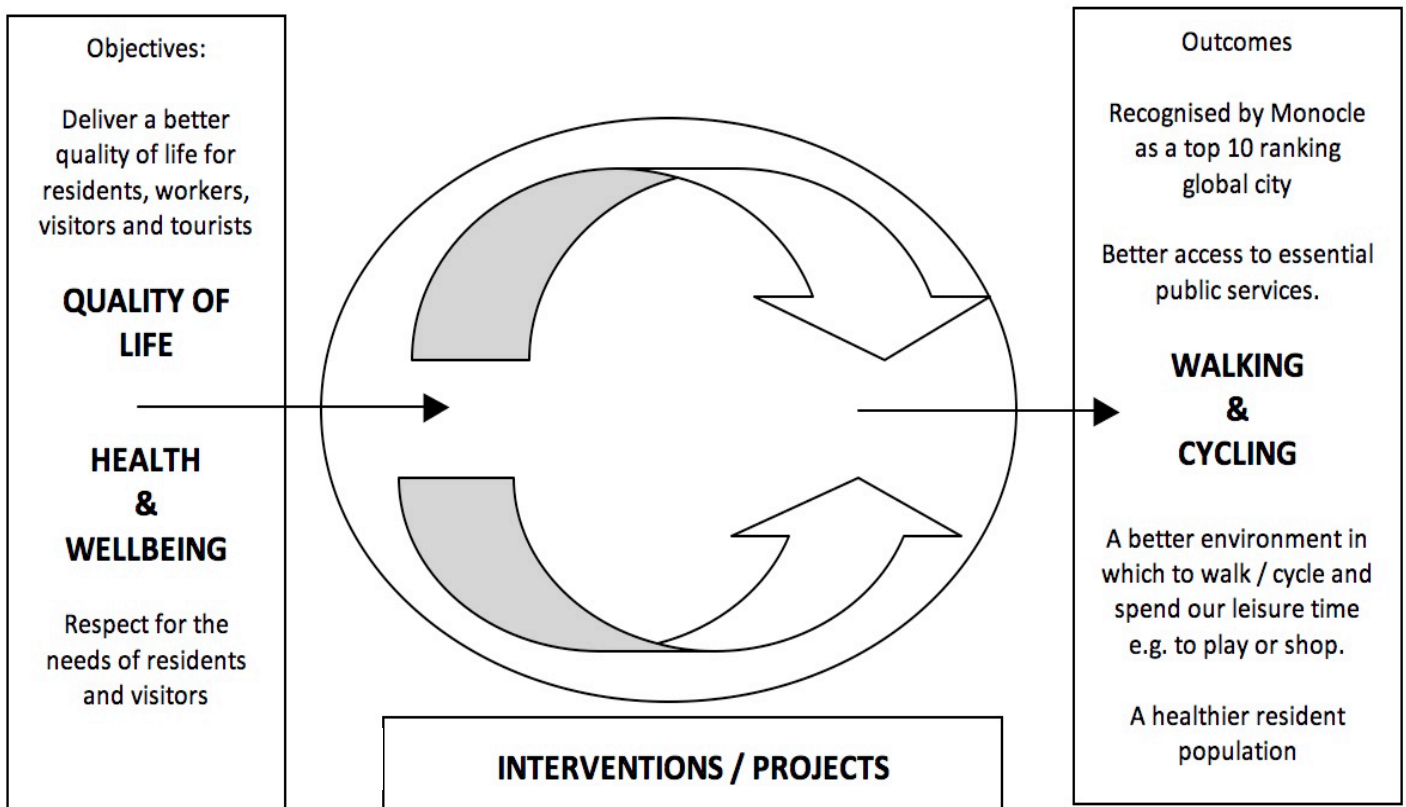


Figure 6: Objectives and Outcomes

5 THE PROJECTS

- 5.3 The diagram below illustrates how the projects link to address issues of walking and cycling holistically across the ADF area; the improvement of a junction/crossing in one location could lead to benefits elsewhere.
- 5.4 Within the Southern Arc there are a number of projects which represent opportunities for change across the area. The ADF focuses upon the potential of these areas to contribute to delivering the vision for the Southern Arc and the actions that will be necessary to secure change within the short, medium and long term. This does not preclude or diminish the importance of investment or the scope for change elsewhere within the centre. It simply reflects the aspiration to progress projects identified in the engagement process which will have positive impacts across the area
- based on the vision of improving this as a place with improved health and well-being.
- 5.5 The six broadly defined project areas include:
- Haymarket to Holyrood
 - Haymarket
 - Chambers Street
 - The Royal Mile
 - Tollcross
 - Temporary projects
- 5.6 Each of the project areas is described in more detail on the following pages with a set of aspirations. The actions identified are intended to deliver improvements to each place, the consequences of which are firmly linked to improving the walkability within an area and also act as points for further discussion.



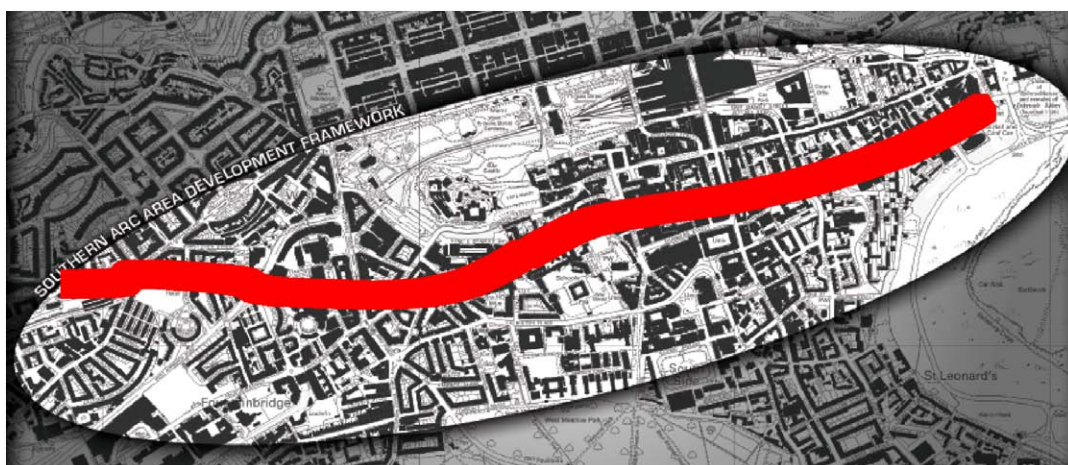
Figure 7: Linking the projects

5 THE PROJECTS

Haymarket to Holyrood

Area description

- 5.7 As previously indicated, the route from Haymarket to Holyrood is the key arterial route through the ADF area. The route can be split into **three** distinct sections with differing characteristics - **1** Haymarket to West port, via Morrison Street, is dominated by vehicular traffic and is part of a one-way system. Consequently it creates an unfriendly environment for cyclists and has a minimal appeal to pedestrians. **2** The Grassmarket has recently undergone major public realm works and is a vibrant space and plays a key part of the evening economy. **3** The Cowgate and Holyrood Road are a mixture of both, containing a number of social activities during the evening while acting as a transport route during the day with the street closing to vehicular traffic later at night.
- 5.8 Most of this route has relatively shallow gradients, is not setted and although traffic volumes are lower than on the main arterial routes it can be an intensely used route by general traffic and service vehicles. Despite this, it does have the potential to become a more cycle and pedestrian friendly orbital route around the southern edge of the city centre. It has been identified as part of a proposed 'Family Network' cycle link in the Council's Active Travel Action Plan. However, the existing volumes of traffic and the relatively narrow width of the roads (restricting opportunities for overtaking) on this route can act as a significant deterrent to cyclists.
- 5.9 The Cowgate is a 'hotspot' for anti-social behaviours. The level of pedestrian accidents is also significantly higher along this route than found elsewhere in the city centre.



Haymarket to Holyrood : one route

5 THE PROJECTS

Aspirations

Big project

- Review this broad east-west route and consider the potential for:
 - Rebalancing movement priorities on Lothian Road including an improved link between the Usher Hall and Festival Square;
 - Review one way systems and traffic management arrangements and the cost implications of change;
 - Creation of a ‘Family Network’ cycle route between the West End and Holyrood.

Organic change

- Improve the appearance of buildings along Cowgate – simple cleaning and maintenance of properties;
- Overall improvement in the conditions for pedestrians and cyclists – giving them priority over vehicular traffic;
- Widen pavements, where appropriate e.g. at Castlehill, Chambers Street and Victoria Street;
- Develop better connections with other routes through the city centre, both on and off road.



Details

- Lighting along this route should be conducive to the character of the area – recognising its role in the city’s vibrant evening economy and its residential uses;
- Basic improvements to crossing details such as traffic light sequencing, increased pavement space and traffic speeds;
- Focus architectural lighting on bridges;
- ‘Off road’ route from the Grassmarket to the canal with better signage and key crossings.

5 THE PROJECTS

Haymarket

Area description

- 5.10 Haymarket is an important point of arrival for those travelling to the city by road and rail. It functions as an interchange between different modes of transport for regional and local travel. It is also the confluence of two arterial routes providing access to Princes Street and the Exchange; the city centre's business district beyond. It is a particularly hostile environment for pedestrians and cyclists. Pedestrians exiting the station are confronted with a confusing environment with little sense of direction to where to go or how to use the space.
- 5.11 The future of the area is addressed by the Haymarket Urban Design Framework which describes how the structure and urban grain of the area has evolved and considers development that has been built within a poorly defined urban form centred on Haymarket station and its immediate environs. To address this situation and to guide future development the framework promotes a set of design principles that new development, infrastructure projects and improvements to the public realm should follow.
- 5.12 Morrison Street is a key pedestrian route between Haymarket Station and the Edinburgh International Conference Centre (EICC) but is dominated by car traffic with minimal space for pedestrians making the journey uncomfortable and congested. Changing the one-way system to 2 way traffic has many benefits; more space for pedestrians, slower traffic speeds and a safer environment at night.



5 THE PROJECTS

Aspirations

Big project

- Deliver a renewed place based on the principles set out in the Haymarket Urban Design Framework as a key walking, cycling, bus, tram and rail interchange.

Organic change

- Develop the links (walking and cycling) to the EICC, the Exchange area, Fountainbridge and the Canal;
- Improve conditions for pedestrians on Morrison Street.

Details

- Prepare a public realm strategy;
- Improving signage and legibility within the area – relating to the station access/egress;
- Identify key crossings and ensure that walking and cycling are given priority.



5 THE PROJECTS

Chambers Street

Area description

- 5.13 Chambers Street connects two busy arterial routes; George IV Bridge and South Bridge/ Nicolson Street. The key junctions onto both of these routes are points of tension between vehicular traffic and both pedestrians and cyclists. The street is used as a key through-route by pedestrians and cyclists; however there are a number of destinations here, most notably the National Museum of Scotland, the University of Edinburgh and the Sheriff Court.
- 5.14 Chambers Street provides car parking spaces close to the city centre, with parking located in the centre and edge of the street along its entire length. The street also includes a link to the Cowgate via Guthrie Street and it is proposed to provide a new link to the Cowgate through the SoCo redevelopment site. There is also a key link to Potterrow and George Square via West College Street to the south.



5 THE PROJECTS

Aspirations

Big project

- Rethink Chambers Street as place for people based on:
 - removing the predominance of vehicles on the street both as a road and location for car parking;
 - Develop the street as a space for events with elements of shared space.

Organic change

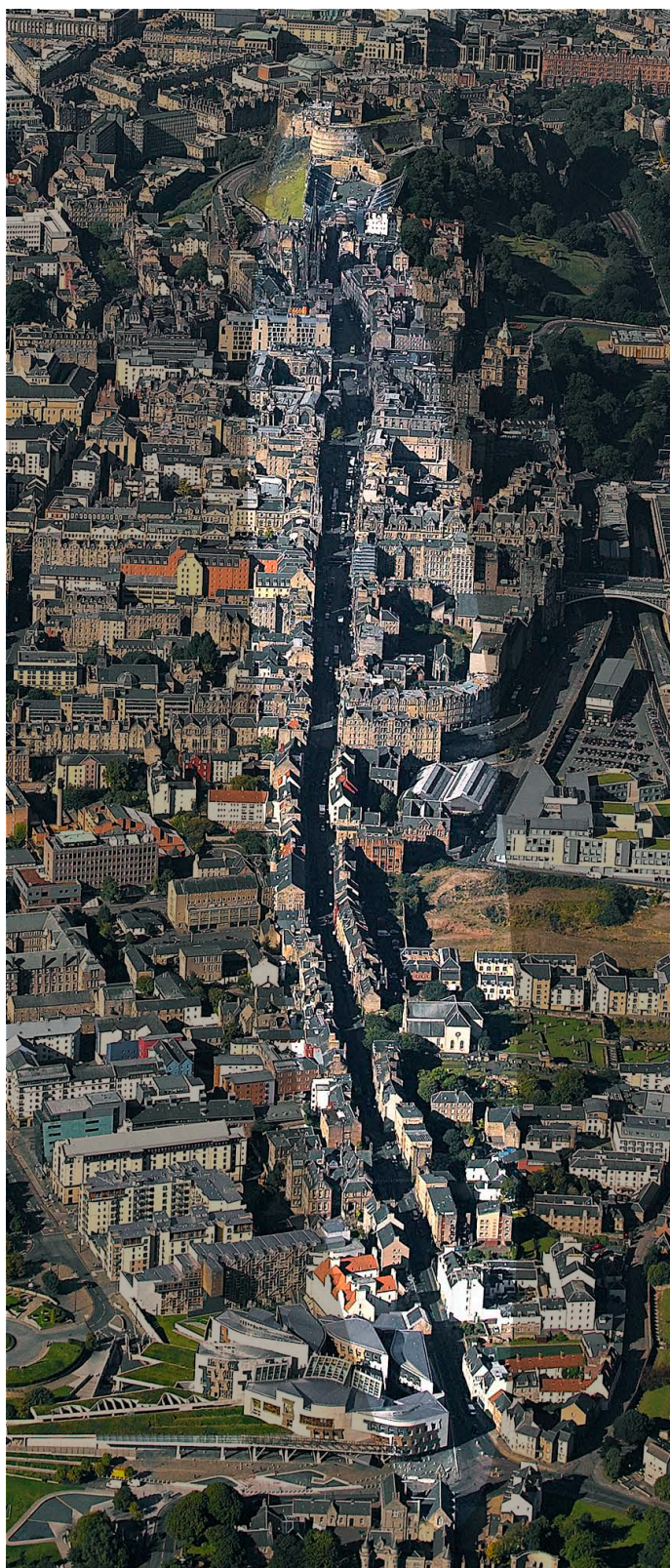
- Improve access to the Cowgate through the development of sites such as the SoCo fire site;
- Improve access to Chambers Street through any future changes to the ‘public realm’ at Potterrow and West College Street.

Details

- Improve the conditions for pedestrians and cyclists such as the junctions at either end of Chambers Street, i.e. traffic light sequence and pedestrian space;
- Lighting to enhance the historic buildings, their setting and the street;
- Organise cycle parking at appropriate locations;
- Maintain and improve access to visitor attractions and other facilities on Chambers Street for those reliant on cars and/or public transport.



5 THE PROJECTS



The Royal Mile

Area description

- 5.15 The Royal Mile is the active heart of the Old Town and the municipal centre for the City. The Royal Mile extends from the Castle Esplanade down to Holyrood. The area is a major tourist attraction and acts as the focus for the Fringe Festival throughout August where a number of street performers can be found performing to large crowds of visitors.
- 5.16 The High Street is the most successful pedestrian street in the city with limited vehicular access. The topography of the street means that there are numerous side streets and closes leading down to the areas to the north and south. This extensive network of connections makes the street a successfully accessible space which adds to its vibrancy as a destination and hub of activity. Despite this there are issues relating to management and the evening economy that needs to be addressed. The intensity and variety of uses on the street can result in tensions between residents and other users.

5 THE PROJECTS

Aspirations

Big project

- Develop the Royal Mile Project in dialogue with stakeholders and those with a common interest identifying:
 - a broad range of improvements, for example how the street is used and managed, how traffic flows, and how residents, businesses and visitors use it.

Organic projects

- Increase the co-ordination and management of the street and spaces;
- Reduce vehicle speeds and possibly extend areas of restricted access.

Details

- Develop a rationale for street signage across on the Royal Mile and adjoining streets and closes;
- Ensure the positioning and design of bus stops on the Bridges enhances pedestrian movement and improves the integration of active travel i.e. walking and cycling;
- Develop a Royal Mile Charter in collaboration with stakeholders.



5 THE PROJECTS

Tollcross

Area description

- 5.17 A number roads, footpaths and cycle routes converge at Tollcross. It is an important junction in the City's transport network from which those travelling from the south and south east access the city's West End and routes to the west. Tollcross is also the starting point / terminus of the Union Canal from which a large portion of the city's pedestrian and cycle routes can be accessed.
- 5.18 Tollcross is a focus for a variety of important city centre uses; it is one of the city's 'town' centres, a location for major office uses, a health clinic and one of the city's major fire stations. Always an important and busy traffic junction, in recent years the main thoroughfare has become increasingly difficult for pedestrians and cyclists to negotiate.
- 5.19 Tollcross is a vibrant place throughout most of the day with heavy pedestrian footfall on its pavements and public spaces. While there are a number of crossing points for pedestrians these are mostly located at busy traffic junctions where facilities and priority favour motor vehicles. However as new destinations



5 THE PROJECTS

and routes develop, particularly around the canal basin, these crossing points may no longer be in the most appropriate locations.

5.20 This project provides an opportunity to consider options that address present day conflicts between pedestrians, cyclists and vehicles throughout Tollcross and reconfigure public space.

5.21 A West Tollcross Development Brief was approved by the Council in January 2006. The brief proposed a number of road and public realm interventions to improve conditions for pedestrians and cyclists. It also sought to create connections throughout the area to link the centre of Tollcross with the canal and the wider Fountainbridge area. Proposals included the stopping-up of West Tollcross/ Lochrin Place, the reduction of road space and the widening of pavements.

Aspirations

- Create strong pedestrian / cycle connections from Tollcross to the Union Canal;
- Create safe and convenient pedestrian crossing points in appropriate locations to improve east-west movement;
- improve connections from Marchmont, Sciences and Tollcross to the city centre via the Meadows, particularly North Meadow Walk / Links, including improved signage and wayfaring;
- Implementation of the West Tollcross Development Brief proposals.



5 THE PROJECTS

Temporary Projects

Area description

5.22 Throughout the Southern Arc there are opportunities to host temporary projects/ events that would contribute to improving the area as a place and help assess the impact of change within the area. The High Street and Potterrow during the festival are examples of how places can be used for a limited time to create an active and vibrant space where people want to go.

5.22 These key locations include existing spaces such as streets and other public spaces, to vacant sites that currently detract from the area and provide a chance to improve health and wellbeing through an increase in pedestrian activity.

Aspirations

- Temporary lighting projects at key locations such as the Cowgate arches beneath George IV Bridge and South Bridge;
- Temporary greening projects of 'streets' and gap sites, including pocket parks or spaces for tree planting;
- Pilot cycle parking initiatives at strategic locations across the area;
- Temporary road closures to create pedestrian zones during festivals and other events;
- Consider the opportunities for art installations across the area.



FURTHER INFORMATION



The City Centre Southern Arc Development Framework has been prepared in collaboration with Architecture & Design Scotland and NHS Lothian and informed by a series of design workshops.

A summary of the outputs from each of the workshops and other background material is available on the council's website and can be viewed at www.edinburgh.gov.uk/southernarcaredevelopmentframework

Further copies of this document are available on request from the Planning & Building Standards reception at Waverley Court, 4 East Market Street, Edinburgh, EH8 8BG. Tel. 0131 529 3571

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ACTION PLAN

TIMESCALES

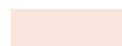
Short



Medium



Long



	Movement		Servicing
	Vehicles	Walking / Cycling	Management
Haymarket to Holyrood	<p>Reconsider movement priorities across the area.</p> <p>Review one-way systems and traffic management arrangements and the cost implications of change.</p>	<p>Create a 'family network' cycle route between the West End and Holyrood.</p> <p>Reinforce 'off road' route from Grassmarket to canal.</p> <p>Create footpath routes e.g. at Quarter Mile from Meadows to Lauriston Place.</p>	
Haymarket	<p>Develop Haymarket as a major transport interchange.</p> <p>Integrate modes of transport, including adequate provision for taxis.</p> <p>Provide 'kiss and drop' facilities.</p> <p>Reduce traffic speeds.</p> <p>Develop further links to Fountainbridge / Union Canal.</p>	<p>Develop further the Haymarket Urban Design Framework / Urban Space Initiative with the aim of improving the environment for pedestrians and cyclists while exploring the opportunity for commercial development.</p> <p>Create a safe and attractive pedestrian crossing from station to the Morrison Street development site.</p> <p>Improve access to/from station, particularly to Dalry Road.</p> <p>Improve link to EICC/Exchange area.</p>	
Lothian Road	<p>Consider consequential changes to the road/footpath network in association with new pedestrian crossing point on Lothian Road.</p>	<p>New pedestrian crossing point at a suitable location linking Festival Square and Usher Hall.</p>	
Chambers Street	<p>Consider limiting access to the street by general traffic.</p> <p>Remove central car parking aisle.</p> <p>Alter junctions at either end of the street to facilitate better pedestrian/cycle movement.</p>	<p>Widen footpaths.</p> <p>Promote the use of shared space.</p> <p>Alter junction at each end of the street to facilitate better pedestrian/cycle movement.</p> <p>Improve access to/from Candlemaker Row from Chambers St.</p>	<p>Remodel street to allow space for events associated with uses along the street, especially at museum.</p>
Royal Mile	<p>Reduce traffic speeds and consider restrictions at certain times.</p>	<p>Enhance facilities for pedestrians, including links from the North / South Bridge to the street and down Canongate public realm.</p>	<p>Co-ordinate refuse collection.</p> <p>Undertake spring clean.</p>
Cowgate	<p>Reduce traffic speeds.</p>	<p>Enhance facilities for pedestrians</p>	<p>Co-ordinate refuse collection.</p>
Tollcross	<p>Reduce road space at Thornybauk, West Tollcross and Lochrin Place & other consequential changes to the road / footpath network.</p> <p>Reconsider movement priorities at Tollcross junction.</p>	<p>Alter Tollcross junction to facilitate better pedestrian / cycle movement.</p> <p>Improve pedestrian connections through Tollcross linked to the creation of new public spaces: [1] create safe pedestrian / cycle link between centre of Tollcross and Lochrin Basin, and [2] create new public space at West Tollcross.</p> <p>Enhance facilities for pedestrians and create obstacle free pedestrian routes and spaces.</p>	
Temporary Projects	<p>Promote temporary road closures to create pedestrian zones during festivals and other events.</p>		<p>Greening projects of existing gap sites.</p>

	Detailing	
Maintenance	Lighting	Signage
Encourage property owners to improve the appearance of buildings along the Cowgate and in so doing encourage greater use by pedestrians and cyclists.	Introduce appropriate lighting at locations along the route conducive to the characters of the wider area and its various functions and uses.	Introduce appropriate signage to reinforce connections with other routes, particularly signage associated with walking and cycling.
		Improve orientation signage at the Station to the city centre, EICC and points of interest to the west. Information signs to guide travellers between modes of transport.
		Improve orientation signage e.g. Fountainbridge / Union Canal.
	Improve the setting of the existing historic buildings. Lighting to enhance the historic buildings, their setting and the street.	
Increase the co-ordination and management of the street and spaces. Repair setted streets and enforce repairs resulting from utility works.		Develop a rationale for signage along street and closes.
Encourage property owners to improve the appearance of buildings along the Cowgate and in so doing encourage greater use by pedestrians and cyclist.	Develop long-term lighting strategy.	Encourage multiple routes.
	Lighting bridge arches.	
De-clutter streets and assess the condition of pavement surfacing throughout.	Develop lighting proposals that ensure that footpaths and cycleways are safe and attractive to use.	Consider how post mounted signage could be reduced, rationalised and unnecessary / duplicate signage removed.
Pilot cycle parking facilities at strategic locations across the ADF area.	Temporary lighting at appropriate locations e.g. under arches at George IV Bridge / South Bridge.	

Contact us:

www.edinburgh.gov.uk/southernarcaredevelopmentframework



HAPPY TO TRANSLATE

আনন্দের সঙ্গে অনুবাদ করব ترجمے کے لئے حاضر

بِسَعْدِنَا تَوْفِيرُ التَّرْجَمَةِ MOŻEMY PRZETŁUMACZYĆ 很樂意翻譯

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