



Edinburgh Revisited Public Space Public Life

Princes Street
Rose Street and George Street

The presentation **Step by step**



Introduction

Edinburgh



Analysis

Looking at Princes Street - Potentials and problems



Recommendations

Looking at Princes Street - Solutions



Next step

How do we put this into action? - Short term, medium term, long term



Pilot projects

How do we put this into action - Process and testing

Introduction

In 1998, we produced *Public Space Public Life* for the City of Edinburgh.

In revisiting our work, consideration was given to Sir Terry Farrell's *Festival of Place Making* and its findings. This document captures the main presentations given to stakeholders and City Council politicians. The results of the voting from the workshops validates our findings and recommendations.

This work was carried out on the tightest of budgets. We devoted the bulk of the resources to gathering the critical empirical evidence which supports our philosophy and indicates solutions which we hope the city will adopt.

We recognise that, like many other cities, Edinburgh has difficult decisions to make. We are confident that the city will make the right decisions and begin the journey of restoring Edinburgh to a **city for the senses - a city which is truly for people.**

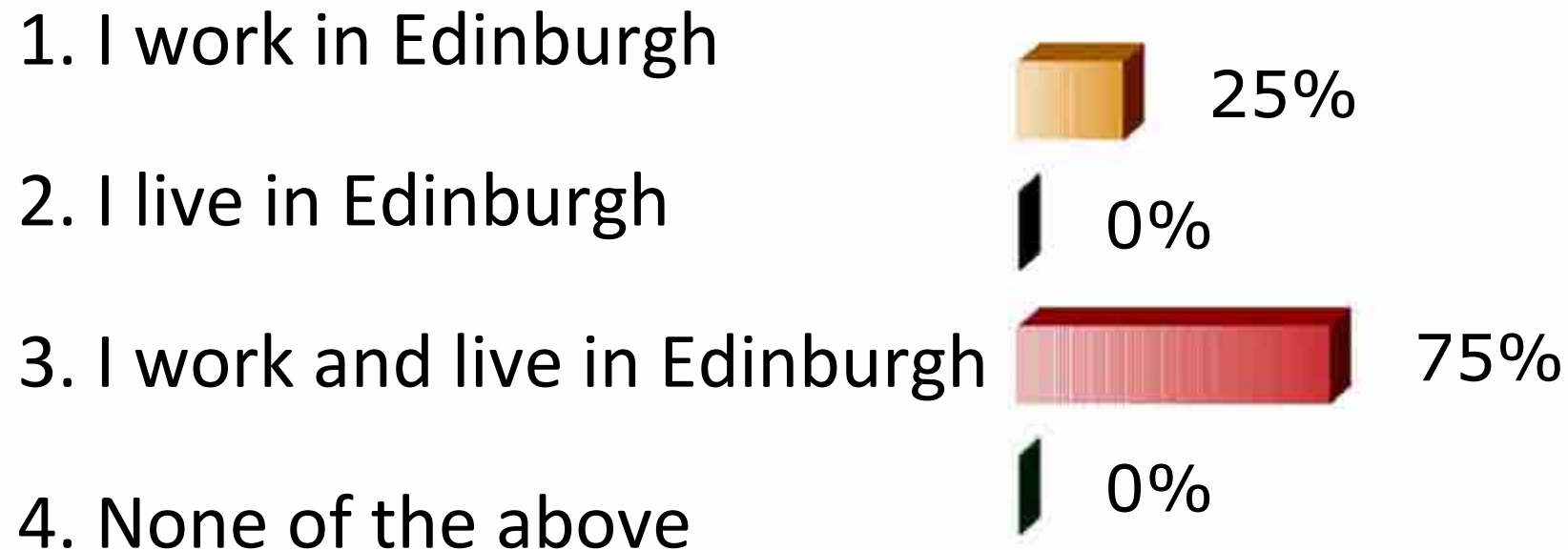
Gehl Architects 2010

SIR TERRY FARRELL'S FESTIVAL OF PLACE MAKING MAY 2009



Question B

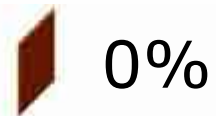
What is your connection to Edinburgh?



Question C

Do you maintain the view that
Edinburgh is not achieving its potential ?

1. Yes



2. No



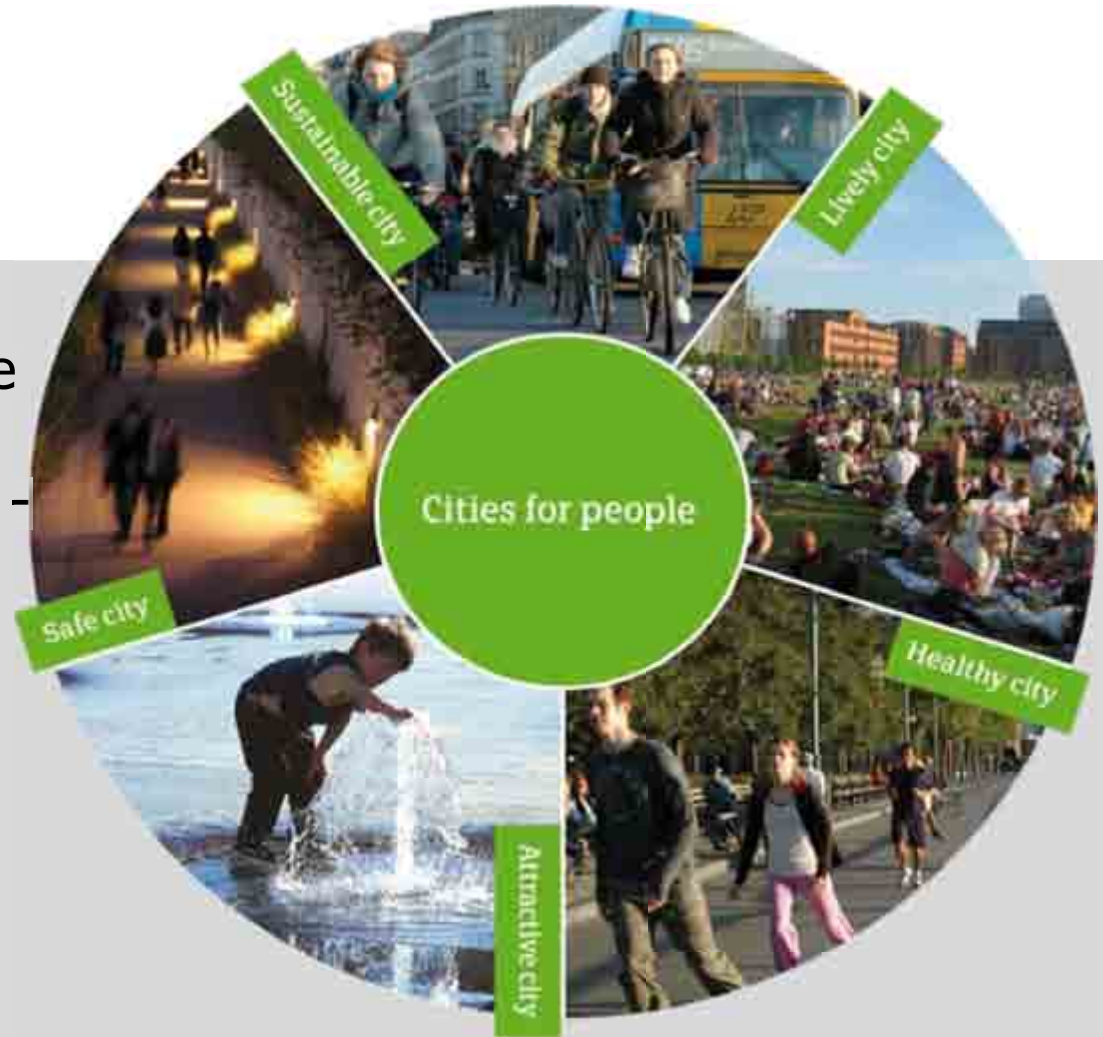


“Man is man’s greatest joy”

(gammalt isländskt ordspråk)

Our Philosophy

Gehl Architects aspires to create cities that are lively, healthy, sustainable, attractive and safe - thereby improving people's quality of life.





THE DANISH ARCHITECTURAL PRESS

Jan Gehl

LIFE BETWEEN BUILDINGS

Using Public Space

First edition 1971

Gehl Architects

Safe cities

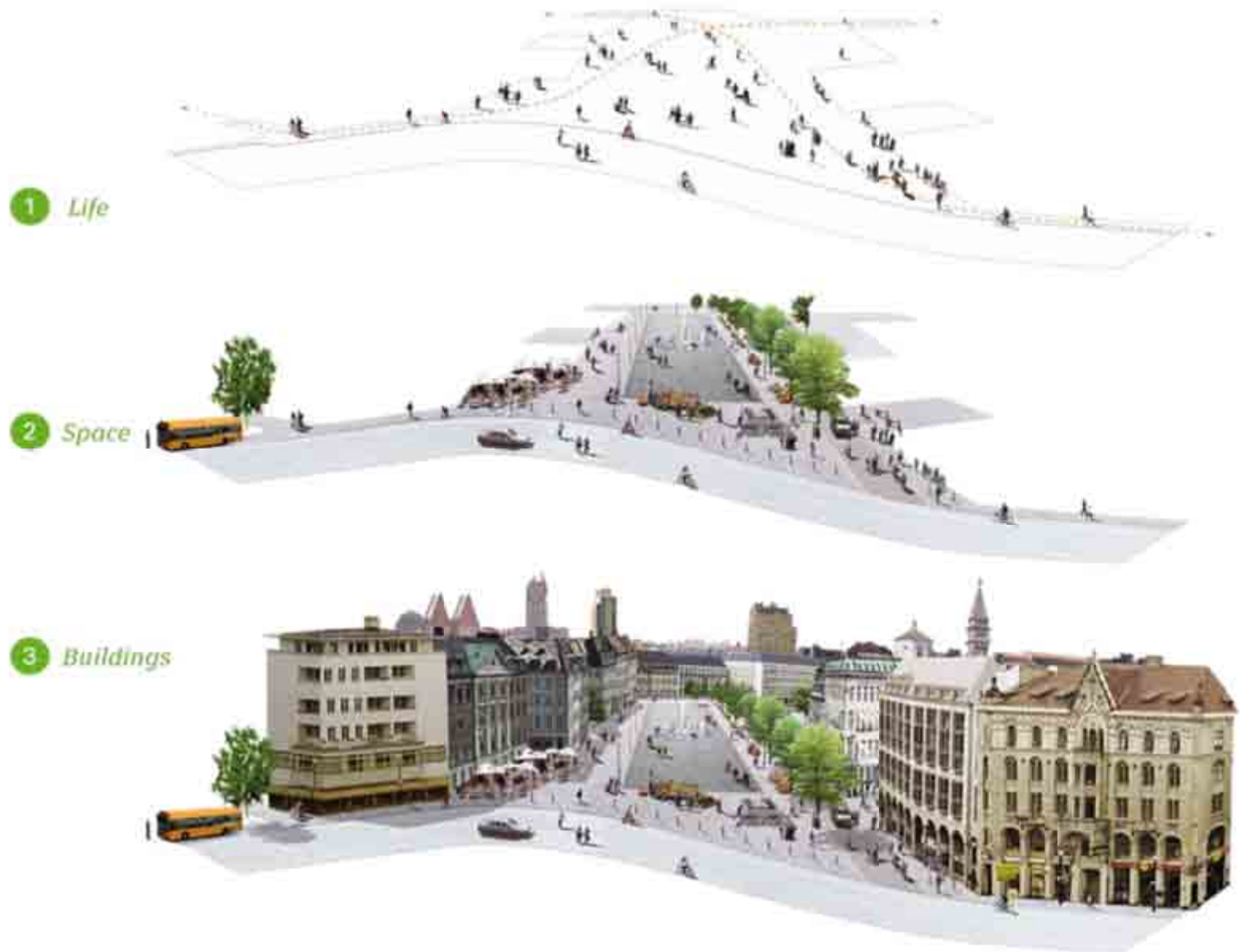
Economic Cities

Healthy cities

Sustainable cities



Our Methodology



Research, empirical study, books....

Life Between Buildings
Jan Gehl

Public Spaces - Public Life
Jan Gehl & Lars Gemzøe

New City Life
Gehl, Gemzøe,
Søndergaard &
Kirknæs

New City Spaces
Jan Gehl & Lars
Gemzøe



You can buy the books at www.arkfo.dk (DK) or www.islandpress.com (US)

**Data is the key
to make people visible in the planning process**

Public Space - Public Life surveys



Många av rapporterna kan laddas ner som PDF-filer på vår hemsida

www.gehlarchitects.dk

MAJOR CITY IMPROVEMENTS PROJECTS



EXAMPLES OF SURVEYED STREETS



Cultures are different...



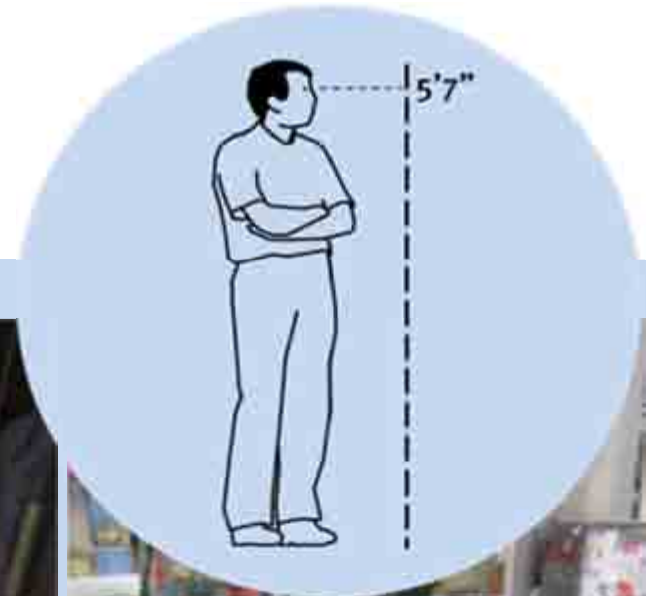
Climates are different...



But the way people inhabit and use space is universal



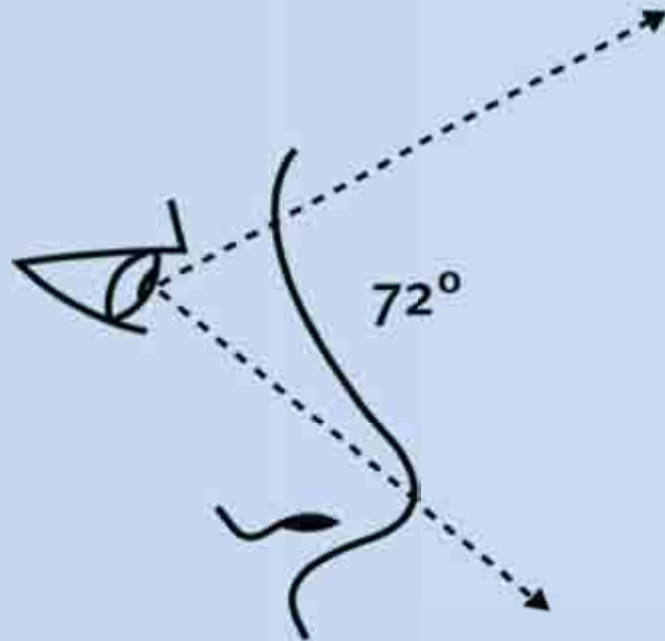
The human is a
small, slow and sensitive creature
with a speed of 5km/h



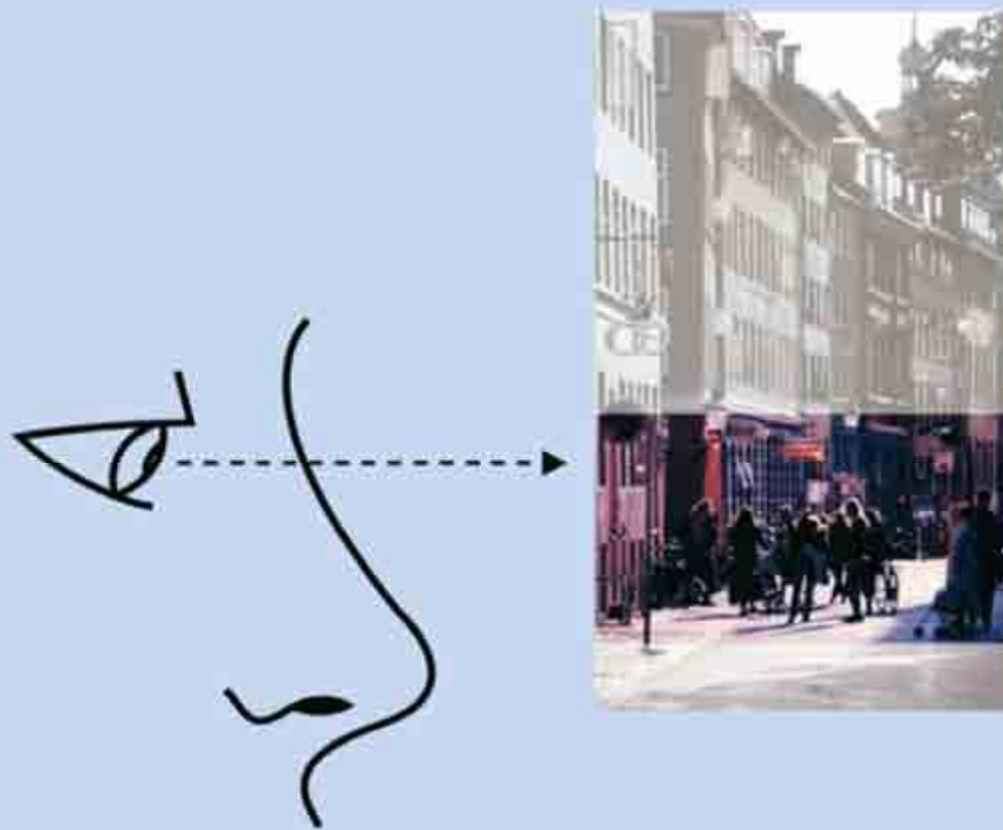
All our senses are important



75% of all impressions are through eyesight



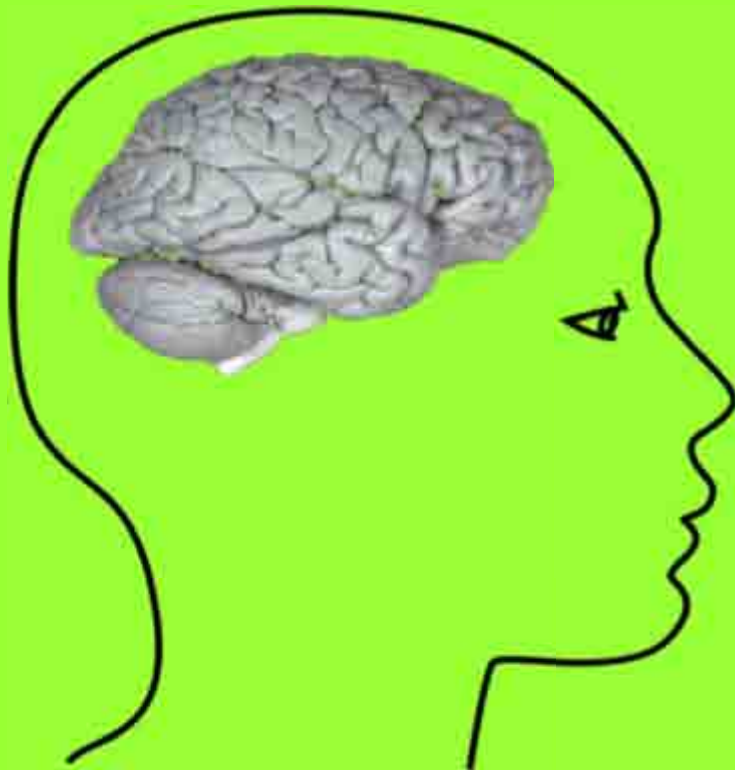
What do we experience at eye-level?





We need a lot of stimuli

1000 stimulus per hour =
1 per every 4 seconds



GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS

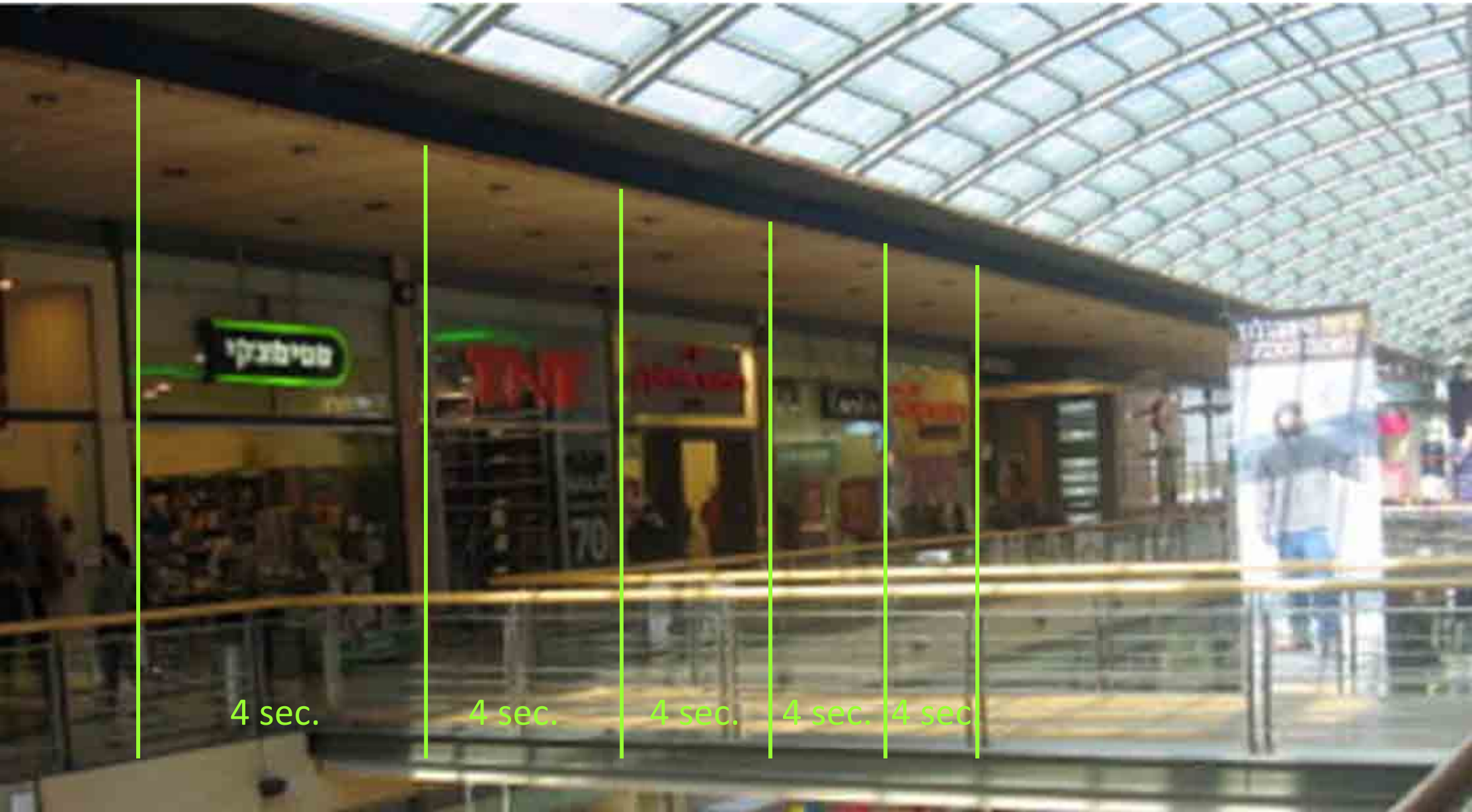




Human senses are a
necessary planning consideration



Human senses are a
necessary planning consideration





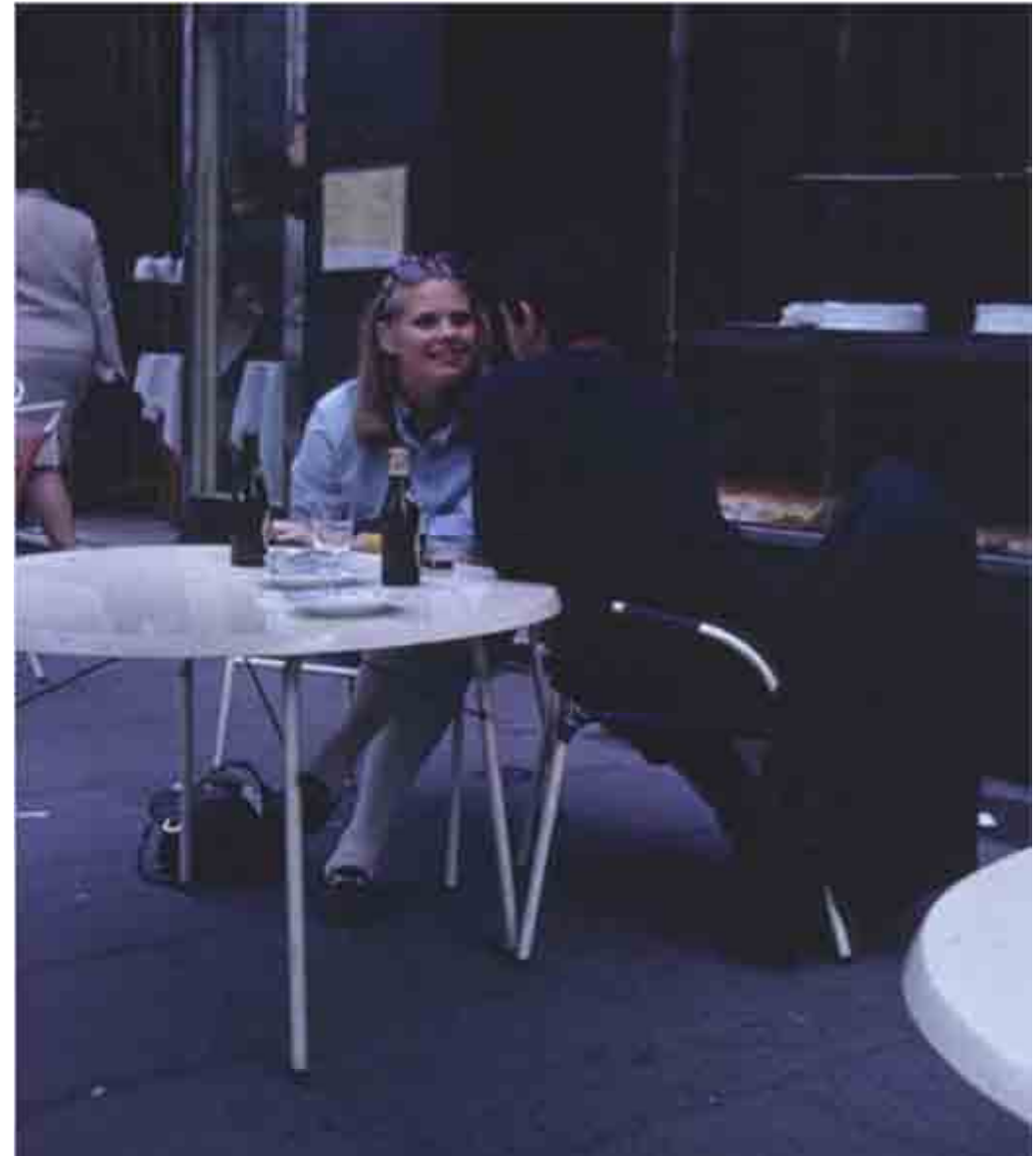
Public distance (3,5- 10 m)

Social distance (1,3-3,5 m)





Social distance



Personal distance (0,5-1,3 m)



Intimate distance (0-0,5 m)

The social field of vision

Distance 100 – 0,5m



What makes us comfortable



5 km/h environment:
Made for walking through

60km/h environment Made for driving through



НОВАТА RENAULT LAGUNA
БЪДИ ВЗИСКАТЕЛЕН



3
ГОДИНИ

3 ГОДИНИ ГАРАНЦИЯ ИЛИ 150 000 KM

или 150 000 km или 3 години
или 150 000 km или 3 години
или 150 000 km или 3 години



60 km/h invading the 5km/h environment

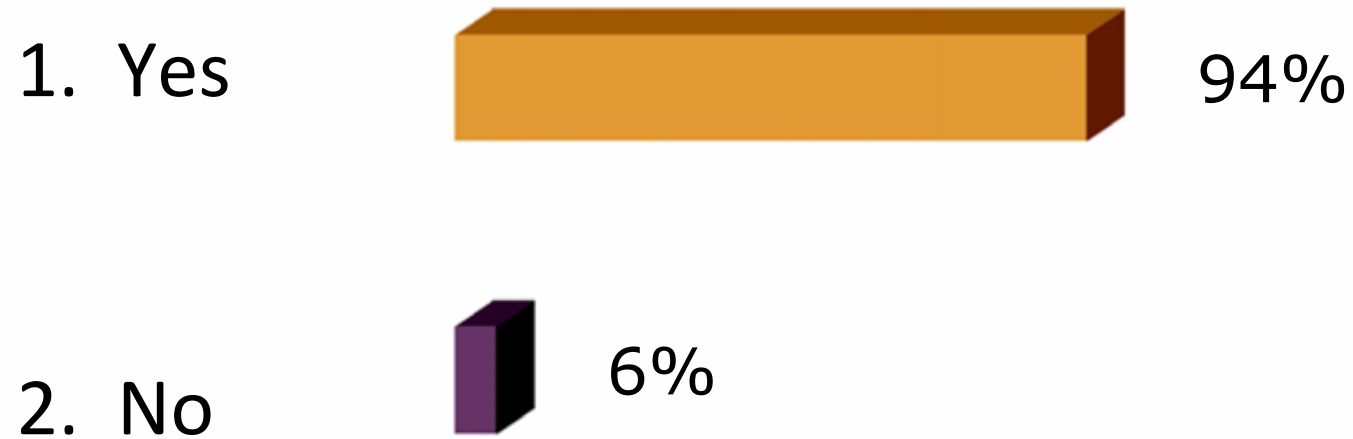
9 cities that prefer 5km/h

- Barcelona
- Lyon
- Strasbourg
- Freiburg
- Copenhagen
- Portland
- Curitiba
- Cordoba
- Melbourne



Question 1

Is this a reasonable approach?



Images from the past **Edinburgh of the 21st century**

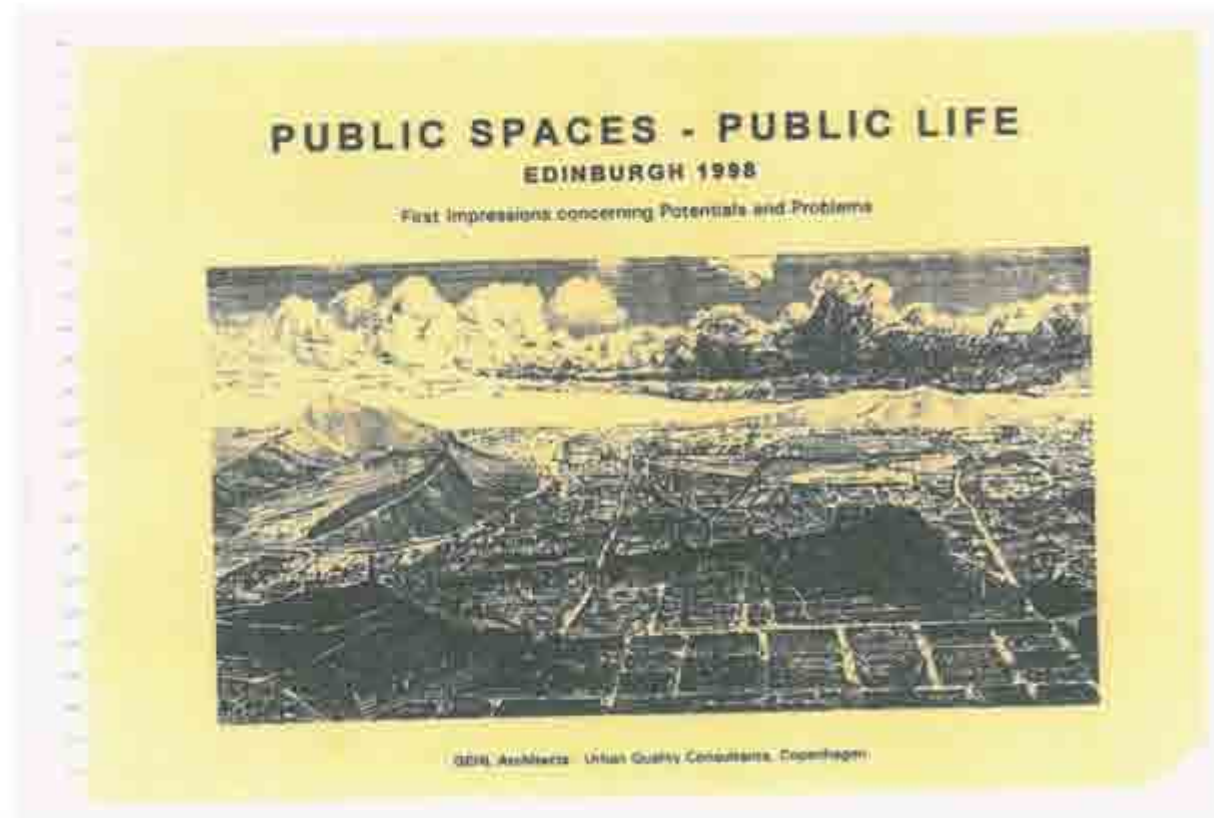
View of the city / what are we looking at – visions for the future

- 
- The wind of Edinburgh
 - Princes Street – shops gardens and monuments
 - Royal Scottish Academy / National Gallery
 - Spring Gardens
 - Tartans and tourists
 - Castle Rock
 - River to train tracks
 - Edinburgh Festival and Usher Hall
 - Pies
 - Haggis
 - The Esplanade
 - Mons Meg, Forewall Battery, Beacon Basker, Cemetery for soldiers' dogs
 - Greyfriars Church Yard – national covenant – 1638 – opposition to the english church
 - Crown Square
 - Royal Mile
 - Camera Obscura
 - The Royal Mile
 - St. Giles' Cathedral
 - Parliament Square, John Knox's memorial paving inscription
 - Holyrood Palace
 - Grassmarket – Greyfriars Bobby
 - Many bright colors
 - School uniforms
 - Edinburgh Rock

Few cities in the world have real skylines. Edinburgh has a very lovely one

Previous work

Jan Gehl in Edinburgh



Out puts from 1998 report and 1992 survey:

- Not enough space for walking
- Frequent footpath interruptions
- Many important stretches with poor materials, poor design details and furniture
- Almost constant intrusion of noise and atmospheric pollution from traffic
- Promenading in the summer is remarkably low
- High degree of overcrowding
- Few benches and only 2 pavement cafes

Traffic - People relation

Pedestrians are invisible in the planning process



The environment is uncomfortable and perceived as dangerous!

Lots of data on vehicular traffic

- Always Traffic Departments with data about vehicular traffic
- Constantly new models, marketing, high speed, noise, pollution, organisations etc.

No data on pedestrians

- Same old model, no marketing, low speed, small size, no pollution, usually no organisations etc
- Almost no city has a department for Public Life



Imagine
Edinburgh as Paris



Traffic - People relation

Reconquered cities - Cities have changed

Cities for people



Lyon

POETIC, COORDINATED
AND SOCIAL PUBLIC SPACE
POLICY - LYON, FRANCE
1.3 MILLION INHABITANTS
(GREATER LYON)



Barcelona

DEMOCRATIC AND
PIONEERING PUBLIC SPACE
POLICY - BARCELONA, SPAIN
3.5 MILLION INHABITANTS
(GREATER BARCELONA)



Copenhagen

A BETTER CITY - STEP BY
STEP
COPENHAGEN, DENMARK
1.3 MILLION INHABITANTS
(GREATER COPENHAGEN)

A reflexion on the city as a whole

Quality of life



- Awarded 1st UK city
Based on factors such as employment, housing, environment, education and health
- In the top 10 of EU cities for quality of life for employees
- Even though.... Increase in housing prices by 248% from 2000-2008
Cushman & Wakefield survey 2008

**Edinburgh is great!
But.....**

A reflexion on the city as a whole

Movement



- 5th most congested city in Europe with an average speed of 18.5 mph.
- 160.000 vehicles enter the city everyday - forecast to increase to 180.000 by 2012
- Most expensive city to park a car
- £130m investment in transportation improvements has lead to a 25% increase in bus use since 1997
- A quarter of Edinburgh residents walk or cycle to work - highest rate in Scotland

Keep Moving / ITIS Research

A reflexion on the city as a whole

Tourism and retail



- Few return visits! - More than 50% of visitors are first timers
 - 'Top' reasons for visit; Historic city, capital city, festivals and specific visitor attractions as the Castle
 - 66% comes on holiday - 1% stated shopping as main purpose of visit
 - When on a shopping trip less than 55% visits Princes Street. 80% visits St James Centre
- The Edinburgh Visitor Survey 2007
- #7 out of 15 in best UK cities for setting up a business, ranking lower than Glasgow
 - Retail rental prices are 19% below average of comparative cities in the UK

The press Public expectations.....

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THE SCOTSMAN

Opinion

...to be
Scotland disputed. The difficulty is in knowing
ment intervention may be necessary.

Edinburgh needs a better class of shops

ONE extremely good thing about the Edinburgh Festival and Fringe is that the throng of performers beseeching attention enlivens the cityscape and distracts attention from the dispiriting vistas of tartan-and-shortbread shops lining the Royal Mile and Princes Street.

Bagpipe music may well be a definitive factor in making a visit to Scotland different from anywhere else, but when there is a line of such Saltire-draped

emporia blaring out competing tunes, the result is a cacophonous affront to the ears. Enter, and you may find things which look intrinsically Scottish but which are, in all probability, made in China.

Pete Irvine, who has made a career out of finding new and innovative ways to entice people to visit Scotland, has a point when he calls for action against tartan tat and ghastly music. Yet the

fact that these shops manage to stay in business suggests that they are providing something that people want, even if, astonishingly, it is tacky merchandise. Perhaps the answer lies less in trying to control the vendors than in attempting to modify the behaviour of the purchasers. Edinburgh clearly needs a better class of more discerning tourists, determined to resist kitsch and to seek out refinement. Ideas please, Mr Irvine.

The press
Public expectations.....



"It is understood that Princes Street is unlikely to be reopened to traffic as the diversions are working well. However, removing the roadworks and leaving the street clear for pedestrians is an option which is being actively pursued....."

.....There are three options that the council has – it can leave Princes Street as it is, it can reopen it to buses and taxis, or it can reopen it to pedestrians. I'm sure a lot of people in Edinburgh would find a pedestrianised Princes Street quite exciting....."

.....We need to make sure that people know we remain open for business and make sure that businesses can operate properly and people can get to and from work....."

Edinburgh

Rediscovering its identity and personality



- In the 2007 City Brand Index Edinburgh ranks 9th among 11 comparable cities

Amsterdam, Auckland, Barcelona, Copenhagen, Dublin, Helsinki, London, Oslo, Stockholm and Vancouver. In the ranking, Oslo and Helsinki were below Edinburgh; Dublin was 1 place above.



Is Edinburgh city centre allowed to achieve its potential?

Edinburgh - Looking at Princes Street
How, why and where is it under performing?



CRITICAL ISSUES FACING THE CITY CENTRE

The quality of the urban environment is being compromised:

- by management/stewardship and logistical traffic solutions
- Lack of adequate investment and care in terms of the public realm

Question 2

Have we understood the nature of the issues?

