

4 Catalyst Areas





4 Catalyst Areas

The catalyst areas show how the layers and interventions can combine to deliver transformational change across the city centre. There are six defined areas described over the following pages, each one building on the existing characteristics and supporting present and future uses. Each of the six catalyst areas explores the existing situation, outlines the strategic approach and highlights the interventions that will be combined, relating them to specific locations within each area.

These areas have been identified as critical to the achievement of the outcomes sought by the Strategy. However, the specific proposals shown are examples of what could be achieved in these locations and are not fixed or designed plans for these locations. Detailed proposals will be developed for these locations in close consultation with Edinburgh World Heritage and other relevant stakeholders to ensure the designs of the interventions are appropriate and in keeping with the World Heritage Site.



Catalyst Areas



Haymarket | Morrison Street



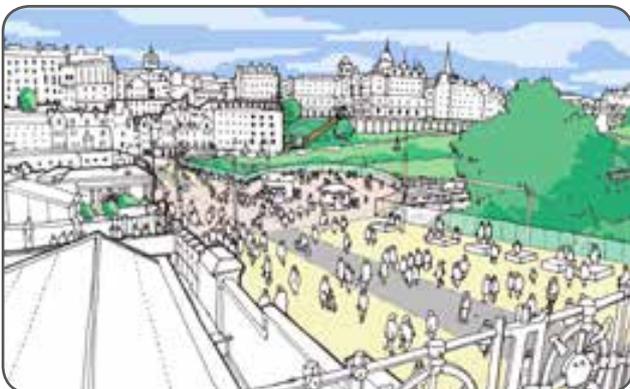
Lothian Road | Tollcross Junction



New Town | Princes Street



Old Town | Victoria Street



Waverley - Calton Road | Waverley Bridge



Innovation Mile | Teviot Place

4.1 Haymarket

The west of the city centre, between Lothian Road and Haymarket, provides the focus for this catalyst area. It is a key arrival ‘gateway’ into the city centre from the west and provides interchange between rail, tram, bus and taxi as well as walking and cycling. The area is a focus for significant financial, legal and associated support services employment, located around Exchange Crescent, Morrison Street and Rutland Square/Lothian Road. The area continues to grow rapidly with a number of major future developments proposed.

The Haymarket area has a rich transport and industrial heritage which remains an important part of its identity; this is illustrated by the restoration and associated investment around the Union Canal and Fountainbridge areas.

Haymarket is connected by a network of pedestrian routes and spaces, some introduced through recent development

in the area, as well as a more established urban realm. These routes provide a ‘hidden’ permeability through the area that allows a variety of routes to be explored. However, some spaces lack character and identity and are not immediately apparent. This could be remedied through effective wayfinding, interpretation and artwork strategies. Morrison Street provides a key pedestrian route from the station area into the city, but it is dominated by vehicles to the detriment of the considerable number of commuting pedestrians.

The West Approach Road allows private vehicle and bus access but is also a significant barrier to the north–south movement of people between Viewforth/ Fountainbridge and the West End/ Haymarket.

Haymarket context



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-  Key Streets
-  Tram Route
-  Existing Buildings
-  Green Space



Key challenges and opportunities identified within this area:

- A lack of unity and legibility within the area. Navigation between key arrival points such as Haymarket and employment areas are not clear
- A network of spaces and routes that could be better promoted and connected
- Severance issues across the West Approach Road and at key junctions
- Limited good quality public spaces, which lack comfort and do not encourage dwell, such as Festival Square
- Pedestrian infrastructure could be significantly improved, for example between Haymarket and Exchange Crescent/Morrison Street and at the east end of Dalry Road
- Strong interchange between public transport and bike at Haymarket, but there are few connected safe cycling routes in the area
- The main routes through the area are dominated by traffic and vehicle focused infrastructure, for example Morrison Street, West Approach Road, Semple Street and Haymarket
- Increasing public transport is helping to reduce general traffic volumes, creating an opportunity to reconfigure traffic movement across the area
- There is an opportunity to build on the rich history of the area to create a more cohesive positive identity, reflecting the rich history of the area

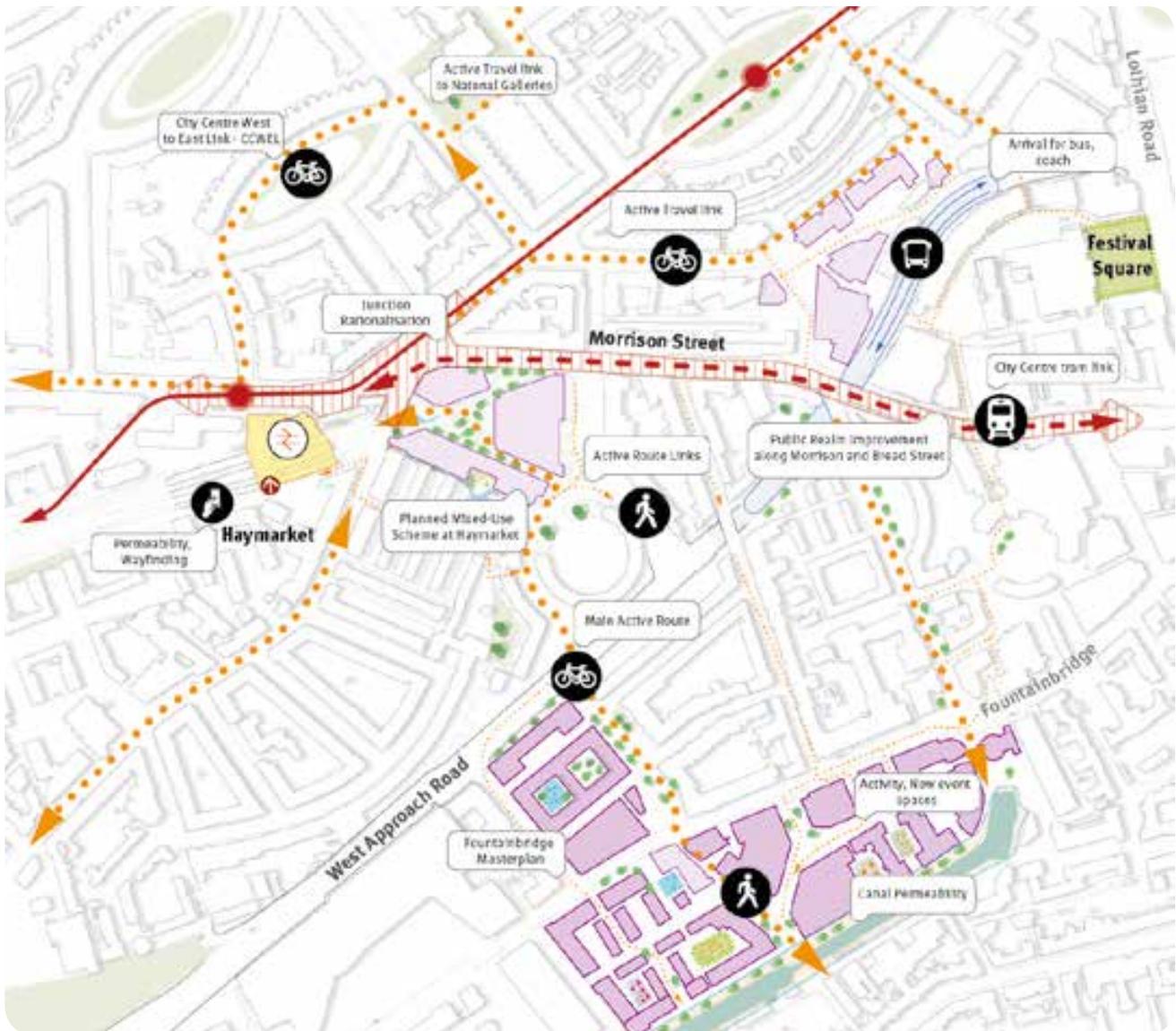
Strategy

This catalyst area looks to build on the existing public transport arrival into the city centre from the west while improving pedestrian connectivity, permeability and interchange between various transport modes.

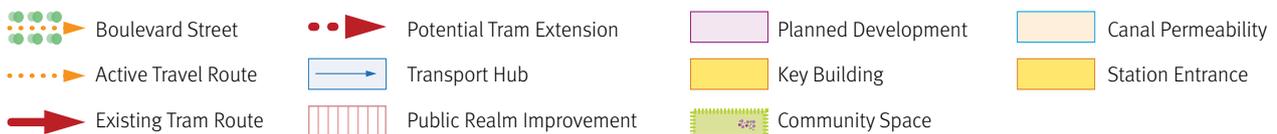
Car use will be reduced, which will improve the area for people who

live and travel in the area. Effective and legible pedestrian links to other transport modes and key areas within the West End of the city will be delivered. Permeability will be improved by addressing barriers to movement.

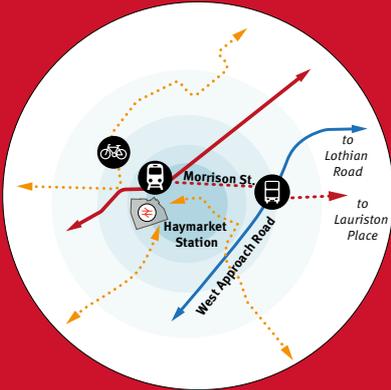
Haymarket Strategic Plan



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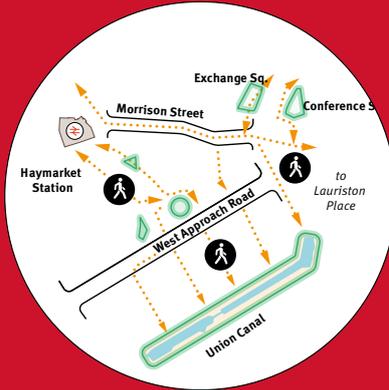


Key principles



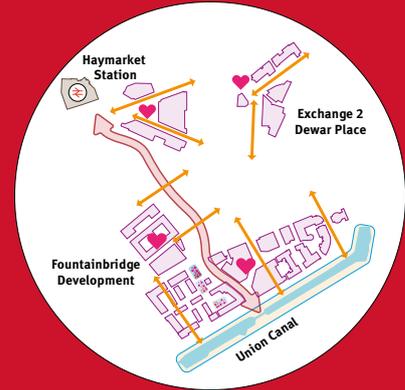
Haymarket Interchange

- Better connections to the employment areas at Morrison Street, Exchange Crescent and Lothian Road
- Allowance for a future tram route along Morrison Street creating a second cross-city-centre tram link
- Improved bus and coach interchange/termination



Promotion and development of through block pedestrian routes

- Enhanced lighting and wayfinding
- A review of open space/public space
- Enhancement of pedestrian connections towards the city centre and within the local area

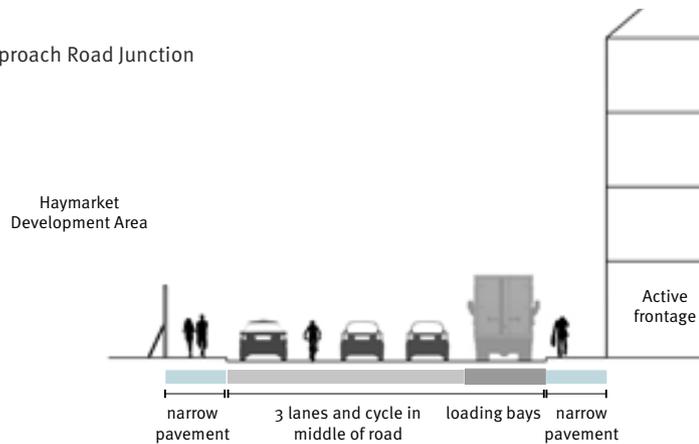


Integration of development through placemaking opportunities

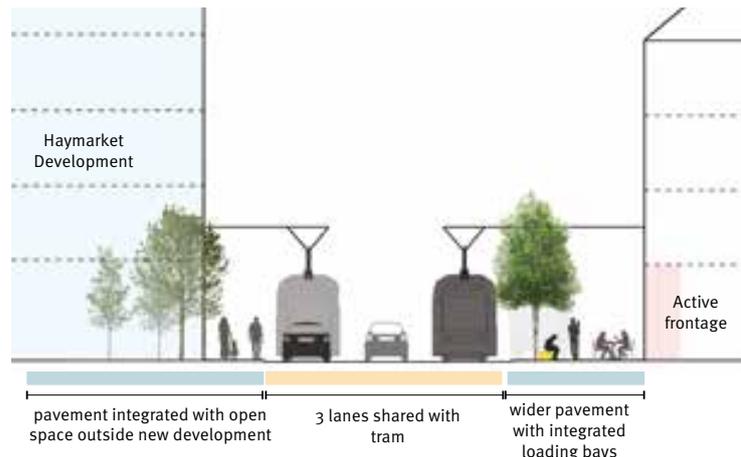
- Reallocation of road space to provide a safer and more comfortable environment for people travelling by foot or on bike, for example Morrison Street, Semple Street and Haymarket
- Public realm improvements to key routes enhancing the quality of the environment, particularly Morrison Street, including de-cluttering, surface treatments, sustainable drainage systems, lighting, wayfinding and tree planting
- Reinforcing place and identity through storytelling and interpretation opportunities

Existing

Location: Morrison Street/West Approach Road Junction



Strategy



The strategy for this catalyst area includes:

- Reinforcing Haymarket’s function as a key interchange across all modes of travel with an improved experience for all users
- Introduction of a high-quality pedestrian connection between Haymarket and Lothian Road along Morrison Street, including improved public realm and the reallocation of road space to the benefit of pedestrians
- A review of the junction at Haymarket to the benefit of people on bike and foot, and the development of a place-led public realm scheme
- A review of the existing one-way loop on Torphichen Street/Morrison Street and the introduction of a safe cycling route connecting from Haymarket towards Rutland Square
- The promotion of safe and legible connections across West Approach Road wherever possible
- Introduction of coherent wayfinding to city destinations while also helping to create a more cohesive district, promoting links between office, retail, heritage and residential areas
- A review of open space to best serve local needs
- Promotion of opportunities to highlight the history and historic uses of the area through interpretation, public space design and artwork
- Allowance for a possible tram route along Morrison Street as part of a wider tram expansion
- Using space on the West Approach Road as an arrival for coach/bus with enhanced pedestrian links towards the city centre



Allocation of Streetspace

- Reallocation of traffic lanes at Morrison Street and West Approach Road
- Full implementation of current Active Travel Action Programme (ATAP)



Public Transport Services

- Rerouting of selected cross-city services to ‘kiss’ city centre
- New public transport interchanges at West End – Haymarket/West Approach Road
- Enhanced bus priority through optimized traffic signal plan
- Allowance for second cross-city-centre tram link connecting Nicolson Square to Haymarket



Place

- Maximise the potential of public spaces by creating a network – includes opportunities across the West Approach Road and around the Union Canal
- New art work and interpretation, focusing on the unique heritage of the area



City Operations and Management

- Consider shopmobility aid scheme at Haymarket
- Expansion and promotion of shared mobility services including bike hire
- Integration of Haymarket within a wider coach management strategy

Current



Short term

- Removal of railings and street clutter
- Temporary planters increasing the pavement width
- Introduction of wayfinding



Medium term

- Road space re-allocation increasing pavement provision
- Future proofing for tram through reallocation of road space



The Future

Potential tram connecting Haymarket and Nicolson Square

Road space reallocation - increased pavements and reduced number of traffic lanes





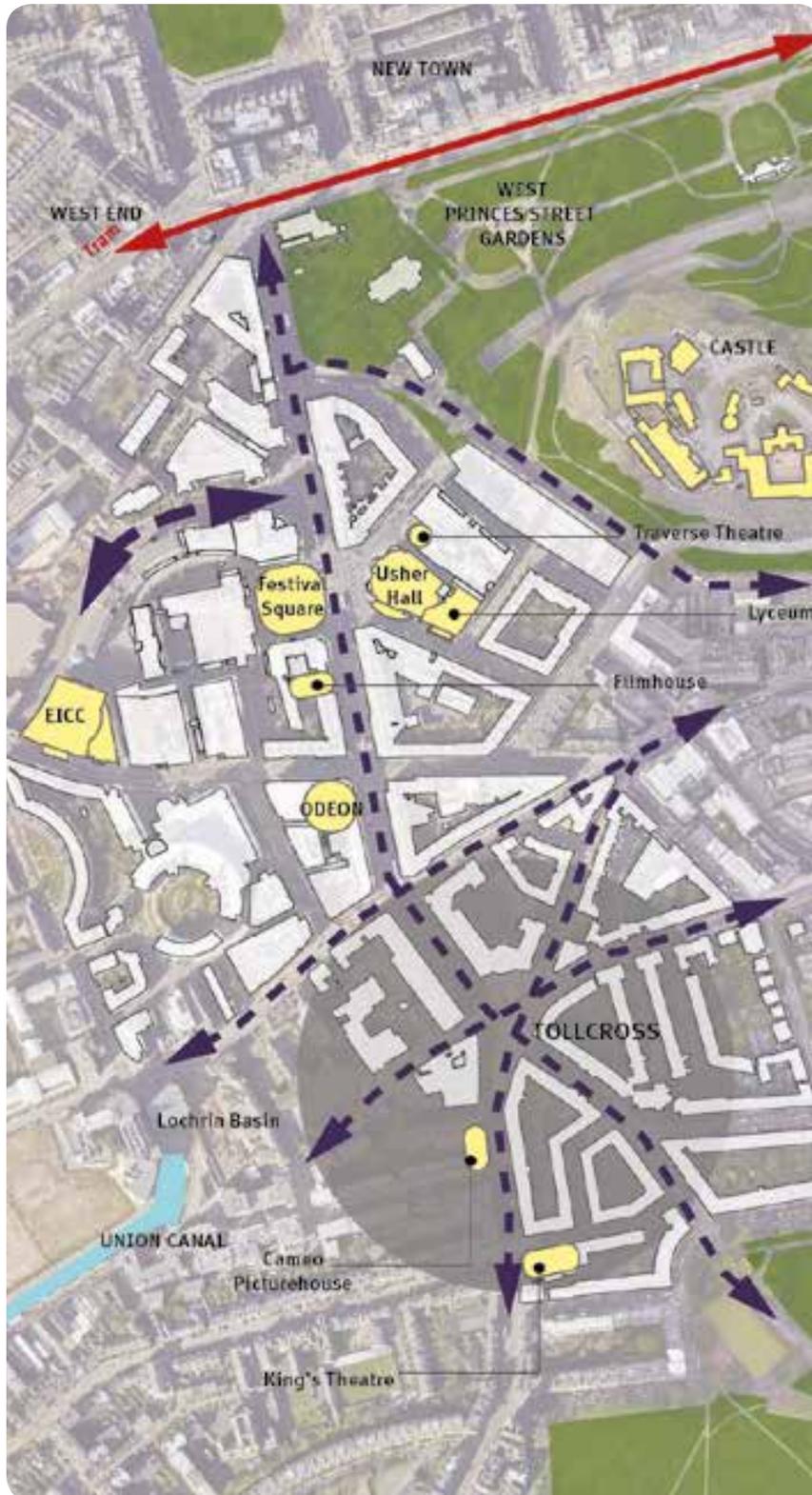
Current - Morrison Street

Wayfinding to Haymarket and Old Town

Public realm improvements - Pavillion



4.2 Lothian Road



Lothian Road is a busy pedestrian and traffic route connecting the west end of Princes Street with areas to the south including Tollcross, Bruntsfield, Marchmont and Morningside. This north–south route is varied in use along its length, but characterised by office, retail and café/restaurant uses during the day and theatres, cinemas, bars and restaurants during the evening and into the early hours of the morning. The area also provides key connections to other parts of the city centre, with routes leading east–west between Haymarket/ Fountainbridge and Grassmarket/ Old Town.

A significant proportion of space is allocated to vehicles to the detriment of pedestrians and cyclists. Lothian Road is up to six lanes wide in places, creating a significant barrier between the west and east sides of the street. Footways vary in width, but are cluttered in places with bins, bollards, railings, lighting, cycle racks, traffic signage and signals. Bins for trade and residential waste are also present within the street.

Lothian Road has minimal tree planting; Festival Square and incidental tree planting associated with office developments provide only limited green elements visible from the street. The nature of the street and dominance of vehicles result in an environment with little comfort for pedestrians, and little incentives for people to dwell. This is at odds with the culture, leisure, retail and employment uses that define the street.

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Lothian Road Context

-  Key Streets
-  Tram Route

-  Existing Buildings
-  Key Building

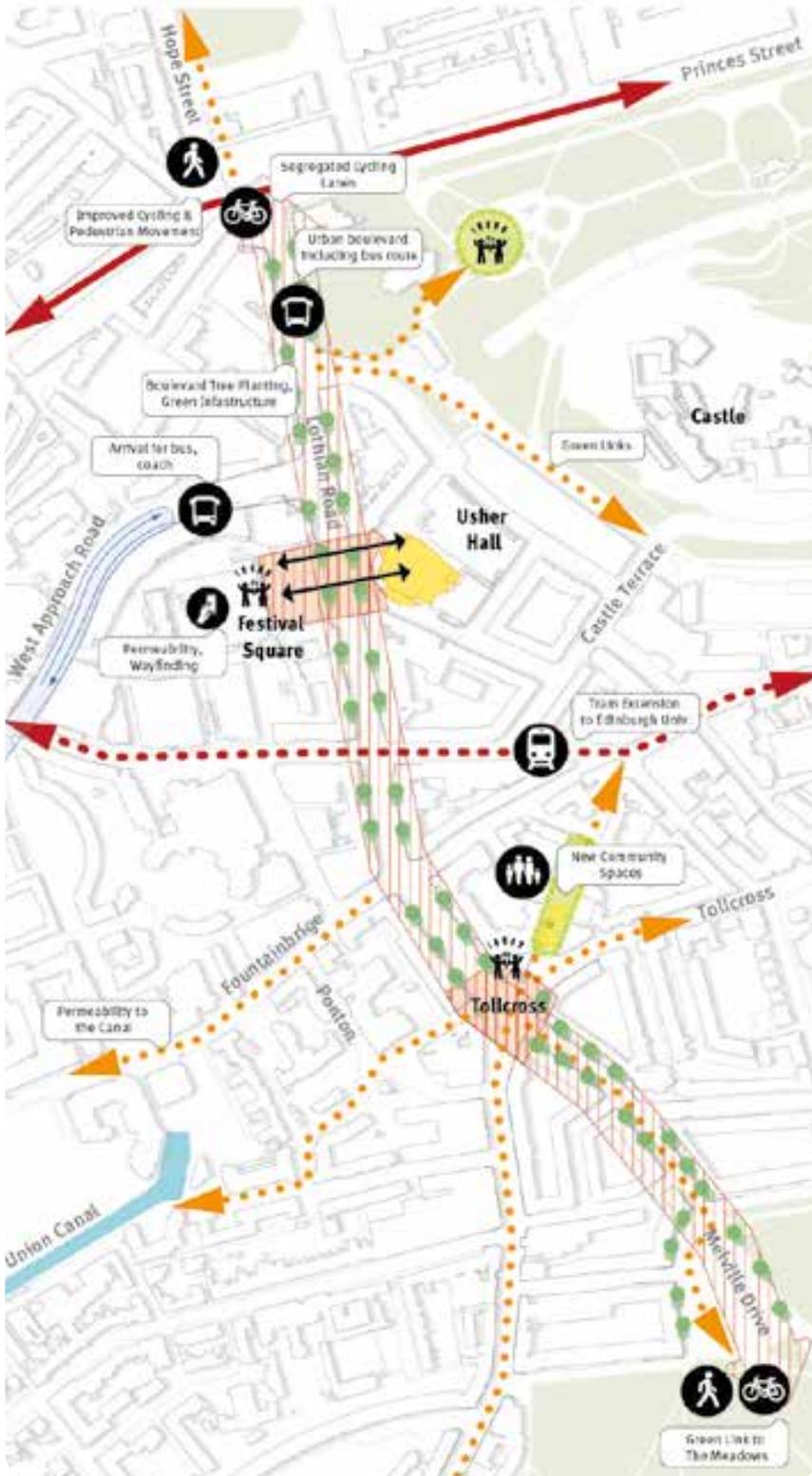
-  Green Space



Additional challenges identified within this area include:

- Poor and underpromoted pedestrian connections into adjacent areas and streets, for example Princes Street Gardens, King's Stables Road, West Port/Grassmarket, Festival Square, Fountainbridge and the Meadows
- A lack of safe cycling routes. Where provision does exist, it is discontinuous and lacks clarity at key junctions
- Key intersections with east–west routes are dominated by vehicles to the detriment of pedestrians and character of place, for example Princes Street, Bread Street, Fountainbridge and Tollcross
- Underperforming major spaces such as Festival Square and Tollcross which lack character and a sense of place

Strategy



Lothian Road will be transformed to provide a safe and comfortable environment that supports the existing uses and encourages further development of the street as a focus for vibrant culture and leisure uses, spreading the focus from the east of the city centre. Lothian Road becomes a boulevard with new tree planting on each side of the street providing a green link that extends between Princes Street Gardens and the Meadows. This strong green spine is punctuated with rejuvenated spaces at key points along Lothian Road including Festival Square, Bread Street, Fountainbridge and Tollcross junctions.

Importantly, improvements to pedestrian and cycle movements across the Princes Street / Lothian Road junction will be a key early intervention of the strategy in this area to address immediate safety and operational concerns.

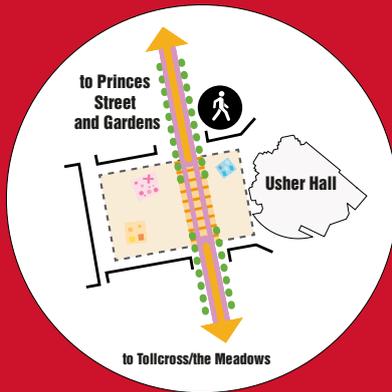
King's Stables Road becomes an important route, upgraded to better link Lothian Road with the rear of Princes Street Gardens and to West Port and the Grassmarket.

Lothian Road Strategic Plan

- Boulevard Street
- Active Travel Route
- Existing Tram Route
- Potential Tram Extension
- Transport Hub
- Public Realm Improvement
- Key Space Activation
- Key Building
- Community Space

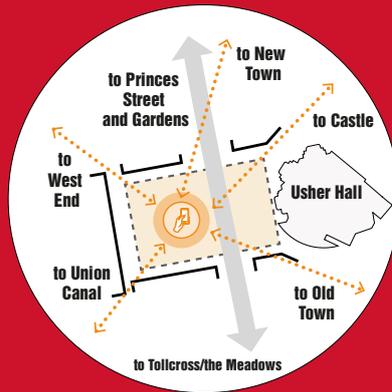
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Key principles



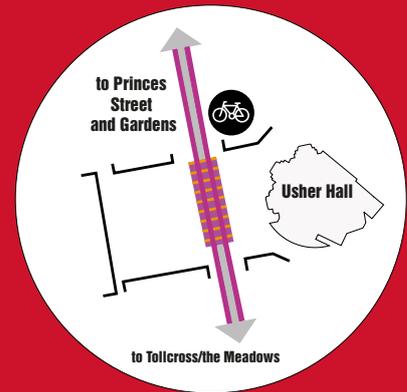
Lothian Road as a tree lined boulevard

- A new green connection between two of the most significant city centre green spaces
- A more comfortable environment for pedestrians and those on bike
- An environment that encourages dwell and supports economic activity along Lothian Road and around Tollcross



Rejuvenation of key urban spaces

- The place-led design of key nodes along Lothian Road such as Tollcross and Festival Square/Usher Hall
- The promotion of pedestrian connections into adjacent areas of the city
- The provision of comfortable places that people can enjoy and dwell

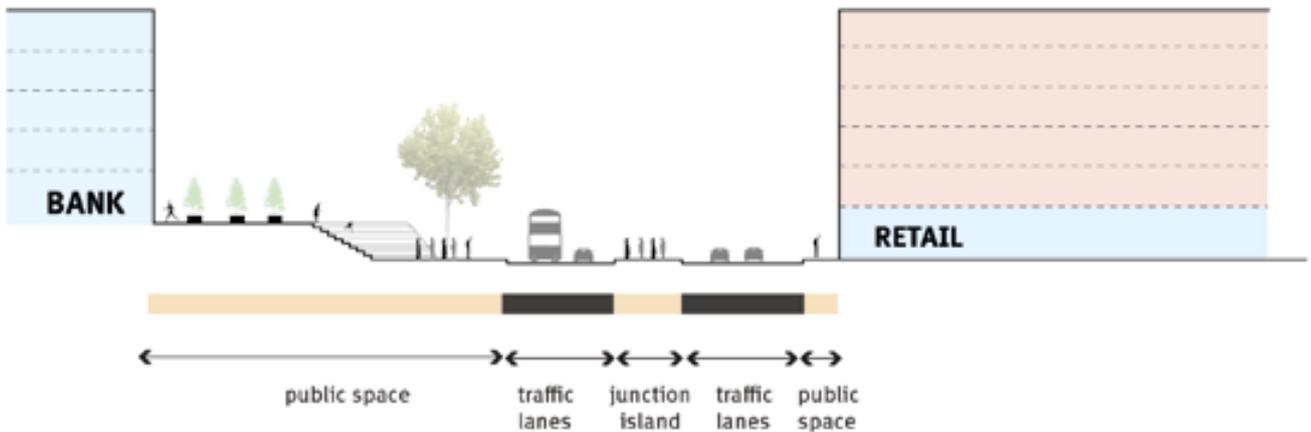


Implementation of safe cycling routes

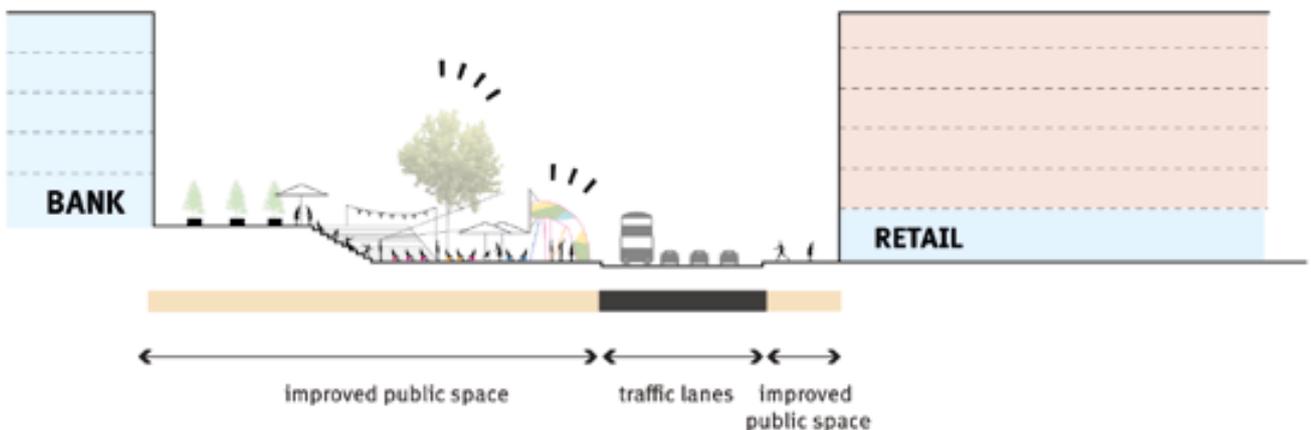
- Introduction of a safe cycling route between the west end of Princes Street and the Meadows
- Design at key junctions that prioritises cycle safety
- The provision of cycle parking in locations that encourage people to choose cycling when visiting Lothian Road

Existing

Location: Tollcross Road Junction



Strategy



The strategy for this catalyst area includes:

- The rationalisation of traffic lanes to the benefit of people on foot and bike, and the implementation of boulevard tree planting, green infrastructure and the incorporation of sustainable drainage systems
- The widening and decluttering of footways to provide a more legible pedestrian environment
- The introduction of a segregated north–south safe cycling route and connections to the Meadows to Canal cycle scheme
- Bus stop rationalisation and enhanced traffic signal technology to improve bus journey times
- The enhancement of the Usher Hall/Festival Square space with a narrowed carriageway and use of public realm materials to reinforce a unified space. To include the consideration of other uses and potential built form within Festival Square to enhance the everyday offer and encourage dwell
- The creation of an improved space at Tollcross, using the opportunity offered by rationalising traffic movements and road space to benefit pedestrians, the environment and the local economy
- Supporting existing uses and rejuvenating the current space at Tollcross as a key node that marks:
 - The crossing point between the ‘innovation mile’ and Lothian Road green corridor
 - A ‘gateway’ between Lothian Road and the Meadows (Melville Drive)
 - Connections towards Fountainbridge, including a potential new community space at West Tollcross
- The promotion of key connections into adjacent areas of the city at Princes Street, King’s Stables Road, Castle Terrace, Festival Square, Usher Hall, Bread Street, Fountainbridge and Tollcross. This includes wayfinding and interpretation.

Allocation of Streetspace



- Reallocation of traffic lanes at Lothian Road, Morrison Street, West Approach Road and Ponton Street
- Tightening of junction geometry to provide wider footways and one-stage pedestrian crossings at West Approach Road, Morrison Street, Fountainbridge and Tollcross and improvements for pedestrian and cycle

- movements at the West End junction
- Full implementation of current Active Travel Action Plan (ATAP), including City Centre West to East Link (CCWEL), the Meadows to George Street scheme and the Meadows to Canal
- New segregated safe cycle route from CCWEL/Princes Street to Tollcross

Public Transport Services



- Rationalising of bus stops on Lothian Road
- Enhanced bus priority through optimized traffic signal plan

- Allowance for possible tram route across Lothian Road as part of a future second cross-city-centre tram link connecting Nicolson Square to Haymarket

Parking Reduction & Reprioritisation



- The Council to consider taking greater management control for Castle Terrace car park or negotiate flexible use of this space, and consider additional locations

- Consider revisions to permit zones to protect residents parking
- Continue to provide blue badge and short-term parking to support the local economy

Place



- Festival Square and the area around the Usher Hall will be reimagined with new activity to promote dwell, reflection and enjoyment.
- At Tollcross, widened footways will enable a much-enhanced public realm and provide the space to support vibrant street activity. Public art and

- seating will help create an improved sense of place.
- West Tollcross will become a green community space with an improved link towards Tollcross and Ponton Street, improving the environment around Tollcross Primary School

City Operations and Management



- Expansion and promotion of shared mobility services including bike hire and car clubs
- Enhanced maintenance of footways, cycleways and public realm

- Development of a coach management strategy to reduce impact of coach movements on Johnston Terrace, linked to public transport interchanges

Current



Short term

- Community gardens and activity on High Riggs Street
- Removal of unnecessary street clutter



Medium term

- Road space re-allocation, increased pavement allocation and the introduction of safe cycle routes along Lothian Road
- Increased space programmed for activity, including a location for pavilions and events



The Future

New green link along Lothian Road that connects the Meadows with Princes Street gardens

Safe cycle routes

Road space reallocation - increased pavements and reduced number of traffic lanes





Current - Tollcross Street

Public realm improvements - square maximising the location opportunities

Community urban gardens in High Riggs Street



4.3 First New Town

Princes Street is one of the most iconic streets in Europe. Its south-facing aspect provides superb views across Princes Street Gardens towards the Old Town and the Castle. Located in the heart of the World Heritage Site, it has historically been the prime retail area in the city centre and remains at the core of the public transport network.

There is much to be celebrated about Princes Street, but it also has significant challenges. As a long single-sided street, it does not offer an optimal retail experience. In a challenging retail environment, this is likely to become an even more significant issue in future. And yet the unique characteristics of Princes Street are also its key asset. The setting naturally inspires, and while the existing streetscape characteristics do nothing to encourage people to linger, the potential for revitalisation is clear. The proposed investment under the Strategy is aimed at supporting a much wider mix of uses including retail, leisure, café and restaurant developments. Indeed, the use of Princes Street has changed throughout its history. The Strategy for Princes Street is to encourage the adaptation of use to continue, while retaining and enhancing the key characteristics of the street.

There have been several important studies carried out that have addressed Princes Street previously, including Jan Gehl’s ‘Public Spaces – Public Life’ (1998) and the follow up document ‘Edinburgh Revisited’ (2010). These highlighted issues relating to the pedestrian experience including noise, lack of walking space, interrupted footpaths, lack of space for dwell and the poor quality of public realm. The report also identified the domination of buses, the lack of the feeling of safety, monofunctional nature and lack of comfortable places as all detracting from the pedestrian experience. These are all still relevant issues.

Alongside these previous studies, there are other current projects that will have a heavy influence on Princes Street. These include the Meadows to George Street scheme, the Waverley Station Masterplan, The Galleries and The Quaich Project.

Investment in Princes Street is being delivered alongside major improvement schemes for George Street, City Centre West to East Link (CCWEL) and Rose Street. Taken together, these will deliver a step-change in the quality of the urban realm across the First New Town.

Princes Street and New Town Context



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- Key Streets
- Tram Route
- Other Key Routes
- Existing Buildings
- Key Building
- University/Education
- Green Space
- Park Entrance
- Sculpture/Statue



Key challenges and opportunities for Princes Street include:

- Heavy reliance on retail for activation when the sector is facing significant change and challenges, particularly towards its western end – this includes wider trends but also the influence of city centre developments such as Edinburgh St James
- A generally poor pedestrian experience due to noise, lack of opportunity for dwell, poor seating provision and the heavy influence of bus and tram
- The street does not make best use of the southerly aspect and view, with little spill out opportunities from the few cafés and very few opportunities to sit
- The materials used for the public realm are generally low quality and in poor condition, not befitting a primary street within the World Heritage Site
- Connections into Princes Street Gardens are relatively infrequent, are not promoted or immediately evident and do not provide accessible routes
- Poor cycling infrastructure and safety concerns between trams, buses and cyclists, especially at the West End junction
- The street provides a world-class setting for transformation
- There are signs of new investment and uses emerging in the West End

Strategy

The strategy for the First New Town catalyst area is to build on the work being delivered under the George Street New Town and the Meadows to George Street schemes to provide a high-quality pedestrian focused environment across Princes Street, Rose Street and George Street and both Charlotte and St Andrew Squares that reinforces its unique qualities.

Proposed investment will deliver a comfortable and safe environment, encouraging a range of new activities and helping enhance wider economic vitality.

By reinforcing place and creating a quality environment for all, the uses along the street can adapt and change over time.

Princes Street together with Princes Street Gardens can become a place that all can enjoy and engage with. Opportunities for play, exploration and storytelling will be delivered to create a place that all will want to come to and enjoy.

Additional space will also be reallocated from the road carriageway to allow for the safe movement across the First New Town by bike. Traffic restrictions at the east end of Princes Street will limit through movements and allow for a more pedestrian focused environment at this key location, which will also create opportunities to improve connections for cycle movements through this part of the city centre.

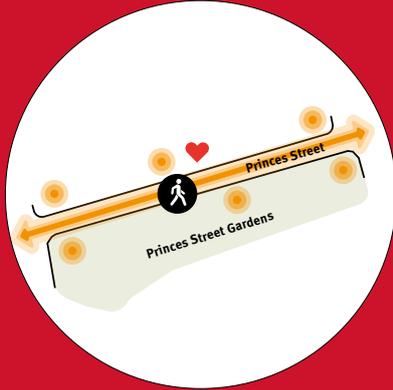
First New Town Strategic Plan



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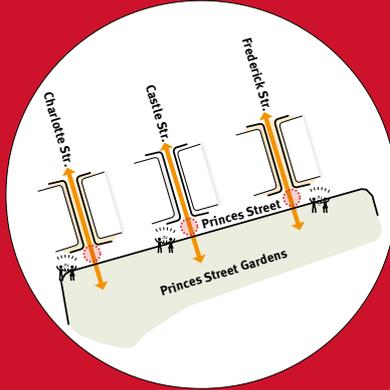


Key principles



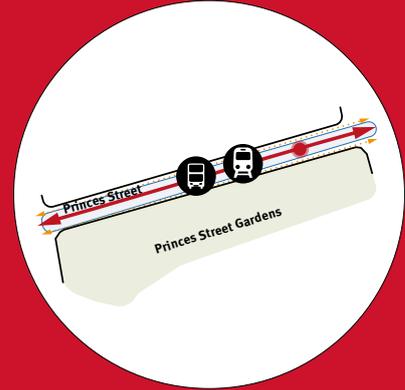
Improvements to the pedestrian experience

- A comfortable and safe pedestrian environment
- Improved pedestrian connections both along and across Princes Street
- Opportunities for seating and dwell
- A rebalancing of priority from vehicles to people



Providing an adaptable environment through a place-led approach

- Enabling usage to change through implementing a high-quality flexible environment
- In combination with initiatives such as The Quaich Project and The Galleries, create a place that all will want to come to and enjoy
- Improve permeability to Princes Street Gardens and connections across Princes Street linking to George Street



Optimisation of bus movements

- Selective rationalisation of bus routes and movements in order to improve operation and efficiency and to help create a more balanced pedestrian environment

Existing

Location: Castle Street, Princes Street and West Princes Street Gardens



Strategy



George Street and First New Town redesign

improved pedestrian and cycling experience

improved pedestrian experience and street activation

The Quaich Project

The strategy for this catalyst area on Princes Street and Gardens includes:

- The development of a new place-led public realm that maximises the pedestrian experience. The high-quality environment will help create a fitting stage from which to experience the world-class backdrop of the Castle and Old Town
- Supporting the provision of improved footways and paving, feature lighting, seating, wayfinding and interpretation
- Selective service/stop rationalisation, as part of a wider project to optimise public transport, which will improve public transport journey times and efficiency
- The provision of enhanced pedestrian connections at the junctions between each ‘block’ including Castle Street, Frederick Street, Hanover Street and South St David Street. This includes consideration of pedestrian movements east–west along Princes Street and south into Princes Street Gardens. This could include locally narrowed carriageways, wider pedestrian crossings, use of public realm materials and the creation of ‘pocket spaces’ to encourage people to spend time.
- Junction improvements at Princes Street/Lothian Road and across Hope Street aimed at addressing safety issues between trams, buses and cyclists
- Improvements to the entrances into Princes Street Gardens, enhancing accessibility and promoting the movement of people between the Gardens and Princes Street. This should be carried out in coordination with planned activities at West Princes Street Gardens
- The exploration of all opportunities for play, storytelling and placemaking, using this to better connect the boundary between street and park
- Proposed improvements on Princes Street would complement the current George Street and First New Town project and Rose Street urban realm schemes. These together with the CCWEL project will help deliver a cohesive place-driven streetscape befitting of the World Heritage Site

Allocation of Streetspace



- Reallocation of traffic lanes on George Street, Princes Street, Charlotte Square and St Andrew Square
- Tightening of Hanover Street/George Street junction
- Full implementation of current Active Travel Action Programme ATAP programme, including CCWEL and Meadows to George Street Scheme
- Safe cycle routes: Princes Street/Lothian Road cycle safety improvements
- Filtered permeability zones within the New Town to reduce cross–city centre traffic



Public Transport Services

- Selective optimisation of bus services and stops on Princes Street
- Enhanced bus priority through optimized traffic signal plan



Parking Reduction & Reprioritisation

- On-street parking removal as needed to support new cycleways and bus priority
- Consider revisions to permit zones to maximise parking turnover while protecting blue badge and resident parking



Place

- Improve accessibility to and permeability of Princes Street Gardens



City Operations, Management & Behavioural Change

- Create micro-consolidation centres on the periphery of the city centre with last-mile distribution by electric vehicles or cargo bikes

Current



Short term

- Removal of street clutter and rationalisation of bus stops
- New street furniture for seating opportunities
- Introduction of wayfinding



Medium term

- Road space re-allocation with Increased pavements where possible
- Promotion of pedestrian crossings through increase in width and use of surface materials
- Widening of entrances into Princes Street Gardens

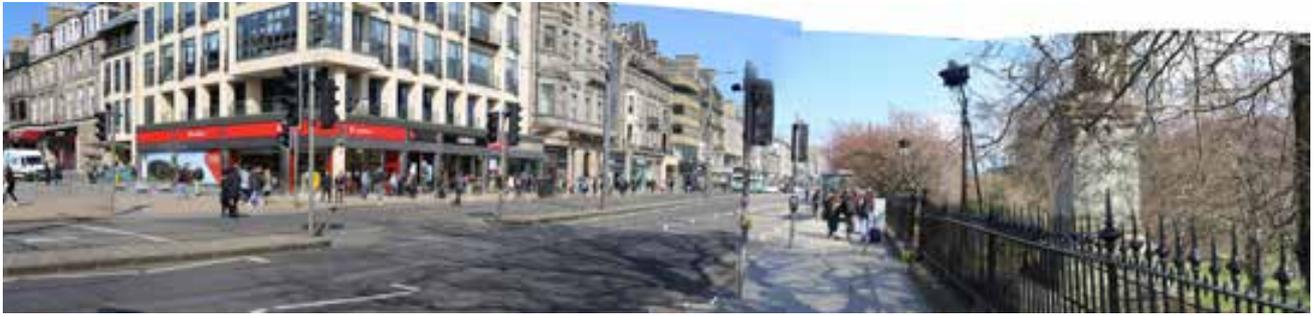


The Future

Reactivation of public realm along Princes Street and Castle Street

Seating and greening opportunities in Princes Street and the New Town





Current - Princes Street

Rationalisation of bus stops and removal of excessive clutter

Improvement of public realm and connection between Castle Street and Princes Street Gardens



4.4 Old Town

The primary aim of this catalyst area is to enhance the experience for pedestrians and support the heritage value of the Old Town by reducing the impact of vehicles.

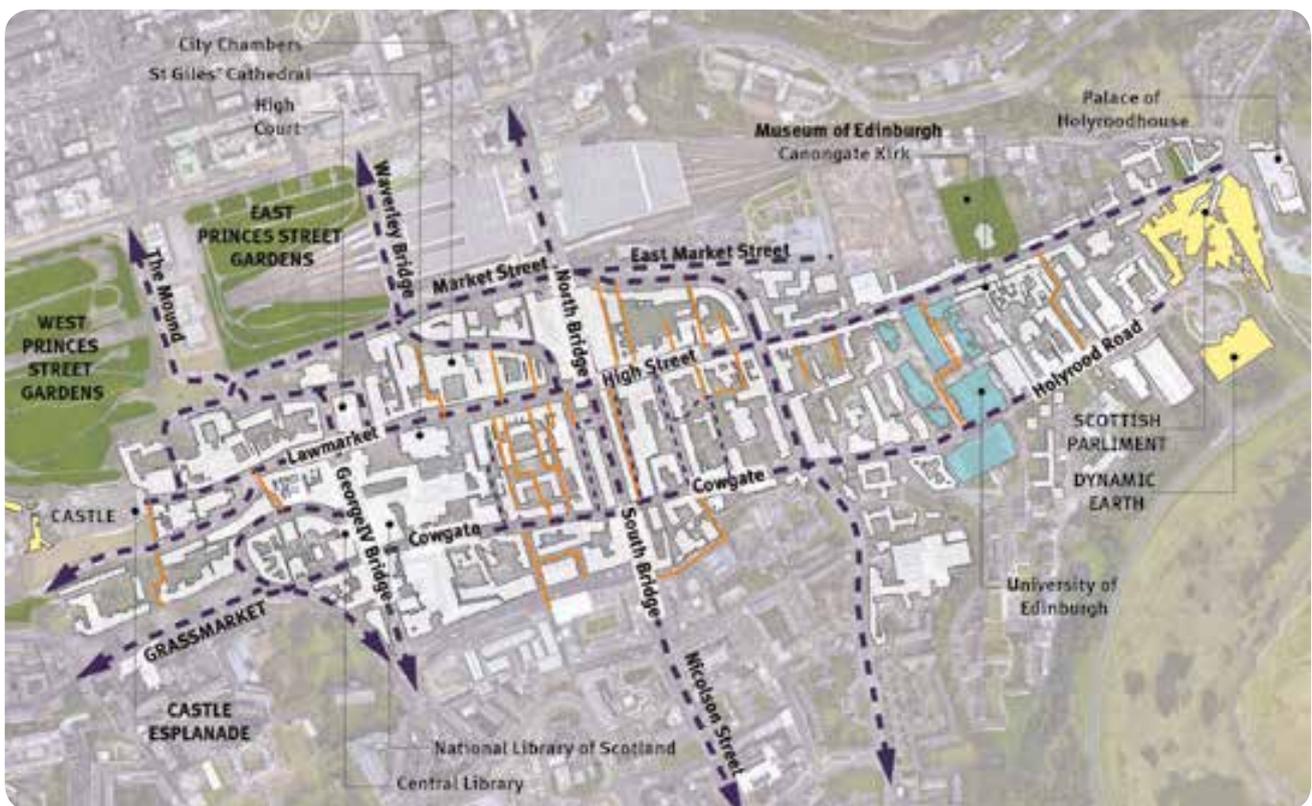
Edinburgh’s Old Town is one of the most renowned medieval cityscapes in the world, and for many is the primary city centre experience. The contrast between the Old Town and New Town is what gives Edinburgh’s city centre its unique character and is central to its World Heritage Status. As such, the Old Town is a focus for visitors and is highly symbolic to those that live and work in the city centre. There are many streets, closes and spaces of significant and diverse qualities that combine to provide a rich experience for all navigating through the Old Town.

With the Castle at the top and Holyrood at the foot, the Royal Mile is the primary route through the Old Town – running along a ridge, it provides the ‘spine’ for the medieval ‘fishbone’ pattern of streets and closes that extend from it. It is defined by historic buildings of great heritage value and is a focus for cultural activity, with the street becoming a venue for performances and events during the various festivals throughout the year.

A major influence on the character of the Old Town is the topography. With the Royal Mile occupying the ridge from the Castle to Holyrood, there are significant level changes to the north and south that occur through the various streets and closes that connect the Royal Mile to the Waverley Valley, Cowgate and Grassmarket. This character is further reinforced through the north-south routes that bridge over lower streets. George IV Bridge and South Bridge both connect into the Royal Mile and demonstrate the level change over Cowgate. While a significant and positive part of its character, the topography can be a barrier to the wider exploration of the Old Town.

At present, the experience of this area of the city centre is mainly focused on the upper end of the Royal Mile between the Castle and Jeffrey Street. There are key streets and spaces that are well used, including Cockburn Street, Victoria Street and the Grassmarket, but the wider Old Town is less well promoted and explored, including Cowgate and the lower end of the High Street towards Holyrood. Throughout the Old Town, the presence of vehicles erodes the quality of the pedestrian environment and the fabric of the World Heritage Site.

Old Town Context



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- Existing Buildings
- Key Building
- University/Education
- Green Space
- Key Streets
- Other Key Routes



Key challenges and opportunities identified within this area include:

- An area that has highly significant cultural and heritage value
- A rich urban environment of outstanding quality and a focus for events and activity
- An over focus on the Castle/Castle Hill, Lawnmarket and High Street while the wider Old Town could be made more accessible and wayfinding improved
- A lack of public transport connectivity to key residential communities
- Narrow and cluttered footways on South Bridge creating an unsafe pedestrian environment
- A poor-quality environment and public realm on key routes such as Cowgate and the connecting streets and closes
- Temporary anti-terrorism barriers that are alien to the streetscape
- Level change and topography acting as a challenge to exploration and accessibility
- The presence of vehicles throughout the Old Town that detract from the pedestrian environment and fabric of the World Heritage Site
- The Meadows to George Street scheme includes the closure of Bank Street to general traffic, which will significantly reduce traffic volumes on George IV Bridge. It will improve the pedestrian and cycling environment along the street and significantly improve the George IV/High Street junction

Strategy

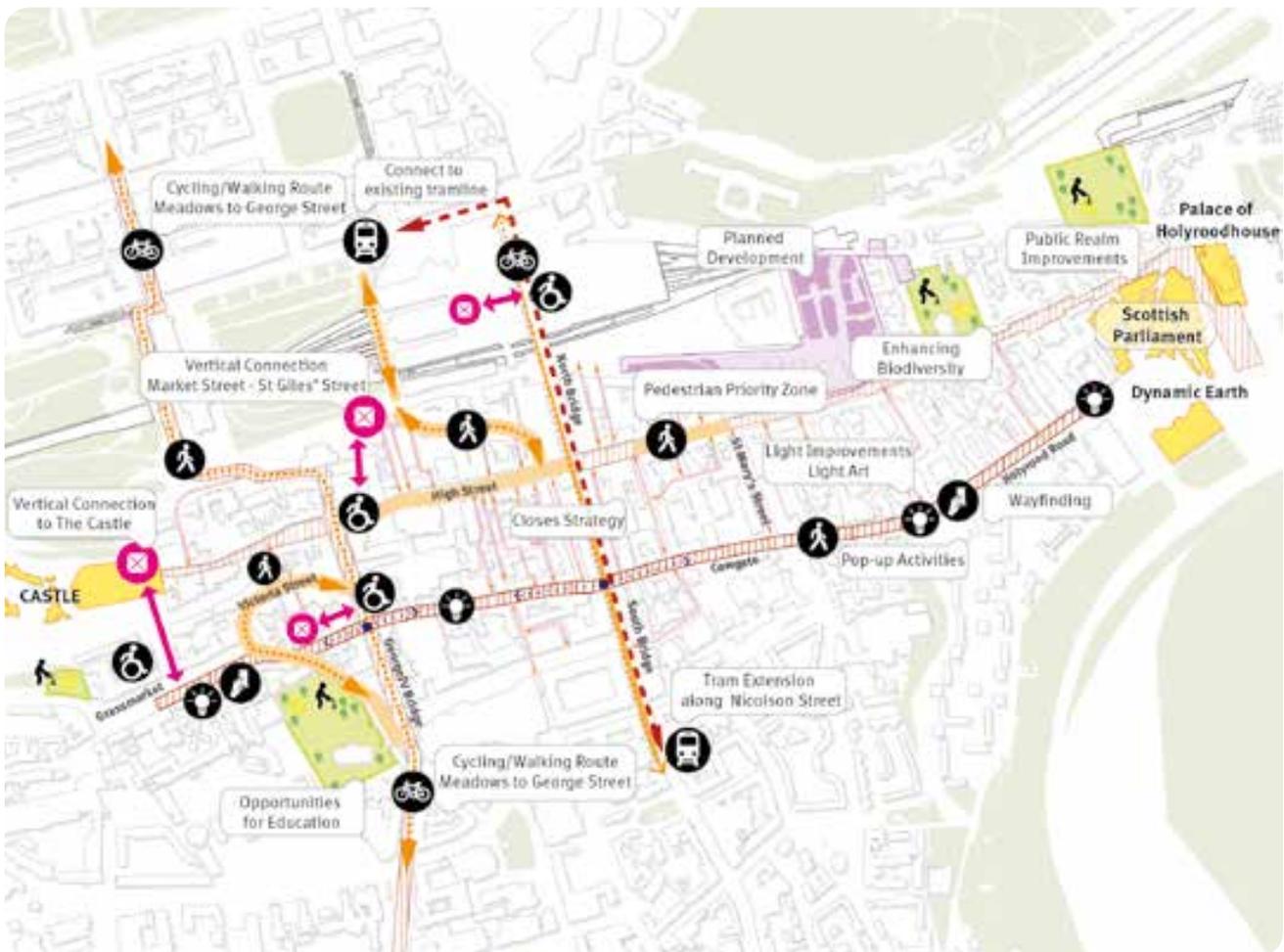
This is focused on enhancing the pedestrian environment within the Old Town and providing a pedestrian focused area for the benefit of all who live, work, visit and use it.

Measures such as improvements to the public realm and functional lighting can help increase the perception of safety, and using innovative architectural lighting and well considered wayfinding and interpretation can help to promote streets such as Cowgate and the associated connecting streets and closes. These will benefit local residents and help promote less well used and explored areas of the Old Town, taking pressure off the busiest streets and spaces.

The catalyst area looks to remove traffic from a greater extent of the Royal Mile and promote better connections between communities, the High Street and Cowgate.

This starts with the removal of traffic from key streets and additional restrictions on traffic movement that allow 'filtered permeability' of traffic: local vehicle access for those who need it for residential and operational reasons, but significantly reduced ability for private vehicles to travel 'across' the Old Town.

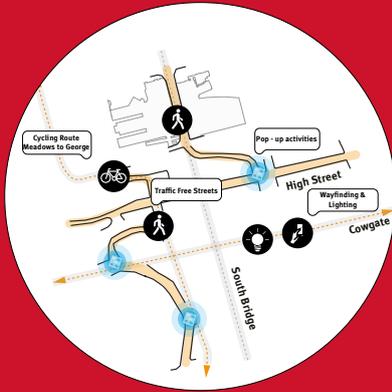
Old Town Strategic Plan



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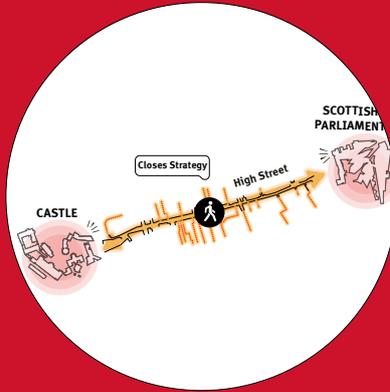
- Traffic Free Street
- Closes Strategy
- Active Travel Route
- Potential Tram Extension
- Planned Development
- Key Building
- Community Space
- Public Realm Improvement
- Improved Visual Link
- Vertical Link

Key principles



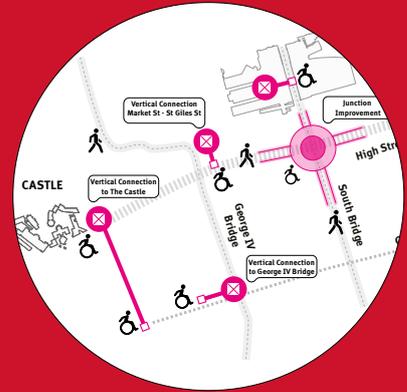
Implementation of traffic free streets

- Discourage vehicles through selective road closures while still allowing servicing and access for businesses, residents and disabled people
- Improve the public realm creating engaging and comfortable places where people want to dwell
- Use the 'pedestrian priority zone' to promote a quality setting and environment within the historic core of the Old Town



Extend the appeal of the Old Town

- Promotion of areas within the Old Town that have less of a profile than the most used streets and spaces through wayfinding, public realm enhancements and lighting
- Improvements to the public realm on streets and closes across the Old Town
- Enhancing the public realm through wayfinding, interpretation and storytelling creating a playful and engaging urban realm

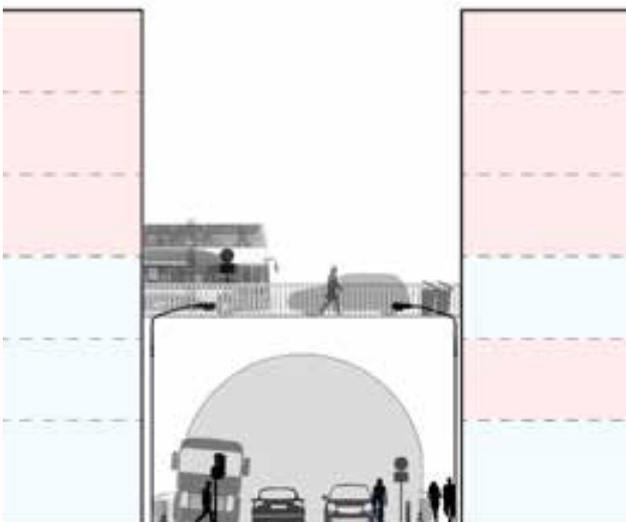


Creating an accessible environment

- Improving pedestrian permeability on South Bridge through decluttering, widening footways, bus stop rationalisation and introducing vertical connections
- Improved public transport connectivity to key residential communities
- The introduction of vertical connections from George IV Bridge and South Bridge to Cowgate, promoting inclusive access

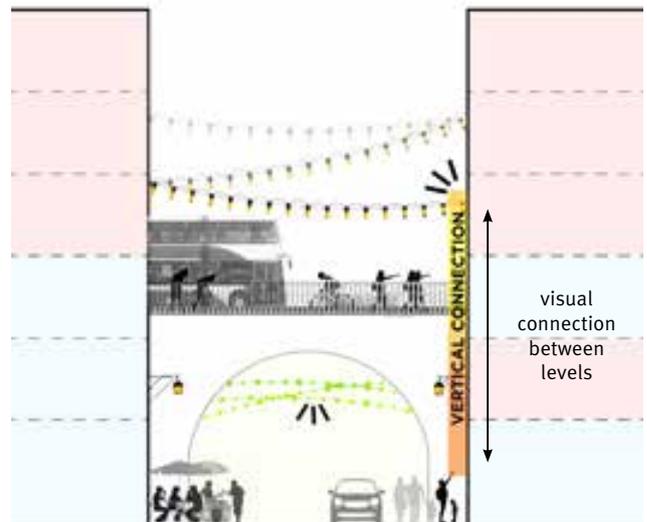
Existing

Location: Cowgate/George IV Bridge



narrow pavement | 2 lanes | narrow pavement

Strategy



active frontages | pedestrian priority environment | active frontages

The strategy for this catalyst area includes:

- Closure of the High Street from North Bridge to Blackfriars Street and creating an enhanced pedestrian environment. This includes decluttering, street lighting improvements and opportunities for storytelling, education and engagement
- Local and bus only access to the Canongate
- Enhancement of Cowgate with public realm improvements supported by any possible traffic management restrictions and the rationalisation of road space
- Improvements to the streets and closes between the High Street and Cowgate, including Old Fishmarket Close, Borthwick's Close, Stevenlaw's Close, Blair Street, Niddry Street, Blackfriars Street, South Gray's Close, Hyndford's Close and St Mary's Street. Improvements to aspects such as lighting (both functional and feature/architectural), repair and upgrade of materials where required, wayfinding, management of commercial waste and enhanced cleansing
- The closure of Cockburn Street and Victoria Street to general traffic to promote an improved pedestrian environment and support existing uses
- The development and implementation of a lighting strategy that enhances the character of the Old Town. Specifically, this should include proposals for architectural and artistic lighting interventions along Cowgate, enhancing character and improving visibility from connections at George IV Bridge and South Bridge
- The introduction of a vertical connection between Cowgate and George IV Bridge improving access for all between the two main layers of the Old Town
- Wayfinding to promote all connections and streets within the catalyst area. To explore opportunities for interpretation and storytelling
- The identification of opportunities for community spaces within the Old Town
- The identification of opportunities for enhancing biodiversity within existing green spaces such as kirk yards and cemeteries

Allocation of Streetspace

- Street closure on High Street between North Bridge and St Mary's Street, Lawnmarket (except coaches in the short term), Bank Street (except buses and taxis), Victoria Street and Cockburn Street
- Canongate is made bus and local access only
- Reallocation of traffic lanes on Bridges corridor in conjunction with bus stop optimisation
- Widening of pedestrian crossings (potentially including diagonal crossings) at High Street/North Bridge
- Full implementation of current Active Travel Action Plan programme, including Meadows to George Street scheme
- Filtered permeability zones within the Old and New Towns to reduce cross-city centre traffic
- Creation of a 'pedestrian priority zone'
- Managed access on Cowgate to improve streetscape

**Public Transport Services**

- Rationalising of bus stops on Bridges corridor
- Enhanced bus priority through optimized traffic signal plan
- Improved public transport connectivity to local communities, potentially in conjunction with a city centre hopper service.

**Parking Reduction & Reprioritisation**

- Selective on-street parking removal, for example on Chambers Street, Blackfriars Street and St Mary's Street, to improve walking, cycling and public transport
- Electric charging points for taxis and city car clubs
- Consider revisions to permit zones to maximise parking turnover while protecting blue badge and resident parking

**Place**

- New vertical connection between Cowgate and George IV Bridge
- 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.

**City Operations and Management**

- Promotion of shared services for loading and building servicing – led by the Council and used to encourage others.
- Enhanced maintenance of footways, cycleways and public realm.

Existing



Short term

- Street closure to traffic
- On-street parking removed
- Removal of unnecessary street clutter



Medium term

- Paving relaid as a continuous flush surface
- Reuse of existing materials wherever possible
- Widening of 'footway' space



The Future

Street closed to private vehicle movement and removal of on-street car parking

Public realm improvements - continuous surface for accessibility and ease of movement



Street pavement pattern preserves a central continuous space which can be used for servicing of ground floor activities

New activities using the open space, e.g. community markets and uses from ground floor spilling out.



4.5 Waverley / Calton

This catalyst area focuses on the immediate connections around Waverley Station, St Andrew Square and Edinburgh St James/Picardy Place. It is focused on pedestrian movement and the interchange between public transport modes and connections into wider city cycle routes. This catalyst area includes a number of major new developments:

- Edinburgh St James
- The Registers
- Dunard Centre
- New Waverley
- Waverley Mall
- Waverley Station Masterplan

The combined impact of these new developments will help transform the city centre, opening up new pedestrian opportunities.

The Waverley Masterplan is once-in-a-generation opportunity to reimagine this iconic station and more effectively integrate it into the wider fabric of the city centre.

The creation of a new walking route between Edinburgh St James and St Andrew Square, via the Dunard Centre and The Registers, would create a new and vibrant quarter of the city.

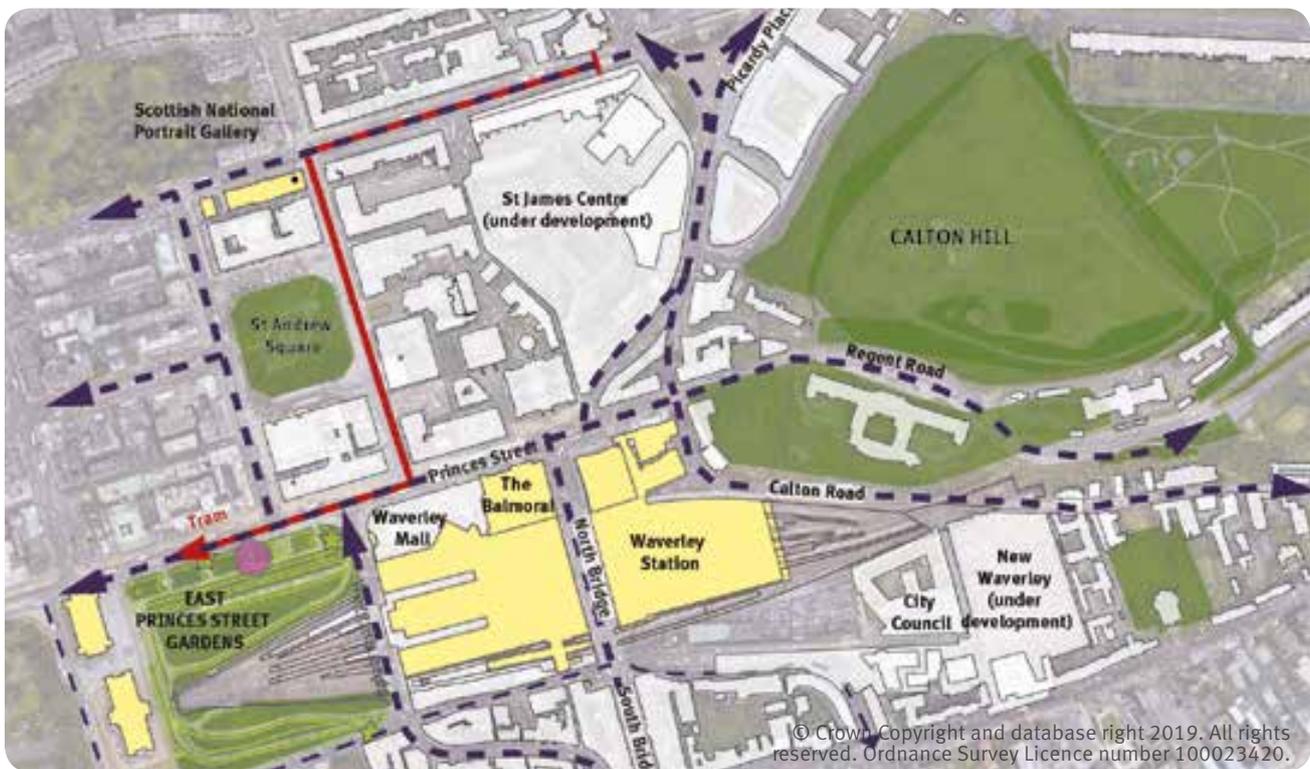
Investment in the public realm is ongoing at St Andrew Square. Waverley Bridge has also recently been improved. Nevertheless, elsewhere, the quality of streets, the level of pedestrian priority and legibility within the area are compromised.

A major consideration is the dramatic topography of the area. There is a significant level change between Waverley Station and the rest of the city – this is particularly evident in the lack of accessible vertical connections to North Bridge and from Market Street to the High Street. Level differences also impede movement around Calton Road and across the Waverley Valley.

There are also specific challenges at the East End of Princes Street and on North Bridge. Around Waverley Steps and The Balmoral Hotel, the mix of pedestrians from the station, together with bus stop locations and limited footway space, combine to create an often chaotic and uncomfortable environment.

While the views from North Bridge are stunning, the pedestrian realm is uninviting, discouraging dwell.

Waverley - Calton Road Context



- | | | | | | |
|--|-------------|--|--------------------|--|------------------|
| | Key Streets | | Existing Buildings | | Park Entrance |
| | Tram Route | | Key Building | | Sculpture/Statue |
| | | | Green Space | | |



Key challenges and opportunities identified within this area include:

- A poor experience for those arriving by rail into the city centre, regardless of which station access is used
- The lack of street level activated space associated with Waverley Station, for example on Waverley Bridge
- Princes Street/Waverley Bridge is a critical junction on the public transport network for both bus and tram. Significant delays occur at peak periods, impacting on journey times and reliability
- A poor and vehicle dominated setting for significant buildings such as The Balmoral, Register House and Waterloo Place
- The ability to navigate from Waverley to adjacent and wider areas of the city centre
- There is an opportunity to reduce traffic levels and conflicts across the area, helping to rebalance pedestrian priority
- A series of developments and investments that provide the opportunity to deliver an improved and more legible public realm

Strategy

This catalyst area provides the main experience for many people arriving into the heart of the World Heritage Site. Waverley Bridge provides a unique location from within the valley that takes in both the Old and New Towns. It is proposed to transform Waverley Bridge through the removal of traffic, including buses, to create a new world-class space and gateway to the city, which will be fully aligned to the Waverley Masterplan.

The closure of Waverley Bridge is made possible in part by the closure of Bank Street and resulting reduction in traffic levels in the city centre. General traffic access to the station is maintained via The Mound and Market Street from the north and Jeffrey Street from the south. Access via Bank Street would be retained for buses and taxis

The closure of Waverley Bridge will significantly improve the pedestrian environment, both on the bridge and at surrounding junction crossings including Princes Street/South St David Street.

By relocating tour buses, local bus travel will be prioritised, benefiting residents and the wider city economy. East-west peak period bus journey times on Princes Street will become significantly more reliable. The simplified junction arrangement will also allow more trams to run. This supports tram completion to Newhaven. Airport bus service 100 will be accommodated

at a central location, ensuring interchange with rail and city bus and tram services, in co-ordination with the re-development of Waverley Station.

The valley between the Old and New Towns is a distinctive element of the landscape of Edinburgh’s city centre, but the topography is a challenge to permeability and inclusive access. Several measures are proposed to address these points.

New accessible vertical connections to North Bridge and St Giles’ Street are proposed. A link with North Bridge could provide improved interchange between rail, bus and future tram. The link to St Giles’ Street would greatly enhance connectivity to the High Street and Old Town.

A bridge between Calton Road and Jeffrey Street for people on foot and bike would link the Old and New Towns, following a similar alignment to the former bridge link across Waverley Station.

Calton Road should have greater prominence as a key connection between Waverley Station, Leith Street, New Waverley and Holyrood. Focusing on providing a route that feels safer and more comfortable can be achieved through improving the public realm and lighting, wayfinding and interpretation.

Waverley - Calton Road Strategic Plan



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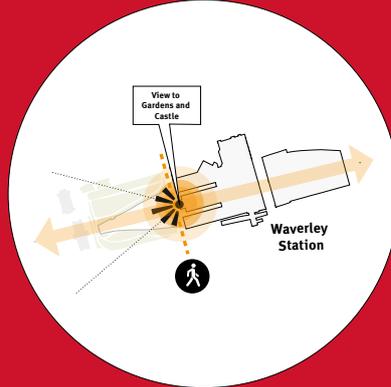
- Traffic Free Street
- Active Travel Route
- Tram Route
- Potential Tram Extension
- Cycle Bridge
- Public Realm Improvement
- Planned Development
- Key Building
- Community Space
- Vertical Link
- Improved Visual Link

Key principles



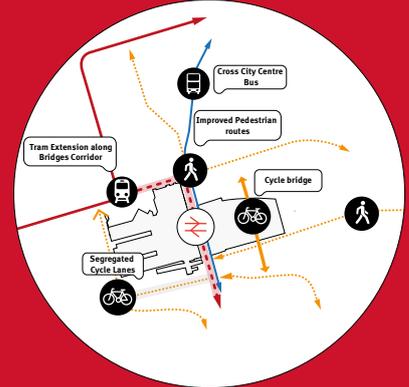
Connecting the station to the wider city

- The provision of a quality environment that links Waverley Station to the wider city centre
- Public realm improvements that celebrate the unique environment at each of Waverley's entrances
- Implementing a better setting for key city buildings such as The Balmoral and General Register House



A new arrival experience

- The closure of Waverley Bridge to vehicles and introduction of a new arrival space
- A space that celebrates the iconic view from Waverley Bridge and enhances this through the introduction of a less visually intrusive bridge parapet
- Consideration of activation through facilities such as temporary events/markets, an information centre or cycle hub within the space



Providing inclusive mobility

- Connecting areas of recent and proposed public realm investment
- The provision of vertical connections providing inclusive access between the station and wider city
- Providing a comfortable and safe environment that prioritises the needs of pedestrians

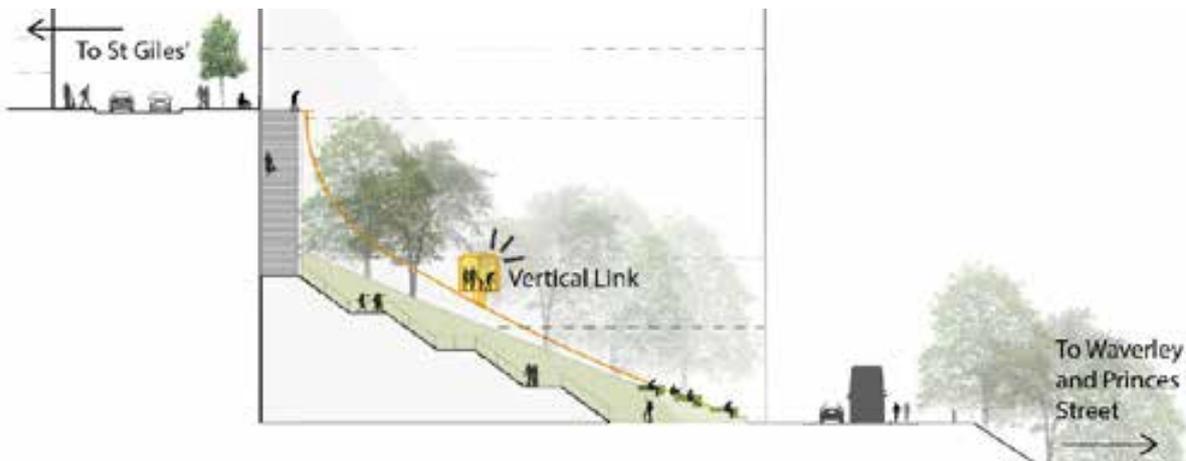
Existing

Location: Steps from Market Street to St Giles' Street in front of Bank of Scotland Foundation



Strategy

public steps in front of inaccessible green space



improved Public Space with accessible vertical connection

The strategy for this catalyst area includes:

- Public realm improvements and rationalisation of road space to provide better connections between Waverley Station and the north side of Princes Street, the Register lanes and Waterloo Place ‘gateway’. This includes wider and enhanced pedestrian crossings, decluttering of streets, improvements to footways through new paving and street furniture, and wayfinding and lighting
- Improvements to the public realm at each of Waverley Station’s entrances to promote safe and inclusive access, specifically at Market Street and Calton Road. This would include consideration of lighting, wayfinding, and access levels
- Street improvements along Market Street, decluttering and rationalising to provide an enhanced arrival experience
- The development of wayfinding, interpretation and artwork strategies promoting links to other areas of the city and developing a storytelling narrative relating to the area

Allocation of Streetspace



- Street closure on Waverley Bridge, Bank Street (except buses and taxis), Victoria Street and Cockburn Street
- Reallocation of traffic lanes on North Bridge
- Full implementation and acceleration of current Active Travel Action Plan

- programme, including City Centre West to East Link (CCWEL) and the Meadows to George Street scheme
- Filtered permeability zones within the Old and New Towns to reduce cross-city centre traffic
- Traffic restrictions at East End Junction

Public Transport Services



- Relocation of tour and airport route buses from Waverley Bridge to:
 - improve the operation of east-west local services on Princes Street, supporting the day-to-day needs of local residents
 - improve tram reliability and

- accommodate an increased service frequency (complementing tram completion to Newhaven)
- Selective bus stop rationalisation and enhanced bus priority through optimised traffic signal plans
- Selective optimisation of bus services

Parking Reduction & Reprioritisation



- Selective on-street parking removal to support public realm improvements

- Consider revisions to permit zones to maximise parking turnover while protecting blue badge and resident parking

Place



- New vertical connections at Waverley to North Bridge and Market Street to St Giles’ 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

City Operations and Management



- Shopmobility aid loan schemes at Waverley and the bus station
- Expansion and promotion of shared mobility services including bike hire and car clubs

- Development of a coach management strategy to reduce impact of coach movements on Regent Road, linked to Public Transport interchanges

Existing



Waverley Bridge

Short term

- Street closure to traffic
- On-street parking removal
- Removal of unnecessary street clutter



Medium term

- Relay of paving as a continuous surface where required
- Introduction of street furniture along the outer edge of the bridge



The Future

Street closed to private vehicle movement and removal of on-street car parking

Public realm improvements - continuous surface for accessibility and ease of movement



New vertical link from Market Street to St Giles' Street next to The New Steps

New square and viewpoint highlighting the importance of Waverley Bridge as the gateway to Edinburgh City Centre



4.6 “Innovation Mile”

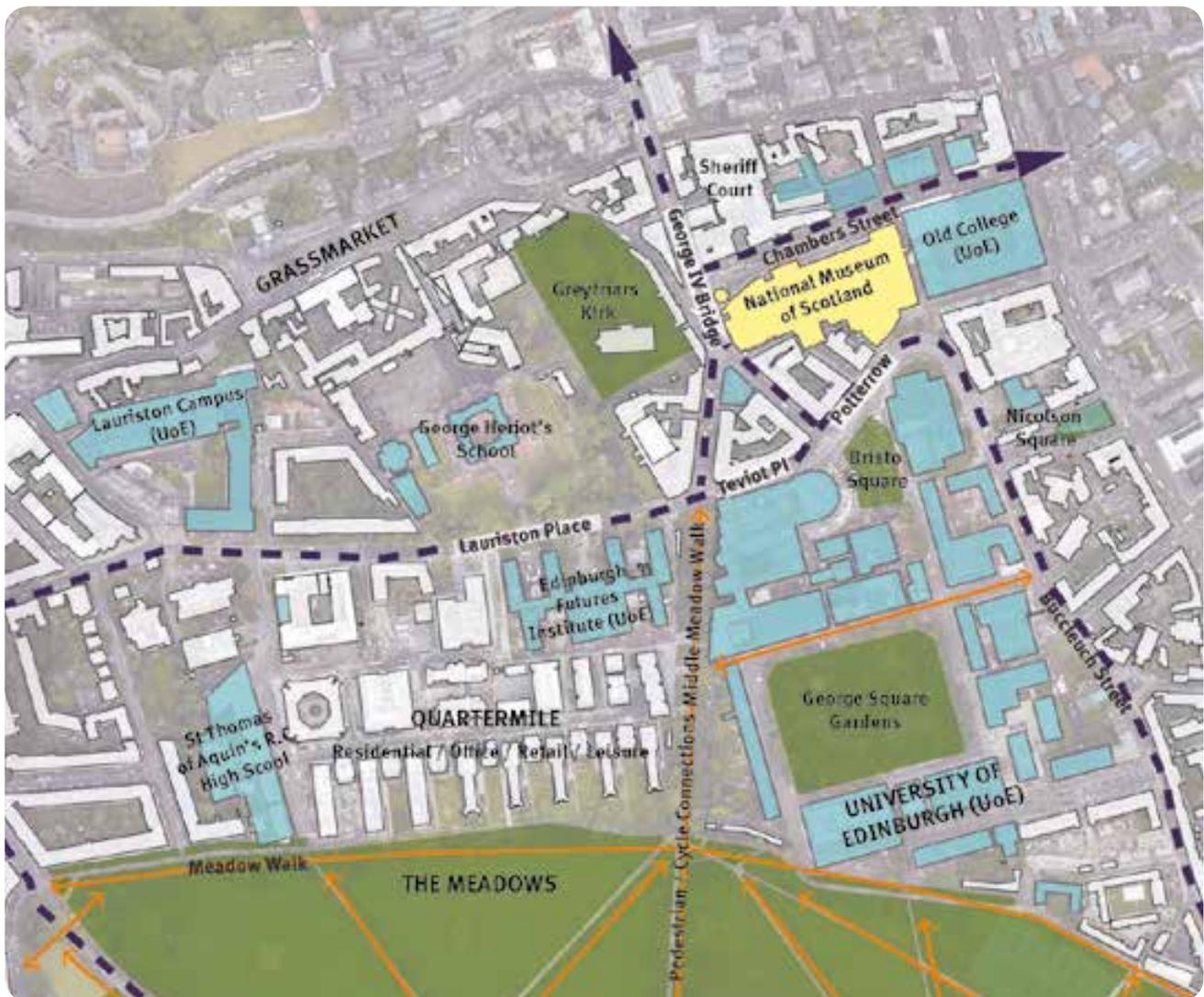
The ‘Innovation Mile’ is the corridor between Bristo Square, Lauriston Place and on to Fountainbridge. It presents a placemaking opportunity to cluster technology and creative sector investment, delivering high-quality job growth and attracting talent to the city.

It is a catalyst area, heavily influenced by The University of Edinburgh’s city centre campus and the push to extend this west along Lauriston Place. It also includes the Lauriston Campus, the Edinburgh Futures Institute, the campus at George Square/Potterrow, Chamber Street and Old College/ Talbot Rice Gallery. Other educational institutions include St Thomas of Aquin’s High School and George Heriot’s School. Quartermile and Argyle House are key locations, home to a number of innovative businesses and technology companies.

Lauriston Place, Teviot Row and Potterrow provide a unifying west to east route that connects Tollcross with Buccleuch Street and Nicolson Street. Along this corridor, there are challenges to effective pedestrian movement, both east–west and north–south. Examples include the grade-separated section of road at Potterrow that has introduced a barrier to the north–south movement of pedestrians with the exception of the underpass. Its alignment is inconsistent with the urban form of the city centre, taking up a significant amount of space that could otherwise be used more effectively.

Otherwise, this area has a fine grain of pedestrian focused routes and spaces, especially within Quartermile and throughout the George Square/

Innovation Mile Context



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- Key Streets
- Existing Buildings
- University/Education
- Key Building
- Green Space
- Other Key Routes



Potterrow campus. However, this could be further enhanced through the promotion and opening-up of other routes.

Middle Meadow Walk is a key route for people walking and travelling by bike; connecting routes from the south, across the Meadows, converge at this location. The Meadows to George Street scheme will extend the safe cycling route from Teviot Place to George Street while providing an improved pedestrian environment. Bank Street will become bus and taxi only, resulting in fewer vehicle movements on George IV Bridge, north of Chambers Street.

There is a significant resident population. Various community projects within the area could be further supported, and other opportunities for community projects could be identified.

There are specific opportunities to use Circular Economy principles in this catalyst area, such as through modular design at the University of Edinburgh's Potterrow development, and digital material tracking through the life of the development to enable flexible maintenance. There is also a strong opportunity to develop a material consolidation and re-use hub at each of the catalyst areas to maximise efficiencies during construction in each area.

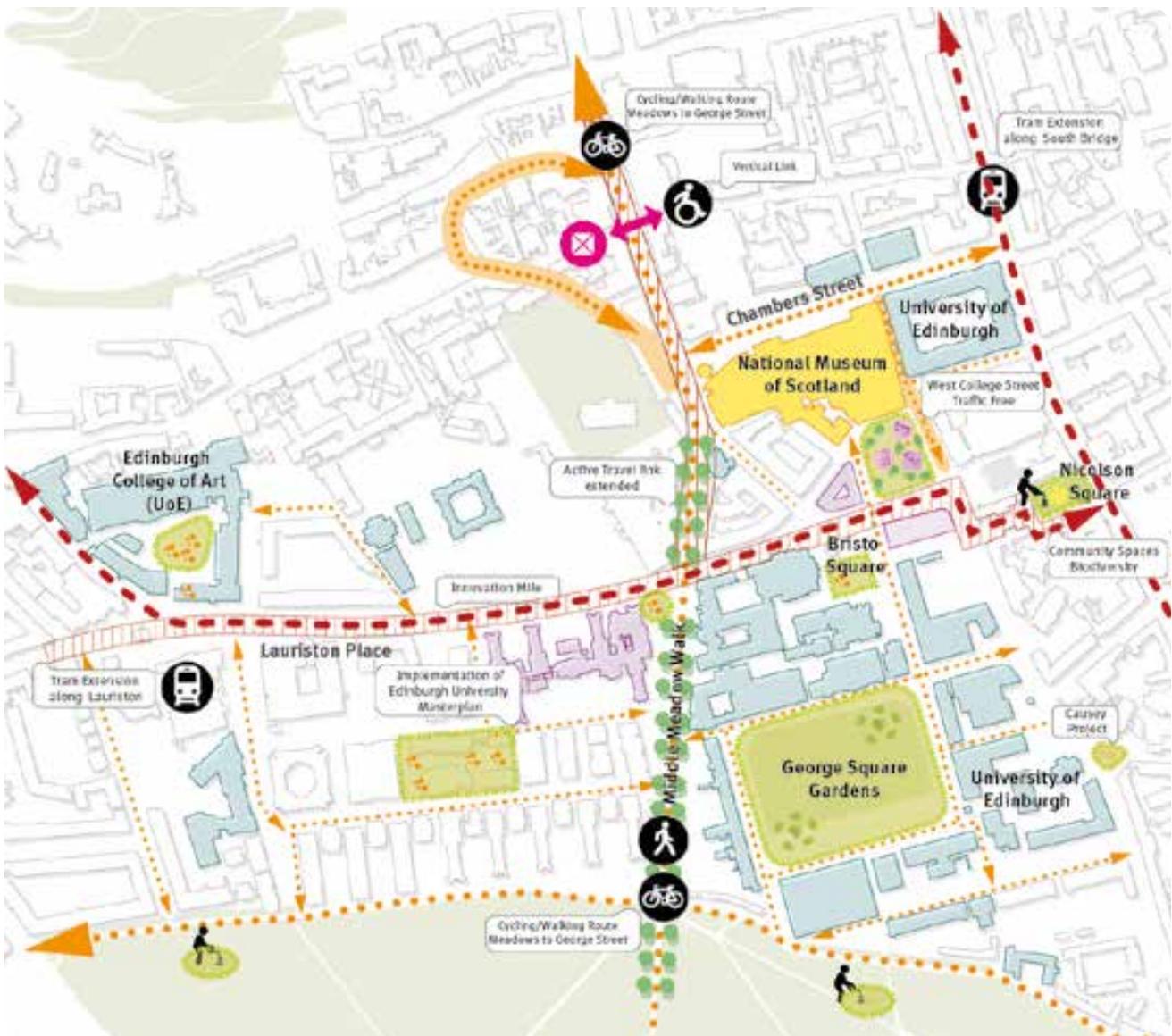
Strategy

This catalyst area is focused on enhancing the implementation of the ‘Innovation Mile’ and the provision of a key transport hub at Potterrow, supporting The University of Edinburgh’s masterplan for this area as outlined in the cross section drawing below. The aim is to create a more legible and permeable pedestrian environment that connects east–west, and to provide a transport hub that promotes effective interchange between bus and people on foot or bike.

The catalyst area allows for the potential introduction of a second cross-city-centre tram link. The introduction of tram would improve wider connectivity to this area and could complement improvements to the public realm.

Opportunities also exist to allow local neighbourhood placemaking projects (such as at the Causey) to act as gateways to the catalyst area.

Innovation Mile Strategic Plan



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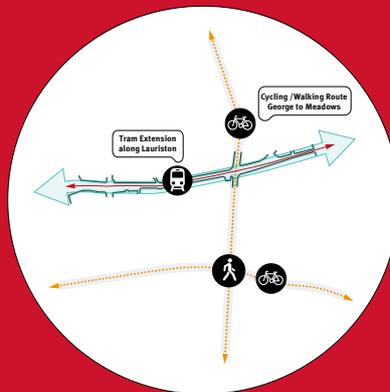
- | | | | | | |
|--|---------------------|--|--------------------------|--|---------------------|
| | Boulevard Street | | Potential Tram Extension | | Planned Development |
| | Active Travel Route | | Community Space | | Key Building |
| | Traffic Free Street | | Public Realm Improvement | | Vertical Link |

Key principles



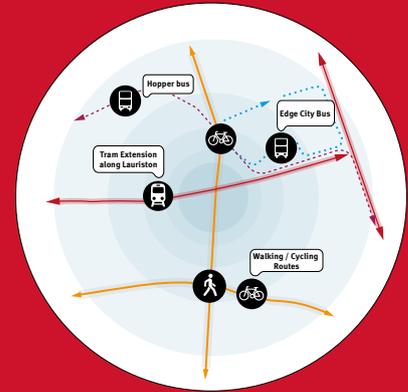
A network of open spaces

- Identification of opportunities for new community focused spaces such as Nicolson Square
- Support for existing community projects and groups within the area



Innovation Mile as a sustainable transport corridor

- Improved public transport along the length of the corridor to help promote a cohesive location

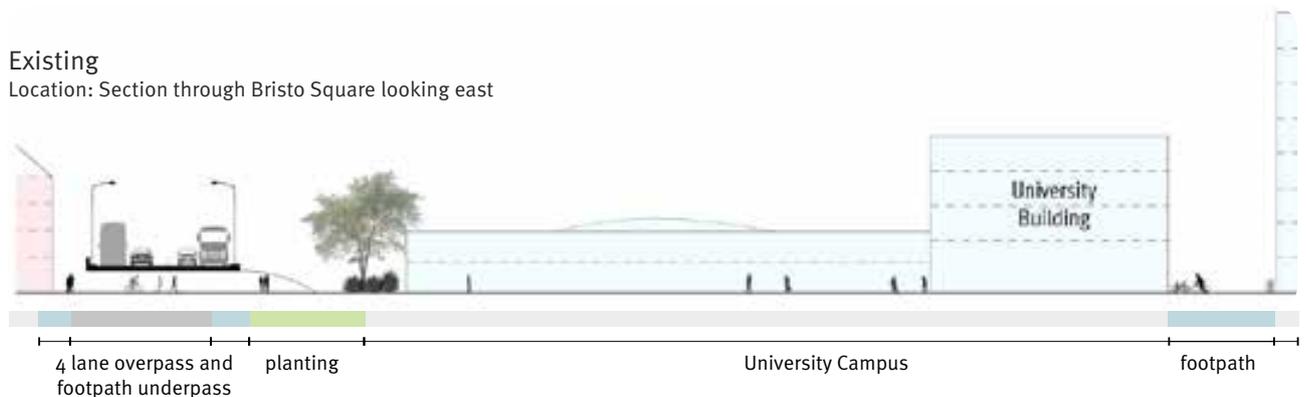


Creation of a transport hub

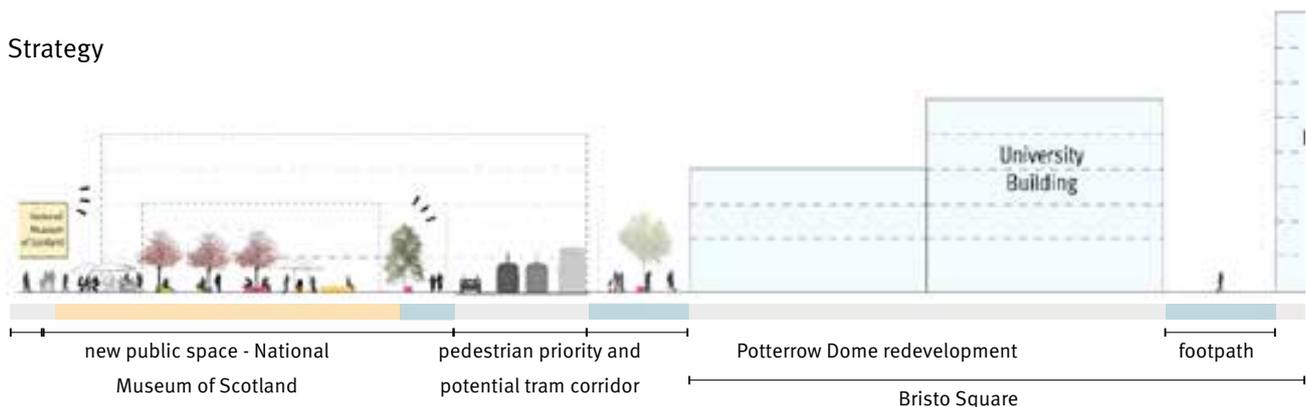
- Realignment of Potterrow
- Introduction of new development including a transport hub
- Improved pedestrian connections and permeability

Existing

Location: Section through Bristo Square looking east



Strategy



Proposals for this catalyst area include:

- Supporting the principles of The University of Edinburgh masterplan for Potterrow, including the realignment of Potterrow and removal of the grade-separated pedestrian crossing/underpass
- The implementation of a transport hub between bus and people on foot or bike at Potterrow as part of a wider redevelopment of the area. This would enhance interchange opportunities through an improved network of routes
- Improved permeability and connections throughout the University of Edinburgh campus and into adjacent areas. This will include connectivity across Potterrow and through Quatermile
- The enhancement of Nicolson Square as a community focused space and the identification of other opportunities for community projects
- Improvements to streetscape in order to promote inclusive design and provide legible routes that are easy and safe to navigate

**Allocation of Streetspace**

- Implementation of the Meadows to George Street scheme
- Street closure on Forrest Road
- Supports the provision of a city centre 'pedestrian priority zone'

**Public Transport Services**

- New public transport interchange at Potterrow / Nicolson Street
- Provision of a city centre hopper bus feeding into the public transport interchange
- Supports the potential introduction of a second cross-city link completing a city centre loop

**Parking Reduction & Reprioritisation**

- On-street parking removal as needed to support new cycleways and bus priority
- Consider revisions to permit zones to maximise parking turnover while protecting blue badge and resident parking

**Place**

- Maximising and extending the benefits of Meadows to George Street scheme through the creation of improved public spaces
- Support for new pop-up activities and interactive public art, reflecting the student and local residential character of the area

**City Operations and Management**

- Expansion and promotion of shared mobility services including bike hire and car clubs
- Enhanced maintenance of footways, cycleways and public realm

Existing



Short term

- Removal of railings and street clutter
- Temporary planters increasing the pavement width
- Introduction of wayfinding



Medium term

- Road space reallocation to increase pavement space
- Pedestrian crossing highlighted through increased width and use of surface materials
- Forrest Road implemented as a pedestrian priority space with segregated cycle route, space for activity and tree planting



The Future

Ground floor activities benefit from widened pavements

New trees and improved public realm in Forrest Road





Current - Teviot Place

Potential new tram connecting Nicolson Square and Haymarket

Improvement of public realm and connection with Middle Meadow Walk across Lauriston Place

