

Subject: MEADOWS TO CANAL DESIGN WORKSHOP

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From: Richard Grant <richardanthonygrant@gmail.com>

Hi

Just a short note on yesterdays Design Workshop (Feb 28). Overall, it was very well organised and, from our point of view very positive. However, it is important to bear in mind that it is at a very early stage and we were discussing options prepared by the consultants hired by the Council.

There were about 25 to 30 people there including a large contingent linked to the consultancy firm and the Council. Phil, Chris and Phil Matthews attended from the Council's Active Travel Team. Apart from myself Sara Dorman attended representing Pedal on Parliament but many of the other local representatives (including the only local trader there) were cyclists. The Kings Theatre Manager was also there plus John ? from Living Streets and somebody from Friends of the Meadows.

Those present were split into 3 groups and each group looked at 3 options for 3 identified roads (Home St/Leven St; Tarvit St; and Brougham PI) with the help of one of the consultants and detailed plans. The options were ranked on pre circulated design criteria and the placed in order of preference. There was then a comparison of the orders of preference between the 3 groups and a general discussion to see if a consensus could be reached. Inevitably, the discussion became very detailed and there were lots of points noted for further consideration, possible refinements to the options etc

This is a very brief summary of the options

Home St/Leven St

All 3 options had a toucan crossing from Lochrin PI across Home St followed by a 2 way segregated cycleway on the east side of the road to Tarvit St. The options varied in the width of the cyclepath (3m or, in one case, 4m) and where the space came from. One option also created a second bus stop to reduce the number of buses stopping in front of the Cameo since this sometimes leads to buses backing up and blocking Lochrin PI. I persuaded my table to support the 4m option with separated bus stops and no reduction in pavement space, but the other 2 groups preferred 3m and further consideration of the bus issue and this became the overall "winner". This option keeps more loading/parking space although the survey by the consultants suggest that this is being widely abused at present. Points for us to bear in mind for the future:

- Is 3m on Home St wide enough?
- The precise form of separation used (3 options were mentioned but they not really discussed)
- Access to the toucan from Lochrin PI - this will require cyclists travelling eastwards to cross the road (as in Rankeillor St for the Meadows Innocent proposals) and we need to check whether the run up to this is sufficiently long to allow cyclists to cross early on before the junction and/or whether turns into Lochrin PI by motor traffic could be banned
- The bus stop issue - I like the idea of splitting the stops although some thought this might block fire engines coming , in an emergency, along the contra flow road built for them.

Tarvit St

The preferred option here was to close the road at the Home St end which would eliminate through traffic and allow 2 way cycling while keeping the large majority of parking spaces. However there was some support for an option which simply had an advisory contra flow cycle lane. I set out the option Peter, Paul, Alec and myself had discussed of a segregated route for west to east cyclists on the inside of the car parking. This was noted and Chris Brace thought it was feasible. But I actually prefer the alternative option described above. Points for us to watch out for are:

- How cyclists turn left or go straight across when travelling south or west to Gilmore PI if the road is closed
- How the road might be closed and what exceptions would be allowed (given the Kings and emergency vehicles, there will need to be some)
- If the main alternative comes to the fore, that any suggestion of an advisory contra flow cycle lane is robustly rubbish.

Brougham St

This proved to be a no brainer. All options had a toucan crossing out of/into Tarvit St and all 3 groups favoured a segregated 2 way, 3m cycle lane from North Meadows Walk to the toucan crossing.

I am happy to elaborate on any of this insofar as I can remember the detail. There was no discussion of that part of the route from Lochrin PI to the Canal as this did not feature in the consultant's terms of reference. I raised the issue of Lower Gilmour PI for future reference although I think it is probably reasonably OK as it is. I also spoke to Chris B in the margins of the meeting about the new planning application for the student housing site but he had not heard of this and undertook to make enquiries. His view, however, was that there could not be any major changes to agreed plans since the work had already started. He is also very aware of the cobbles issue.

Phil gave us a timescale for the project as a whole at the end of the session:

- Prepare a note of the meeting for agreement and circulation by April
- Detailed design work
- Public consultation by summer 2014
- Statutory consultation (as required) by autumn 2014
- Construction 2015/16

Cheers

Richard

Also a brief report by Sara Dorman, who represented PoP

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Subject: Canal to meadows

This was a pre-consultation. they will do public consultation this summer and statutory consultation in autumn. hoping to build 2015-16

have applied for sustrans match funding

we looked at three options for each of Home street, Tarvit st, and broughham street. it was made clear to all participants that main goal was to deliver cycle network cycle-able by 12 year old. but were asked to weigh options up in terms of benefits to cyclists, pedestrians, buses, through traffic, traders (esp Kings theatre) and residents

Home street options all include toucan crossing at Lochrin place and segregated bi-directional cycleway along east pavement. different options considered issues of widening pavements - both sides, one side more than other, what to do with bus stops, loading bays, short term parking. there are some proposed small shared space areas where cyclists exit toucan and enter segregated way. but not otherwise.

Tarvit street options included an on street contraflow which everyone rejected. we discussed pros and cons of bollards closing tarvit and of a segregated cycleway alongside the north side of the street. also pavement widening and other 'public realm' improvements, which were seen as benefits of bollards.

Brougham st there was strong agreement on a toucan crossing at tarvit street and bidirectional segregated cycleway along the east side of road to NMW.
