

Attendees:

Developers -Donald Anderson PPSScotland; Martin Whitton (Laing Rourke); Tom xxxx (PPS Scotland)

Spokes - Alec Mann, Dave du Feu, Martin McDonnell

Copy - Paul McLellan, PPS Scotland

Key points re Leith Street Closure:

1. It was agreed that cycling access will be provided at all times during the closure.
2. Spokes requested that traffic analysis and monitoring should be undertaken in affected surrounding roads both before and during the closure.
3. Spokes requested that as part of the Easter Road gyratory provision should be made for westbound cycling along London Rd (East Norton Place) rather than being diverted up Montrose Terrace, having to turn right on an uphill, and then back down to London Rd. along with general motor traffic.
4. Given the proposals for diverting traffic up The Mound, the cycle and motor traffic lanes on The Mound need to be re-aligned - particularly so that southbound cyclists are not trapped on the left-hand bend before Market Street.

Key points re Leith Street Area Design

5. Provision must be made for cyclists to continue up Leith Street beyond Calton Road to Waterloo Place. If, at least initially, there is no cycle lane, then the traffic light phasing should give cyclists an "early start" over road traffic waiting at the Calton Rd signals - ideally sufficient to reach the top of Leith Street before motor traffic.
6. Further consideration should be given to reducing Leith Street to one lane in each direction beyond Calton Road in order to make provision for segregated cycle ways. During the closure, traffic patterns should be analysed after a month or two, once they have settled down, to identify how this could be achieved from the outset when Leith Street re-opens.
7. The junction of James Craig Walk and Leith Street needs careful design; not just "a dropped kerb". - see detailed comments below.

Detail points on key points above:

- 1.1 Cycling access during the closure will be provided by an on-road 2-way cycleway on the East side of Leith Street. The cycleway should be 2.5m wide plus an allowance of 0.5 clearance of adjacent vertical barriers. "Crash barriers" will be used, red and white contoured base, rather than crowd control-type barriers that have feet that intrude into the cycling space. The cycleway must connect easily and safely to cycle provision at both ends.
- 2.1 Spokes is concerned that traffic modeling is showing that buses require 2 lanes at the top of Leith Street in order to accommodate buses going to Princes St separately from those to The Bridges.
- 2.2 The diversion arrangements should be checked to minimise additional traffic on important cycling quiet routes.
- 2.3 Spokes is also keen that monitoring should be looking to see whether the temporary closure of Leith Street reduces overall traffic in the diversion area thus affecting current modeling assumptions.

3.1 If, regrettably, cyclists are forced to use the Montrose Terrace diversion, then provision needs to be made for them to make a safe right turn towards London Road, bearing in mind that this is also uphill and so cyclists will be traveling much slower than motor traffic. —All other diversion routes need to be checked for other potential cyclist dangers.

4.1 The cycleways on The Mound need, in any case, to be reconfigured. There is a Council proposal for major improvements to the route from The Meadows to George Street. Investigations should be made as to whether part of this project could be brought forward to make better provision for cycling on The Mound in time for the Leith Street diversion.

5.1 Opportunities should continue to be sought to continue the segregated cycle lane from Calton Road up to Waterloo Place. If necessary this could probably be one-way uphill beyond the Calton Road junction, and therefore less wide, but really space needs to be made for cycling by all ages and abilities in both directions as per suggestions in 2.1 and 6.1.

5.2 Spokes would like further discussion of the Calton Road junction and signalling arrangements to ensure that cyclists continuing up Leith Street can do so comfortably and given that they are going uphill, have a head start over motors. It should be possible for cyclists heading towards Princes Street to cross the junction when southbound Leith Street motor traffic is stopped, thus giving time to continue up as far as possible without having to share the space with motor traffic. There may be opportunities to use signals with cycle-specific lights as is proposed for the McDonald Rd junction.

6.1 A further option that should be investigated for the permanent solution is to close the top of Leith Street to all motor vehicles except buses (and possibly taxis). This investigation should happen during the 10-month closure so that it could be implemented immediately at the end of the closure.

7.1 In the approved plans, James Craig Walk is an important north-south cycling connection, giving access to Edinburgh St James itself and linking the top of Leith Street with Elder street. It is understood that the only proposal for cyclists at the James Craig Walk junction is a dropped kerb. This junction needs careful thought as it may have more than just occasional use. Cyclists from the Bridges and Princes Street may use it to access Edinburgh St James itself and to connect to Elder Street. Cyclists from Edinburgh St James and, in the future, possibly from St Andrews Square, will use it to turn left into Leith Street. The most difficult desire line to cater for will be cyclists emerging from James Craig Walk and heading for the Bridges. Princes Street or Waterloo Place. There may be less demand for cyclists coming up Leith Street wishing to turn right, although there will be some such cases (e.g. Calton Road cyclists coming from Waverley or Holyrood .)

Other Points re closure

8. If it is proposed to reduce turning movements into George Street or make parts one-way as part of the closure diversions, then there should be cycle exemptions.
9. Leith Street closure works will start in September after the 2017 Festival and complete before 2018 Festival.

10. Lots of information will be made for the public about the works and consequent diversions, including to cyclists.
11. Diversions will be effected via Temporary Traffic Regulation Orders so there will not be any permanent changes/re-engineering.
12. The Traffic Management Review Forum advises on street closures and diversions. Includes Police, Buses, etc – but need to find out how cycling is represented.
13. Traffic modeling is being done by Jacobs Engineering who did the modeling for the tramworks that proved to be accurate.

Other Points re Leith Street Design

14. The development includes the pedestrian/cycling junction improvements to Leith Street at Waterloo Place - eg widening the pavement and crossing to accommodate more pedestrians.
15. The left turn into Waterloo Place will be banned. There should be cycle exemption to this ban or alternative arrangements made. The TTRO should be checked.
16. It is assumed that Calton Road will be made one-way Southbound for motor vehicles within the timeframe of the St James development. It is good to see that the geometry of the junction has been tightened so that vehicles will need to slow down to make the turn.
17. Much levelling work is being done across Leith Street – eg the level beside Thistle Hotel being raised by 1metre.
18. Leith Street will become more people friendly and less vehicle dominated with the central reservation being removed, more crossing facilities and active frontages.
19. The works will take up 2 of the 4 lanes.
20. Floating bus stops will be used with cycleways going to the rear.

General Points

21. SWECO are now working for Laing Rourke rather than THRE.
22. As regards Picardy Place and Elder Street, we look forward to the meeting which was promised for an early date following our meeting with Michael Nelson and Richard Slipper of GVA and Claire Carr of SWECO on January 24th.
23. The building/hotel development plans for Picardy Place and the transport hub are being dealt with separately from the proposed road re-design (a gyratory with cycleways and toucans). Road works will start mid Jan 2018 and will not require street closures.

Further Information:

[Spokes Article Jan 2015](#) re Objection - why Leith St cycleway is needed

Martin McDonnell
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