

03 Servicing

The space for the HRA to operate can be accommodated however if pedestrian guardrail is provided the actual locations where the HRA could operate would be limited to the areas surrounding junctions and bus stops where pedestrian guardrail is not present. It should be noted that the northern bus stop on the western side of Leith Street would not be a suitable stopping location for an emergency service vehicle as there is no dry riser within the required 18m.

The HRA vehicle movement and indication of operating space requirements can be seen in drawing ESJ-GRO-00-ZZZ-DR-TE-04 in **Appendix B**.

3.2.4 **Summary: Emergency Service Access**

In summary access for emergency service vehicles will be accommodated across all main frontages of the development.

In some instances access and operating will only be possible for smaller pumping appliances however access and operation will be possible for high reach appliance to a number of locations around the development including:

- Elder Street;
- St James Place;
- Little King Street (including the central development link); and
- Leith Street.

4. Amendments / Treatment of Adopted Roads & Footways

4.1 Context

Item ix) under Primary Reserved Matters requires confirmation of 'Amendments or any treatments to adopted roads or footways.

4.2 Introduction

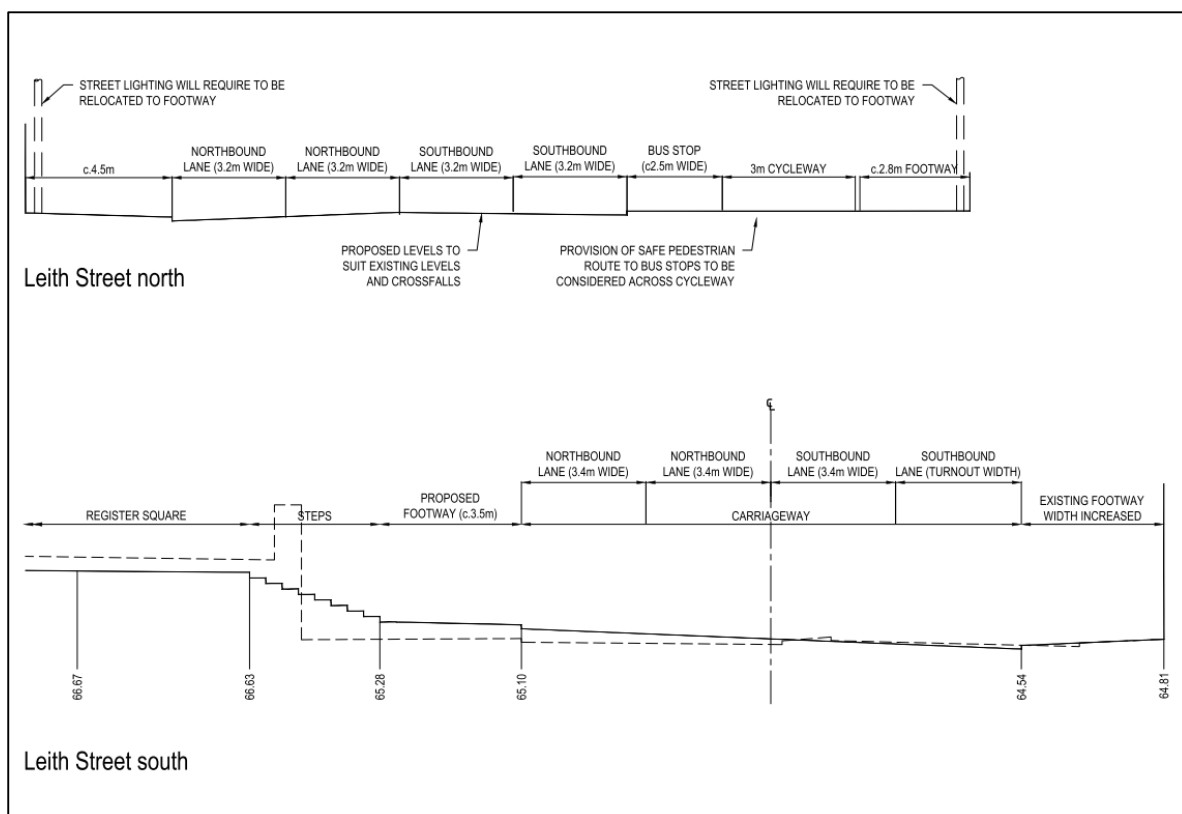
A number of amendments to the current adopted roads and footways around the current St James centre will be required to accommodate the design for ESJ and its various elements. This chapter will look at each area / street where amendments to adopted roads will be required.

4.3 Leith Street

The existing Leith Street has two traffic lanes in each direction with an existing width of c.3.65 - 4.0m varying over the route and between lanes. The current layout of Leith Street and the various junctions and accesses result in a number of uncontrolled crossings, one of width c.18m.

The proposals include the rationalisation of breaks in the footway and the removal of the central median down Leith Street, which creates more space for footway and public realm. OPEN drawing ESJ-OPE-222-SEO-DR-LA-LS801 in Appendix D shows the revised layout in plan while **Figure 4.1** below shows indicative cross sections for the southern and northern sections of the street. The proposed design also includes regrading of the southern end of Leith Street between the steps to register square and the service vehicle exit. This regrading will lift the levels along the new western footway and provide improved drainage cross-falls on the carriageway.

Figure 4.1 : Leith Street Indicative Cross Sections



Tracking analysis has been carried out on Leith Street to ascertain a minimum width of traffic lanes which will allow increased pedestrian provision to be made, and pinch points removed where possible. It is proposed that the traffic lanes on Leith Street are narrowed to 3.4m lanes in both directions at its southern end. Beyond the proposed service vehicle exit onto Leith Street at its northern end the opportunity has been taken to reduce lane widths even further to 3.2 m on the straight to gain footway on both sides of the street.

The tracking analysis which was utilised to determine the lane widths can be seen in drawing ESJ-JAC-00-ZZZ-DR-TE-09 **Appendix C**. Leith Street was analysed with a single decker bus (more onerous than a double decked) operating in the nearside lane and a 16.5m articulated vehicle in the outside lane.

A footway gain of approximately 150sqm will be possible on the western footway with pedestrian facilities more cohesive than existing and providing enhanced connectivity between Waterloo Place and Picardy Place. A slightly lower gain of approximately 70sqm will be provided on the eastern footway from the removal of pinch points and the realignment of the route. While the footway gain on the eastern side falls out with the red line boundary for the development, it will be subject to the normal technical and Orders approvals processes. The changing levels which have been present across Leith Street have also been removed through the design process providing a high level of amenity and pedestrian / traffic experience.

Controlled pedestrian crossings will be provided across and along Leith Street as part of the design of the new car park access and service vehicle exit junctions.

As part of the Leith Programme the Council is currently looking at the opportunities for introducing a two way cycle way along Leith Street to tie into the cycle provision planned for Leith Walk. The proposed plan layout for Leith Street would accommodate this cycle way on the eastern side of Leith Street as far as Calton Road. Pedestrian and cycle crossing facilities would also be provided at the northern end of Leith Street.

There is an opportunity to simplify vehicular movement at Calton Road to improve the operation of the junction at Leith Street and also to accommodate the cycle way and improve pedestrian facilities. This would be achieved by making Calton Road one-way southbound for vehicles, resulting in significant footway gain and improved pedestrian crossing provision.

Provision has been maintained for buses on Leith Street with space identified for three bus stops in the northbound and three in the southbound directions provided. The existing northbound lane has two bus stops at the southern end which have been rationalised to one location as part of this design. The existing bus stop outside of the Thistle Hotel could have its current services relocated to a new southern bus stop outside John Lewis. These proposals are subject to agreement with the operating companies.

The existing central reservation will be removed with existing street lighting located in the reservation relocated to the footways.

It is expected that a number of areas along Leith Street will require adoption as footway or road with some areas requiring stopping up under the Town and Country Act. This will be finalised as part of the ongoing planning process.

4.4 Little King Street

The development plans allow for Little King Street becoming one-way southbound rather than northbound as per the existing movement order. As part of the TRO package for Little King Street a new movement order will be required to enforce the proposed new operation of Little King Street.

The carriageway width of Little King Street will be narrowed from c.11m with pay parking provided on each side of the carriageway, to c.5.3m with wider pedestrian footway provision on both sides, predominantly the east adjacent to the development. The removal of c.14 parking spaces from Little King Street will also need to be included within the TRO package for Little King Street.

The revised Little King Street layout has undergone tracking analysis to ensure that service vehicles such as emergency service and refuse collection can still gain access. This analysis can be seen in drawing ESJ-GRO-00-ZZZ-DR-TE-03 in **Appendix B** and drawing ESJ-GRO-00-ZZZ-DR-TE-06 in **Appendix C**. To allow both of these vehicle types to perform the movement from Little King Street to St James Place an area to the north of the building will require to be kept clear of street furniture.

4.5 **St James Place**

The development proposal allows for St James Place becoming two-way between Elder Street and the access junction into the public car park and residents car park. From this junction on, entrance will only be possible from Little King Street with St James Place being one-way in the westbound direction from Little King Street to Cathedral Lane. It is proposed that a physical control system will be put in place on St James Place, east of the junction with Cathedral Lane which will offer secure access for service vehicles and residents. The physical control system would be connected via intercom to centre management and any vehicle trying to gain access to the western extents of St James Place without the appropriate code /fob to access the physical control system would be required to make contact with centre management. This will remove the attractiveness of Little King Street and the east end of St James Place becoming a 'rat run' for vehicles wanting to gain access to the public car park.

As part of the TRO package for St James Place a variety of movement order amendments will be required:

- St James Place to become one-way westbound between Little King Street and Cathedral Lane, currently one-way eastbound at this point;
- A no 'left turn' restriction will be placed on Cathedral Lane at its junction with St James Place; and
- A no 'right turn' restriction placed on the car park exits.

The carriageway width of the section of St James Place between Little King Street and Cathedral Lane will be narrowed to c.3.6m from its current 5.4m at its narrowest. Provision has been made for a lay-by area at the east of this section on the south side which will widen the carriageway to 5.4m, narrower than the current 8.4m at this point. The existing parking on this section of St James Place of c.4 disabled parking spaces will be removed.

The width of St James Place carriageway between its junction with Elder Street and the public car park access ramps will be 6 metres with a c.1.7 m footway on the northern side adjacent to the private car parks serving the properties on York Place. A hard-standing strip will be provided adjacent to the building to facilitate fire exit, c.1.2-1.4m in width.

The revised St James Place layout has been tested using swept path tracking analysis to ensure that service vehicles such as emergency service and refuse collection can still gain access and that vehicles accessing both the residential parking and public car park can gain access. The route has also been tracked to confirm that a low-loader vehicle will be able to access the primary substation, assuming entry from Elder Street and exit via Little King Street to Picardy Place. This analysis can be seen in drawings ESJ-GRO-00-ZZZ-DR-TE-02 in **Appendix B** and drawing ESJ-GRO-00-ZZZ-DR-TE-07 and ESJ-GRO-00-ZZZ-DR-TE-09 in **Appendix C**.

4.6 **Elder Street**

The development plans allow for Elder Street remaining two-way. The carriageway width of Elder Street will be c.5.4m east of the bus station access and as with the existing layout no parking provision will be present on Elder Street. The footway on Elder Street will be c.2.6m on the north side over its length and 5.5m on the south side with landscaping such as trees present. Elder Street will provide a pedestrian route which is more cohesive with the surrounding pedestrian network following redevelopment. The layout of the section of Elder Street between York Street and St James Place is currently subject to analysis utilising up to date

traffic data, the proposed layout of this section of Elder Street will provide for enhanced pedestrian provision with existing pedestrian pinch points removed.

The revised Elder Street layout has been tested using swept path tracking analysis to ensure that service vehicles such as buses, emergency service and refuse collection can still gain access. This analysis can be seen in drawing ESJ-GRO-00-ZZZ-DR-TE-01 in **Appendix B** and drawing ESJ-GRO-00-ZZZ-DR-TE-08 in **Appendix C**. It can be seen in drawing ESJ-GRO-00-ZZZ-DR-TE-08 that if a 12m refuse vehicle is used, it would be required to utilise the hard landscaping areas outside the designated carriageway. These have been designed with 40mm up-stands to allow for this where required.

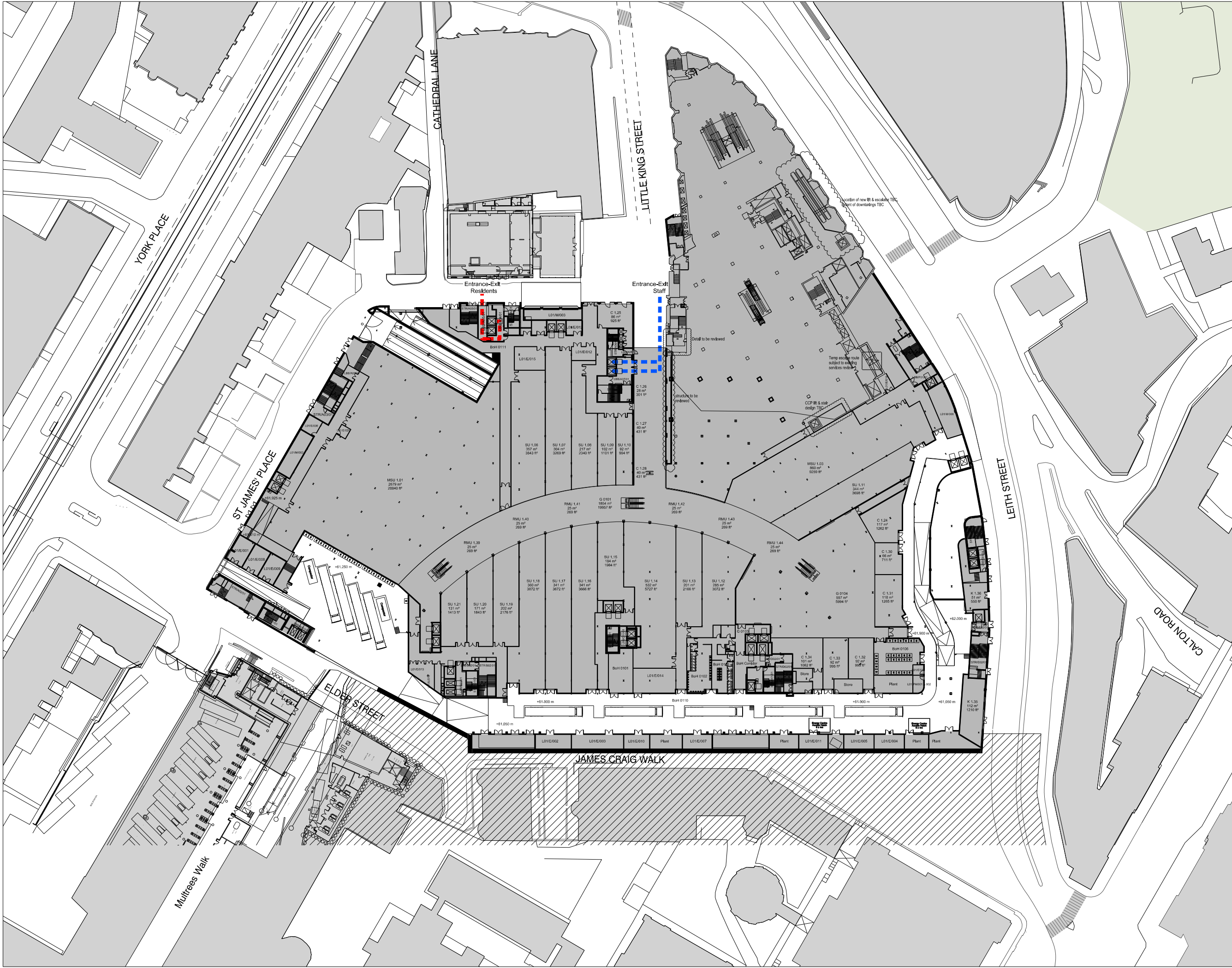
4.7 St James Square / James Craig Walk

The area around St James Square is currently a parking area and offers access to a vehicular route along James Craig Walk and vehicular exit to Leith Street. The development proposals will see this space become a high amenity pedestrian area at the entrance to the hotel development. Vehicular access to St James Square will be restricted to allow only taxis and small buses to serve the hotel.

It is expected that a number of areas within St James Square and James Craig Walk will require adoption as footway or road. Existing pedestrian access at James Craig Walk will be maintained with proposals to enhance this route. This will be finalised as part of the ongoing planning process.

The revised St James Square layout has undergone several tracking analysis to ensure that emergency service vehicles can still gain access. This analysis can be seen in drawing ESJ-GRO-00-ZZZ-DR-TE-05 in **Appendix B**.

Appendix A: Pedestrians and Cyclists



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NOTES

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FIRST ISSUE	FC	OW	25.11.14

REVISIONS

NO	DATE	DESCRIPTION	BY	CHKD	DATE
1	13.12.14	ISSUED FOR PERMIT	FC	OW	13.12.14

Legend:

- Staff Cycle Route-Cyclist Dismount
- Resident Cycle Route-Cyclist Dismount

Edinburgh
ST JAMES
PUTTING EDINBURGH FIRST

BDP.

15 Exchange Place
Glasgow
G1 3AN
United Kingdom

T +44 (0)141 227 7900
F +44 (0)141 227 7901
www.bdpz.com

PROJECT NAME
Edinburgh St James

PROJECT NUMBER
P2006415

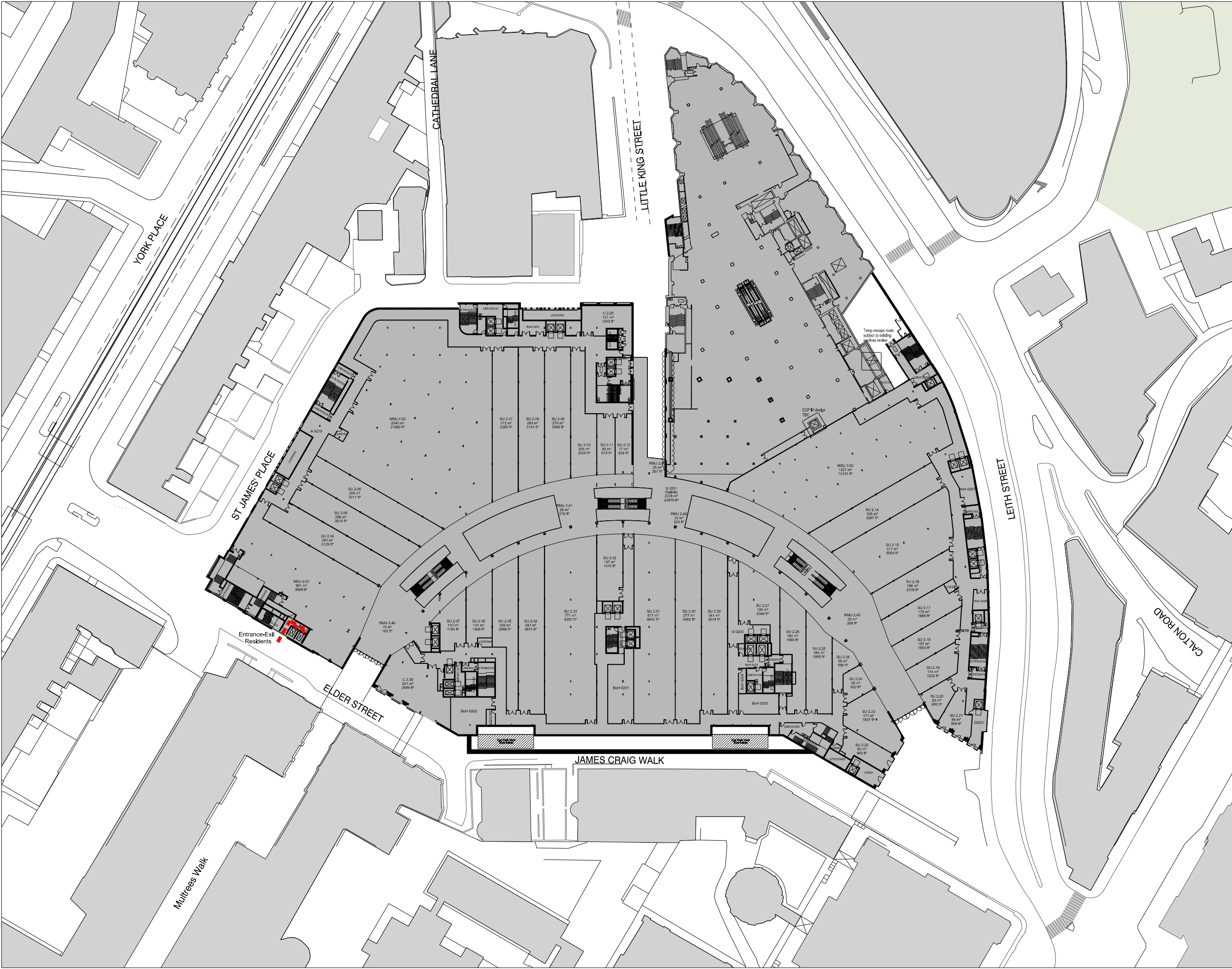
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Cycle Strategy Layout

SCALE
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DATE
24/11/2014

PROJECT NO.
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NOTES

FIRST ISSUE	FC	OW	13.12.14
REVISIONS	NO	NO	NO

Resident Cycle Route-Cyclist Dismount

EDINBURGH
ST JAMES
PUTTING EDINBURGH FIRST

BDP.

15 Exchange Place
Glasgow
G1 3AN
United Kingdom

T +44 (0)141 227 7900
F +44 (0)141 227 7901
www.bdp.co.uk

PROJECT NAME
Edinburgh St James

PROJECT NUMBER
P2006415

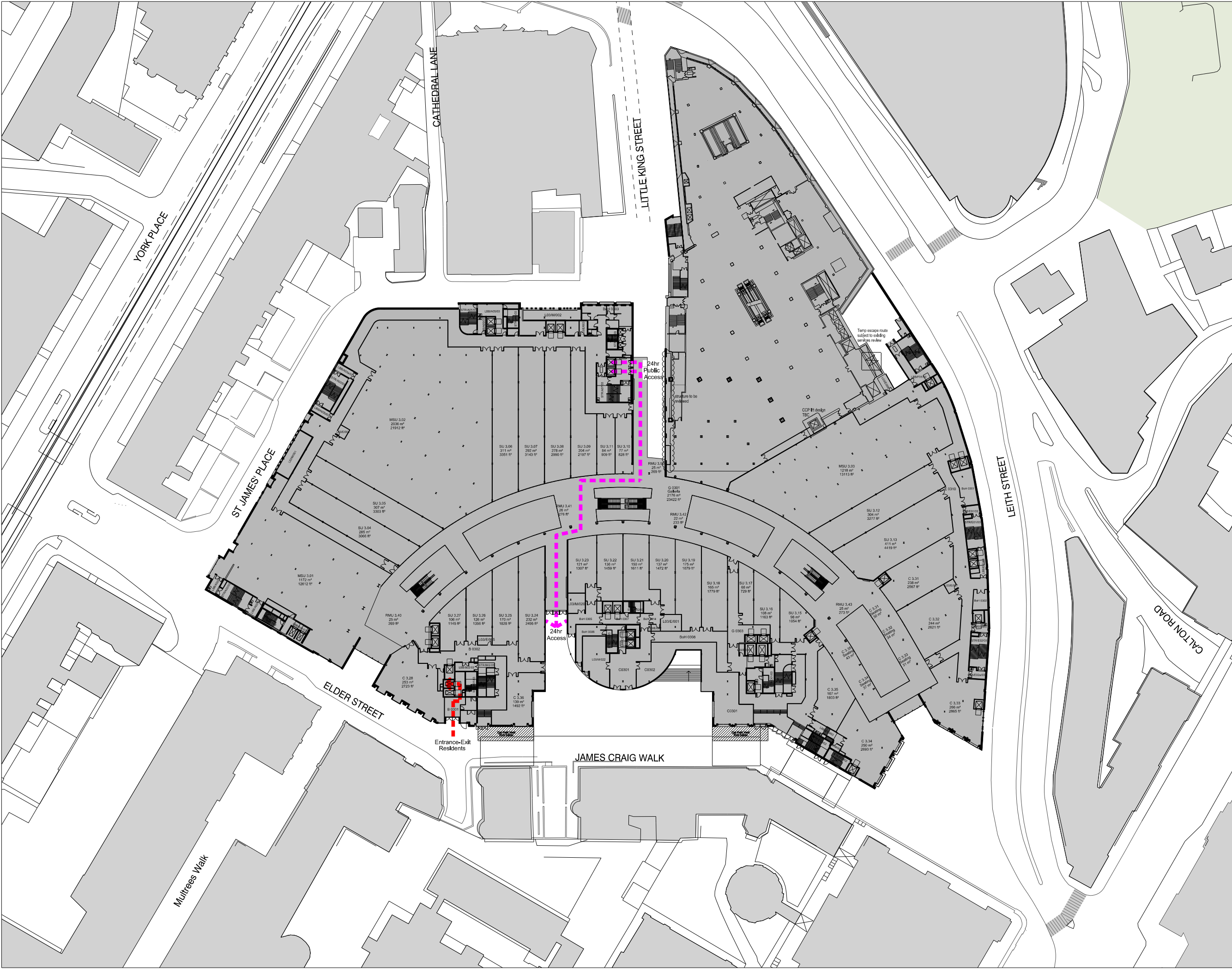
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Cycle Strategy Layout

SCALE
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DATE
16/12/2014

PROJECT NO.
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REVISION
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NOTES

01-PLANNING	FC	OW	13.12.14
FIRST ISSUE	FC	OW	25.11.14
REVISIONS / DESCRIPTION	DATE	BY	DATE
01-1416			

Public Cycle Route-Cyclist Dismount (24HR access)

Resident Cycle Route-Cyclist Dismount

EDINBURGH
ST JAMES
PUTTING EDINBURGH FIRST

BDP.

15 Exchange Place
Glasgow
G1 3AN
United Kingdom

T +44 (0)141 227 7900
F +44 (0)141 227 7901
www.bdp.co.uk

PROJECT NAME
Edinburgh St James

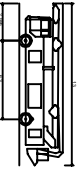
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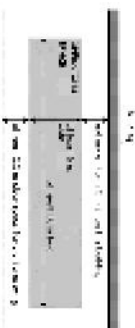
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ESJ-BDP-XX-P03-DR-A-66006

Appendix B: Servicing

Vehicle Profile



HRA Operating Space



KEY



HRA Operating Space
based on a 0.5m distance from buildings



Dry Riser location, as identified by BDP

REV	AMENDMENTS	BY	CHKD	APRD	DATI
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2nd Floor
Spectrum House
2 Powderhall Road
Edinburgh
EH7 4GB

Tel : +44 (0)131 550 6300
Fax: +44 (0)131 550 6499
www.grontmij.co.uk

Client: *Alderman, David, Edinburgh, Glasgow, Leeds, London, Manchester, Newcastle, Peterborough, Salford, Wrexham*

Client:

TIAA Henderson

Project:

**Edinburgh St
James**

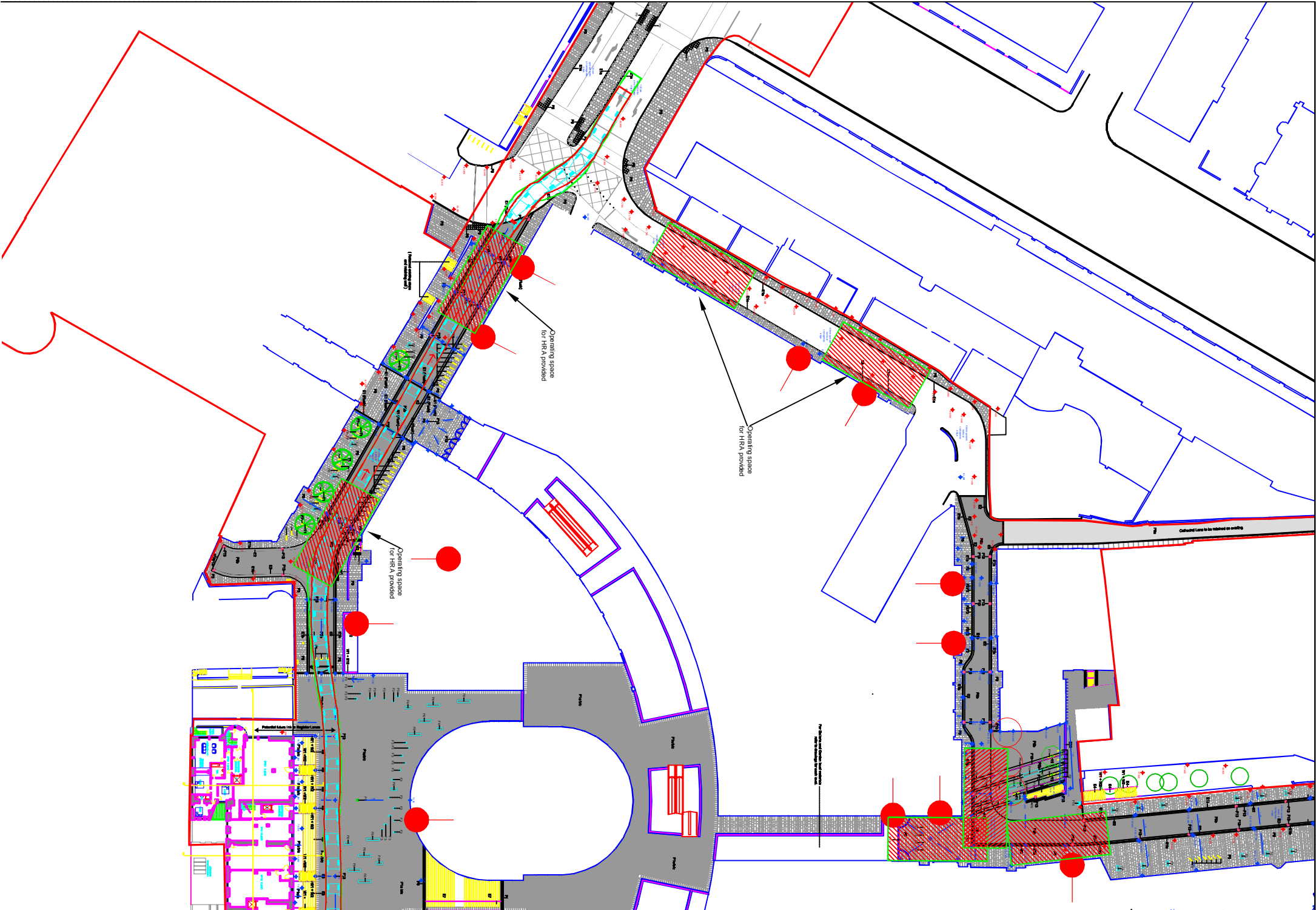
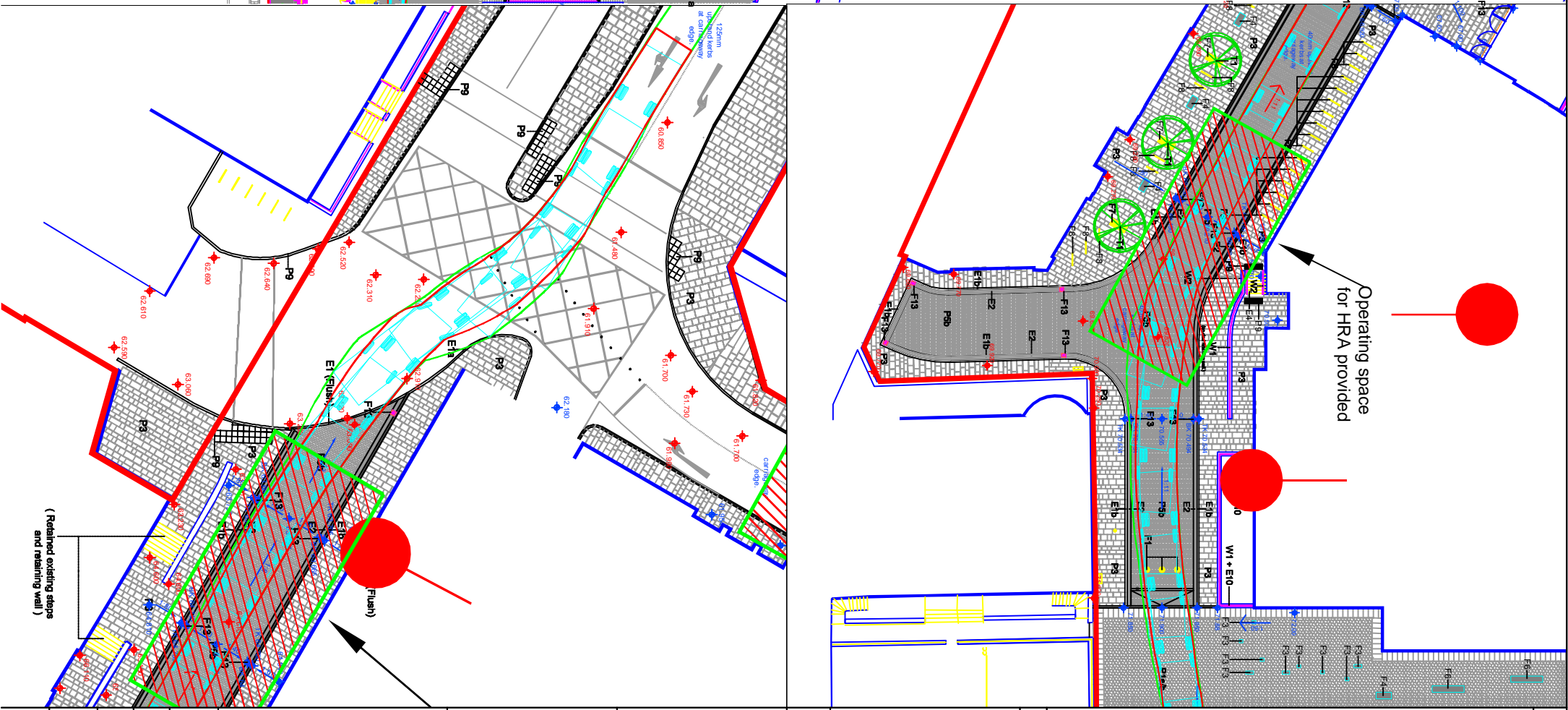
Title:

**Emergency Service
Vehicle Access
Elder Street**

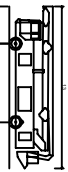
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DATE	18.12.14	DATE	18.12.14	DATE	18.12.14
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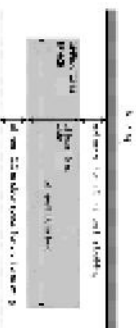


Vehicle Profile



Vehicle Dimensions in Feet - 3.5m length
11.300m
3.310m
2.000m
2.990m
1.500m

HRA Operating Space



KEY



HRA Operating Space
based on a 0.5m distance from buildings



Dry Riser location, as identified by BDP

REV	AMENDMENTS	BY	CHKD	APRD	DATI
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2nd Floor
Spectrum House
2 Powderhall Road
Edinburgh
EH7 4GB

Tel : +44 (0)131 550 6300
Fax: +44 (0)131 550 6499
www.grontmij.co.uk

Altricham, David, Edinburgh, Glasgow, Leeds, London, Manchester, Newcastle, Peterborough, Salford, Wrexham

CLIENT

TIAA Henderson

PROJECT

Edinburgh St
James

TITLE

Emergency Service
Vehicle Access
St James Place

STATUS

DRAWN LM

CHECKED NH

APPROVED NH

DATE 18.12.14

DATE 18.12.14

DATE 18.12.14

SCALE

NTS

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REV.

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