

southern end of Leith Street and vast breaks in the footway along the northern edge of Leith Street. Pedestrian routes through the St James Quarter can be in-direct and complex, especially for those wishing to walk from Leith Walk to St Andrew Square and George Street. St Andrew Square has recently been made accessible for pedestrians which further increases the importance of this desire line.

- 4.5 A number of key transport nodes and high frequency bus corridors are within easy walking distance of the development site. Figure 4.2 illustrates these facilities in relation to the development site, with estimates of associated walking distances/times.
- 4.6 As part of the proposals many new pedestrian routes are to be introduced (Figure 4.3) to provide an accessible and attractive pedestrian environment. The introduction of these routes will enhance the permeability of the site and provide more direct routes through the development in comparison to those that currently exist. The new routes have been chosen so as to link the development with the shopping areas of George Street and Princes Street, this in turn will encourage more trips to the development as it will be seen as an extension of these areas. The routes also link with other pedestrian desire lines and public transport nodes.
- 4.7 There will be two principal pedestrian links through the site involving the enhancement of the existing link via Elder Street/Multrees Walk and the creation of a new east west link from Picardy Place via Little King Street and through the site to St James Square. It is the intention that this link could be extended through to St Andrew Square.
- 4.8 The footways on Leith Street are to be widened to 4m and the exiting footbridge from the Greenside Place car park could be removed as it will not tie into anything. Pedestrians travelling from the Greenside area will make use of the existing at-grade crossing. Vehicle access openings along Leith Street will be rationalised to create an attractive environment for pedestrians whilst accommodating required vehicle activity.
- 4.9 A broad pedestrian catchment analysis of the site for a walking distance of 1,600metres (20 minute journey time) has been undertaken and is illustrated in Figure 4.2. This shows that much of the city centre is within a reasonable walking distance, including residential areas to the north and east.

Cycling

- 4.10 The site is well located to encourage travel by bicycle. Most junctions in the area are equipped with advanced stop lines and there are cycle lanes on Princes Street and South St

Andrew Street. In addition to these cycle lanes, cyclists are permitted to use bus lanes which exist on York Place, Picardy Place, Leith Walk, Leith Street and London Road. Figure 4.4 provides an overview of existing cycle infrastructure in the area.

- 4.11 Figure 4.4 also shows broad 2.5km (10mins) and 5km (20mins) cycle catchments for the site, demonstrating that much of the city has potential to access the site by bicycle. However, a customer survey undertaken in 2007, which recorded mode share for travel to the site, did not register cycling as a response. This is likely to be due to the retail nature of the trips. However, cycling is a key travel mode and this has been recognised in the proposals being submitted. Significant space has been allocated in the basement car park for staff and residents cycle parking spaces, with shower and changing facilities also to be provided for staff. Good quality, secure visitor cycle parking spaces will be provided at convenient locations at surface level around the development.

Public Transport

Bus

- 4.12 The site and wider St James Quarter is located in a highly accessible location adjacent to a number of principal bus routes and the city's bus station. It is estimated that around 65%² of visitors to the St James Centre currently arrive by bus.
- 4.13 Figure 4.5 illustrates public transport infrastructure provision in the area and shows the close proximity of the main bus station and several on-street bus stops to the development site.
- 4.14 Local bus services operate at a high frequency around the site, along York Place, Leith Street and Princes Street as is shown in Figure 4.6. Princes Street carries up to 8 buses per minute while Leith Street and York Place carry up to 3 per minute.
- 4.15 All the bus stops shown in Figure 4.5 are within a 5 minute walk of the development site. Each bus stop is equipped with a bus stop flag displaying all service numbers, bus shelter, route, timetable and fare information, and bus boarding facilities. Stops on York Place and Leith Street are provided with real time information, providing passengers with estimated arrival times.
- 4.16 Edinburgh Bus Station provides access to services operating to locations across Scotland and England.

² April 2007 Javelin Shopper Survey for HGI

- 4.17 There are no proposals to relocate the existing bus stops serving the site and wider St James Quarter. The enhancement of the pedestrian links serving the area will improve access to the bus stops on Picardy Place, Leith Street, York Place and St Andrew Square.
- 4.18 The proximity of the main bus station brings medium and longer distance bus services within an easy walking distance of the site and wider St James Quarter.

Train

- 4.19 Edinburgh Waverley Rail Station is located on the opposite side of Princes Street from St James Quarter, to the south of the development, and is less than a 5 minute walk away from the site. It is estimated that 8%³ of current visitors to the St James Centre arrive by train.
- 4.20 The development proposals will improve access to Waverley Station by making the St James Quarter more permeable on foot, and by creating legible direct routes through the site.
- 4.21 Waverley Rail Station provides access to train services to destinations both locally and nationally across Scotland, and south into England. The Edinburgh – Glasgow shuttle service, with a daytime frequency of 4 trains per hour, can be accessed at the station. Frequent train services to destinations north (including Fife, Dundee, Aberdeen, Falkirk, Stirling, Perth and Inverness) and west (West Lothian, Bathgate, Shotts) are also available. GNER and Virgin intercity rail services also serve the station providing direct services using the West Coast and Cross Country Main Line to destinations including Birmingham, Bournemouth and Manchester.

Edinburgh Tram

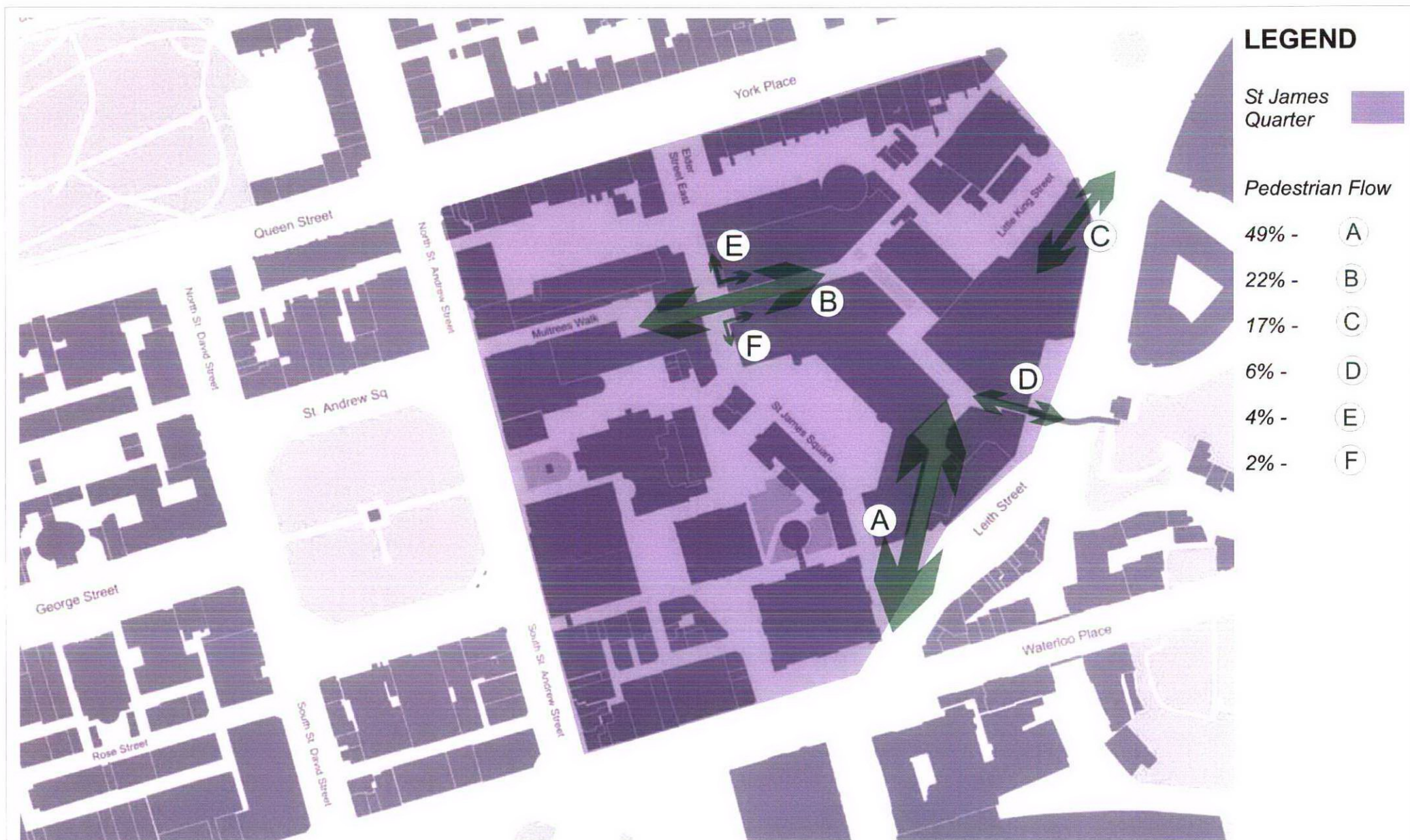
- 4.22 Phase 1a of the Edinburgh Tram is due to become operational in 2011, 4 years prior to full completion of the St James development. This will see trams running between Edinburgh Airport and Newhaven via the city centre, including St Andrew Square and Picardy Place. Figure 4.5 shows tram stop locations in the vicinity of the St James Quarter. These stops are within a 5 minute walk of the development further enhancing the level of public transport available. It is estimated that there will be around 16 trams per hour in each direction at both the St Andrew Square and Picardy Place tram stops. It is further estimated that in excess of 2,250 people will board or alight from the tram at the St Andrew Square stop over a 2 hour period in each of the morning and evening peaks. The corresponding figure for Picardy Place is around 1,500 people.

³April 2007 Javelin Shopper Survey for HGI

- 4.23 The proximity of the proposed development to the trams stops presents an excellent opportunity to sustain or indeed improve upon the current sustainable mode share observed at the St James Centre.

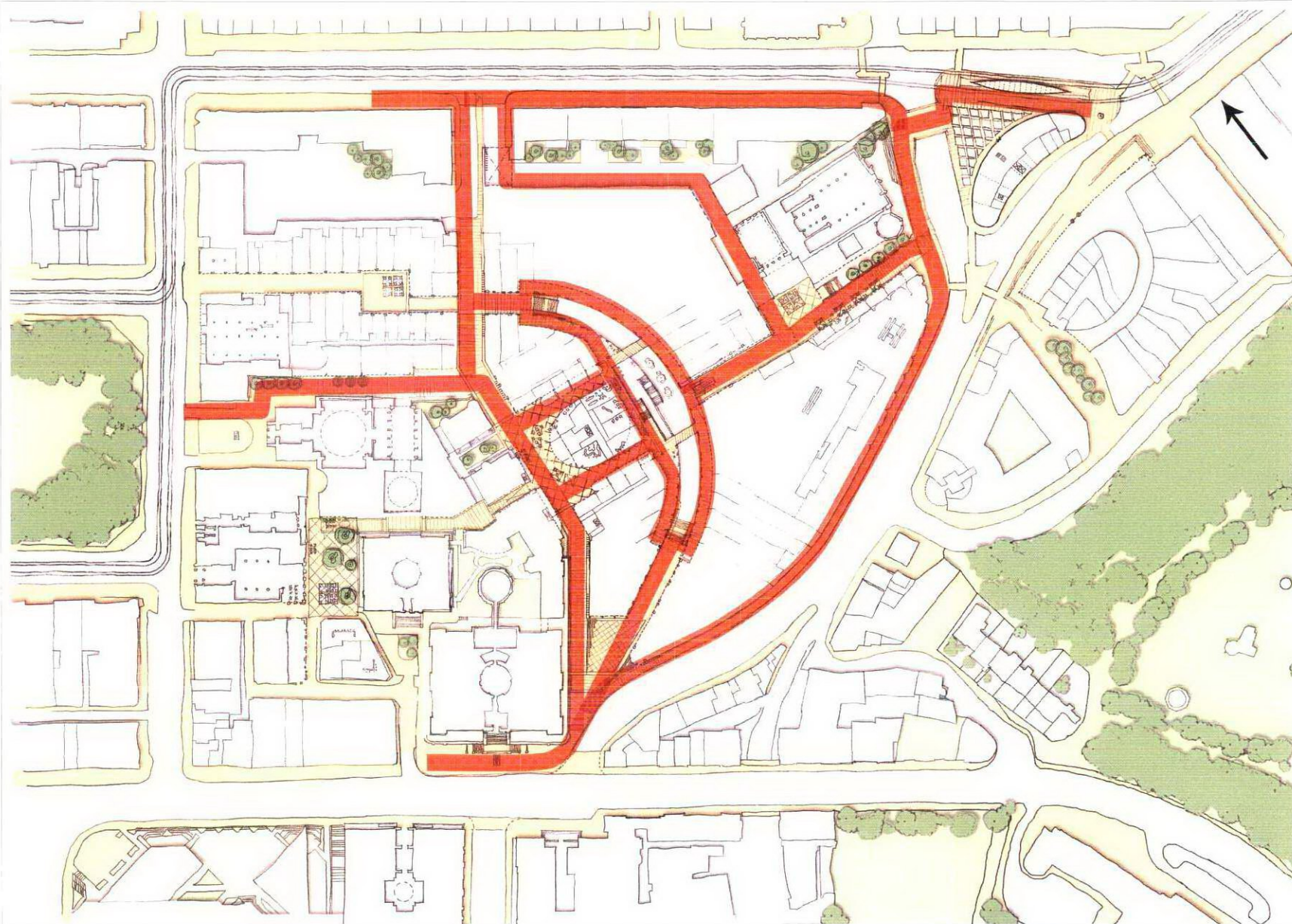
Leith Street

- 4.24 Leith Street currently forms a principal north south route through the city centre and one of the city's main bus routes. There is a proliferation of accesses on to Leith Street serving the St James Centre, John Lewis and the Thistle Hotel which affects pedestrian movement along its length and also the free flow of traffic. It also provides access to the Greenside Place car park and is affected by traffic congestion for large parts of the day.
- 4.25 Leith Street currently has a central reservation barrier which limits pedestrian crossing opportunities to designated locations along its length including the bridge link from Greenside Place to the St James Centre.
- 4.26 As part of the redevelopment of the site, Leith Street will be returned to its former role as a city centre shopping street with frontage retail on both sides of the road. This is a particular challenge given the high traffic levels and its importance as a principal bus route.
- 4.27 The cross section of Leith Street will be altered to provide a legible city centre street. Footways will be widened to a constant 4m along its length where possible, the central reservation will be removed and accesses along the northern side will be rationalised to create a direct and safe route. The existing footbridge will no longer be required and will be removed, with pedestrians required to make use of street level crossings.
- 4.28 The redevelopment provides an opportunity to remodel the northern side of Leith Street, requiring only two relatively narrow breaks in the footway to allow vehicle access. A single 2-way car park access will be created opposite and to the south of Calton Road, and a 1-way service route exit will be incorporated into the existing Greenside Row/Leith Street signal controlled junction. It is proposed that the car park access, Calton Road and Greenside Row junctions will form a linked signalised system, the performance and detail of which is dealt with later in this report. Pedestrians will be provided with controlled crossings at the car park and service yard access points. The car park access will allow all movements other than right turn in. This will minimise vehicle conflict and improve capacity without restricting access overall to the car park.
- 4.29 The removal of the central reservation and re-grading of the carriageway will remove a physical barrier along the middle of Leith Street, opening the area up and reducing severance.



Drawing Title	Pedestrian Activity at St James Quarter	Client	Henderson Global Investors	4 St Colme Street Edinburgh EH3 6AA T 0131 226 4693 F 0131 220 0232 www.cbuchanan.co.uk	Scale: NTS						
Job Title	St James Quarter				Designed by: MF	Drawn by: MF					
					Ckd/Appd: NH		Rev.	Date.	Amendment.		Des. Dnn.
					1st Issued: Sept 2008		Drg No:				Rev
					Job No: 122421						

Figure 4.1



LEGEND

Pedestrian Route —

Drawing Title

St James Quarter Masterplan
New Pedestrian Routes

Client

Henderson Global Investors

Job Title

St James Quarter

4 St Colme Street
Edinburgh
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Scale: NTS

Designed by: AMA / BDP

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Ckd/Appd:

1st Issued: Sept 2008

Job No: 122421

Rev. Date.

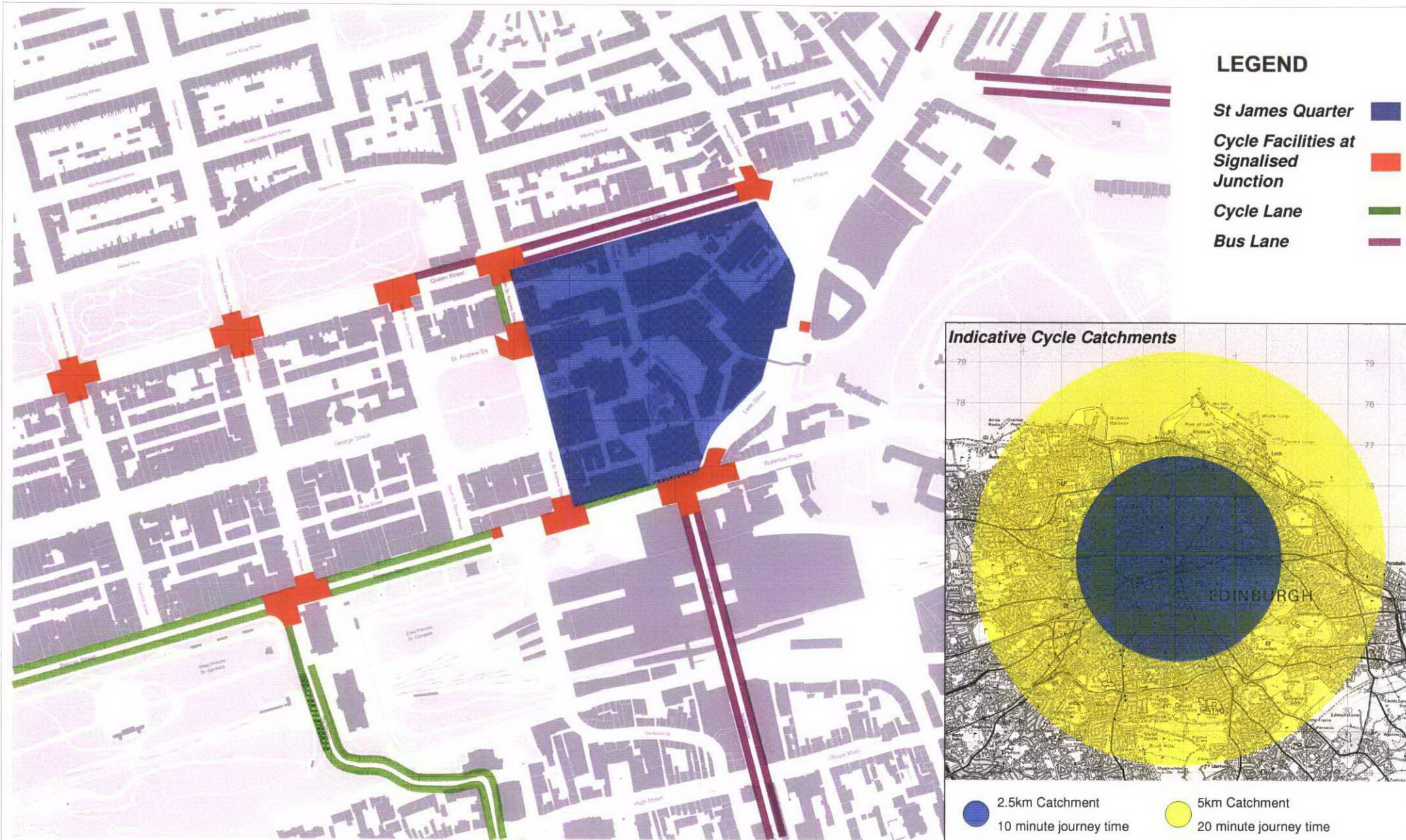
Drg No:

Amendment.

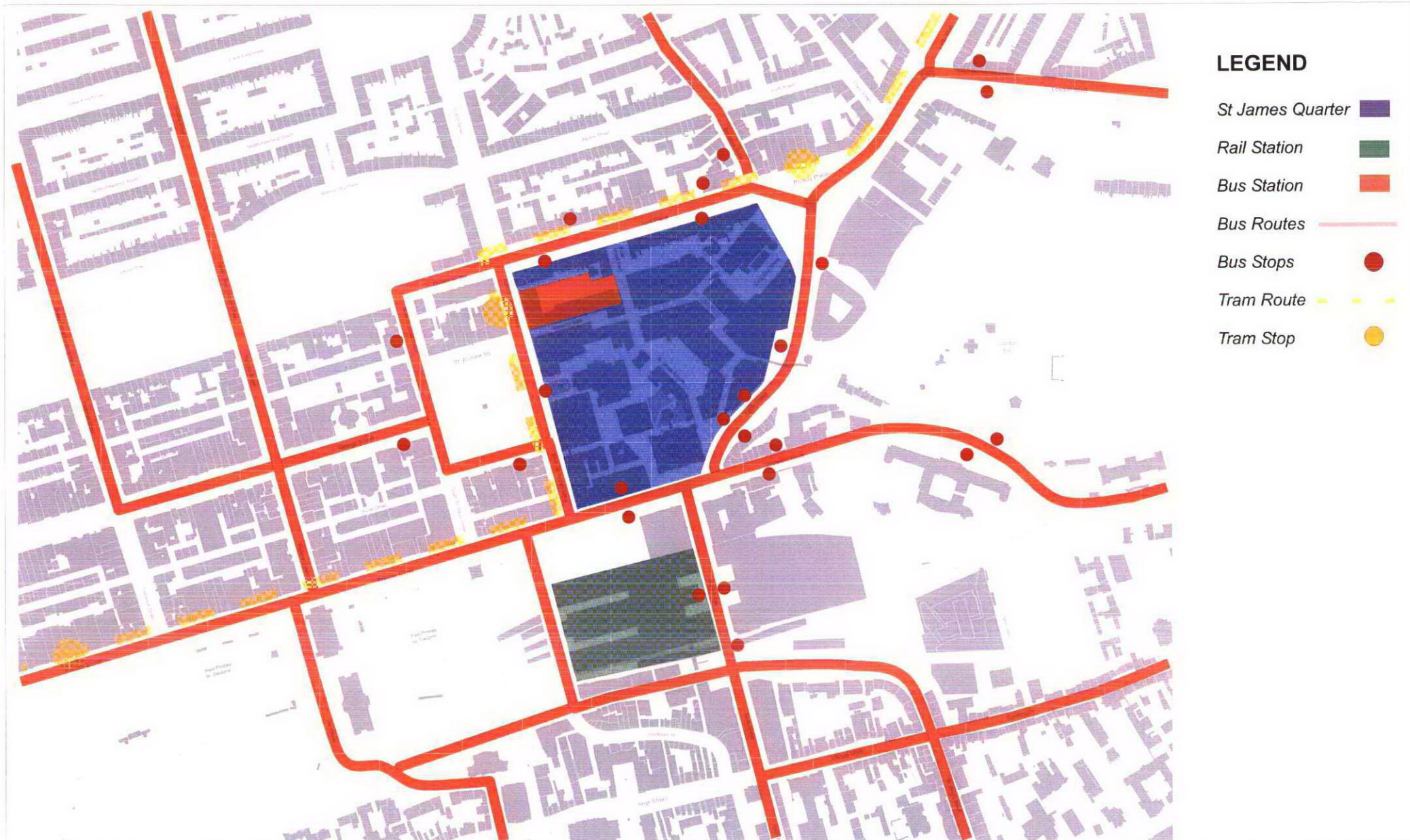
Des. Drn.

Rev

Figure 4.3



Drawing Title	Client			Scale:	NTS							
	Henderson Global Investors			Designed by:	MF							
				Drawn by:	MF							
	Cycle Facilities and Catchments	Job Title		St James Quarter	T 0131 226 4693	Ckd/Appd:	NH	Rev.	Date.	Amendment.	Des.	Drm
					F 0131 220 0232	1st Issued:	Sept 2008	Drg No:				Rev
www.cbuchanan.co.uk			Job No:		122421	Figure 4.4						



Drawing Title	City Centre Public Transport Provision	Client	Henderson Global Investors	4 St.Colme Street Edinburgh EH3 6AA		Scale:	NTS					
						Designed by:	MF					
						Drawn by:	MF					
	Job Title	St James Quarter	T 0131 226 4693 F 0131 220 0232 www.cbuchanan.co.uk	Ckd/Appd:		NH	Rev.	Date.	Amendment.	Des.	Dm.	
				1st Issued:		Sept 2008	Drg No:				Rev	
						Job No:	122421	Figure 4.5				

