

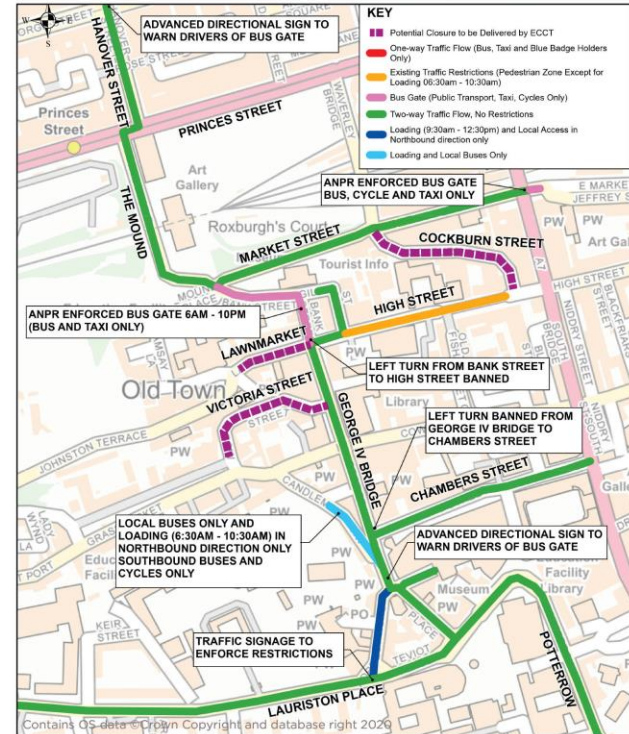
Design proposals: Explaining the project



Introduction

Traffic operations and restrictions

The below diagram summarises the key changes to traffic operations and restrictions.



Bus gate

Bus gates are proposed on North Bank Street, Candlemaker Row and Market Street. A 'bus gate' is a section of road that only buses or other authorised vehicles can travel through. Signs are used to tell drivers what vehicles are allowed to travel through the bus gate and to give them advanced warning. This allows buses to travel into and through areas without allowing access to non-permitted traffic.

The bus gate on North Bank Street will permit buses, taxi's and cycles only during the hours of operation (6.00am to 10.00pm).

The Market Street bus gate will permit buses, taxi's and cycles only during the hours of operation (24 hours).

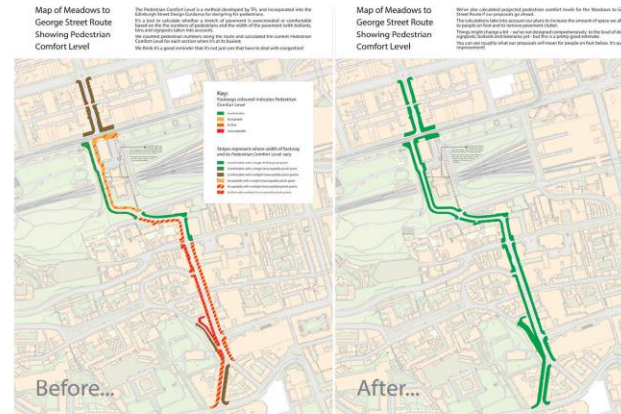
The bus gate on Candlemaker Row will permit Bus, taxi's and cycles only during the hours of operation: Southbound (24 hours) and Northbound (10.30am to 6.30am)

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Pedestrians

Pavement width

Pavement widths have been increased where possible to increase their capacity, safety and comfort. The plans below have been produced by comparing the surveyed pedestrian flows against the existing and proposed width of pavements to assess pedestrian comfort levels (based on the methodology within Edinburgh Street Design Guidance). This shows that the proposed changes will significantly improve pedestrian comfort levels along the route.



Pedestrian crossings: roads

New and improved crossings have been provided across the project. These include improvements such as being more direct, being able to cross the street in one go, reduced tactile paving arrangements with appropriate gradients to improve accessibility for all.

In addition, informal crossing points have also been provided at key desire lines.

Seating

Throughout the project additional seating opportunities have been provided, giving opportunities to rest.



Pedestrian crossings: cycleway

Priority zebra crossings are provided for pedestrians where they are required to cross the cycleway onto a floating bus stop or at a controlled crossing.

Cyclists

Cycleway

With the exception of Hanover Street the cycleway will be a bi-directional cycleway on one side of the street only. On Hanover Street the cycleway will be uni-directional and located on both sides of the street.

The cycleway will have a separation strip between it and the traffic to ensure safety of cyclists.

The cycleway will be separated from the pavement by a small level change to help delineate the different areas.

Cyclists have their own dedicated signal phase at junctions.



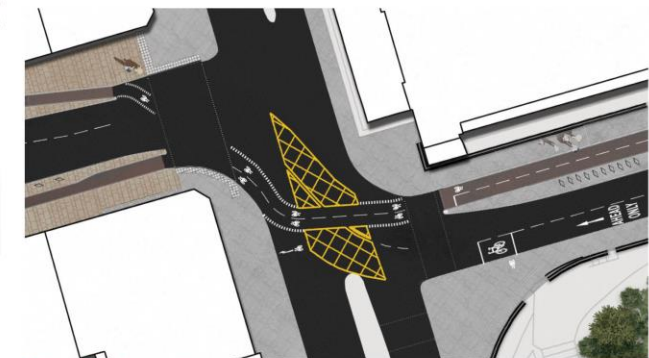
Cycle parking

Additional cycle parking has been incorporated along the length of the route to ensure that it is easy to use the cycleway to visit destinations, shops and cafes along the route, supporting local businesses.



Princes Street tram crossing

A new layout has been developed, with a dedicated cycle stage at the junction and a safer crossing angle over tram tracks for cyclists. The intention here is also that the cycleway would split from being bi-directional on the Mound to being uni-directional on either side of Hanover Street. This will allow a better tie in with George Street.



Princes Street crossing

Design proposals: Explaining the project



Public transport

Bus stop locations

Bus stops have been retained along the route in their existing locations with the exception of the following:

- The southbound stop at the Mound/Market Street junction has been removed as space here is constrained and it has not been possible to provide a floating bus stop that would provide access across the cycleway.
- The number of bus stops on George IV Bridge has been retained however these have been repositioned slightly to suit the new street design.
- The bus stop on Forrest Road has been removed due to the removal of traffic here. This has been replaced by a new bus stop on Teviot Place.
- The bus stop on Bristo Place has been removed due to the reorganisation of the street here. This stop is now replaced with a new bus stop on Potterrow.

In the majority of locations bus shelters are proposed to be replaced with larger shelters allowing more space for people to wait for public transport in comfort and sheltered from the weather.



Locations of bus stops

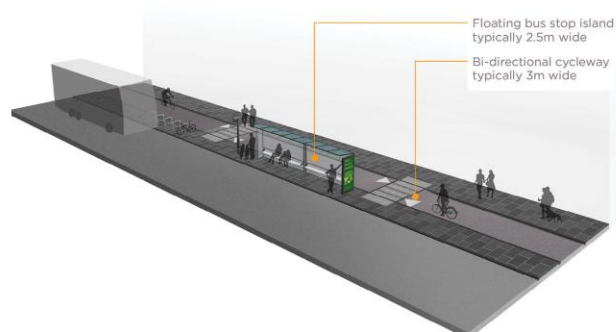
Floating bus stops

A floating bus stop is an arrangement that involves a cycleway running behind the passenger boarding area at a bus stop. There are new floating bus stops proposed on George IV Bridge, at the bottom of the Mound and on Hanover Street.

The advantages of these layouts is that it keeps the pavement clearer for pedestrians, buses do not have to overtake cyclists between stops, and people cycling do not have to negotiate around stopped buses.

In designing these floating bus stops we have aimed to ensure that visibility between cyclists and pedestrians is good and that the pavement is as consistent as possible to avoid potential conflicts between pedestrians and cyclists.

Designs have been developed with input from Living Streets national review of floating bus stops for accessibility.



A typical floating bus stop

Taxis

Taxi stance locations

Analysis has been carried out on taxi demand to ensure that capacity can be met along the corridor. Taxi stances have been provided on Teviot Place, George IV Bridge and Hanover Street; these locations and capacities have been developed based on the findings of the analysis.



Locations of taxis

Loading

Loading locations

Loading has been provided for businesses along the route. Consultation and loading surveys have been undertaken to help inform the required locations, capacity and time periods for these locations. Additional information is available in the 'Business Information pack (Loading)'



Locations of loading

Flexible loading bays

There are two flexible loading bays proposed on George IV Bridge and two on Forrest Road. In these locations vehicles will be allowed to unload on the flexible loading bays during a defined period of time, for the rest of the day these bays will revert to being part of the pedestrian space.



Image of a flexible loading bay

Restricted parking zone (RPZ)

An Restricted Parking Zone (RPZ) is an area where you can only park or wait within a designated parking bay. There will be no double yellow lines as there will be a presumption against parking unless it is within a defined bay.

Signage will indicate that you are entering the RPZ and there will be repeater signage within the area to remind drivers, these signs will be integrated with the public realm where possible to keep street clutter to a minimum.

The use of an RPZ will help improve the overall appearance and heritage value of the streets in the project area by simplifying road markings.

The extents of the proposed RPZ can be seen on the plan on the previous board.



Image of RPZ signage integrated with street furniture