

Colleagues,

I visited the offices of GVA Grimley yesterday to look at the plans in hard copy, since their website has the plans in extreme detail and each of the 10 sheets takes up 5-6MB (Dave has pointed this out to them and they apologised for it).

Here again I met a great deal of sympathy for cycling esp as this is to be accommodation for impecunious post-grads, and they are planning no fewer than 200 cycle parking spaces in Holyrood North alone, replacing what was previously to be 160 car spaces in its earlier (2007) residential version.

This is a development in 2 parts called Holyrood North and South. The importance for us is the location since they sit on a potentially major route from south-east and east Edinburgh to the city centre via the Innocent Tunnel, St Leonards, down to Viewcraig Gardens, crossing Holyrood Rd, then rising to Canongate, from where one either goes west to turn into Jeffrey St, or east to turn eventually (when developed) through a pend into the new Caltongate Square which will give a well-graded route to New St and East Market St.

Holyrood South lies on the east side of Viewcraig Gdns and fronts onto Holyrood Rd. If a gap between Plot 10 and St Leonards Land is made accessible for peds and cyclists it will make a very direct connection from the bend near the foot of Viewcraig Gdns to Holyrood Rd and in line with a ped/cycle route through Holyrood North, starting at Mason's Lane. It will have parking for 75 bikes.

Holyrood North runs from Holyrood Rd up to Canongate and includes St John St, which is to be narrowed and made more ped and cycle friendly, with tree planting along the western side. Access from here to Canongate is via a pend.

There is another access from the site to Canongate via another pend further west, called Old Playhouse Close. Hence, the north-south route through the development can start at Mason's Lane (you can't see this at present as it's all boarded up), run fairly directly through the new site, and end at Old Playhouse Close.

The 'trick' here is to devise a cycling route which will be relatively direct, yet also avoid climbing unnecessarily, and also avoid St Mary's St which is not only busy but also horribly roughly cobbled. (Peter Wheelan from Grimley's, who I discussed all this with, was quite interested to learn how cyclists view the world from a totally different aspect! ).

The deadline for comments is today, 30 April (but will be accepted a little late) and should be sent to [peter.wheelan@gvagrimley.co.uk](mailto:peter.wheelan@gvagrimley.co.uk) I'll send you a copy of mine shortly.

Peter