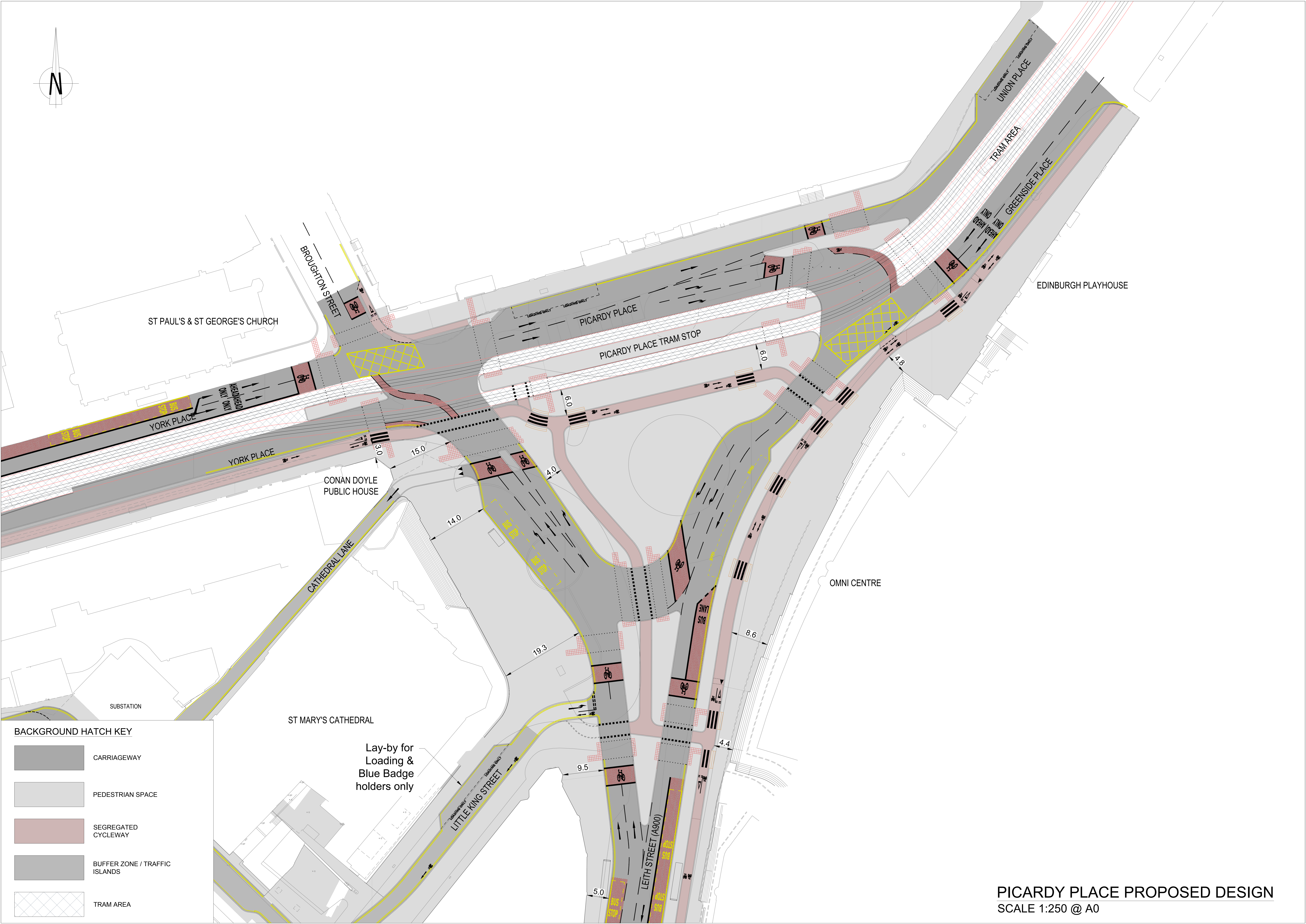
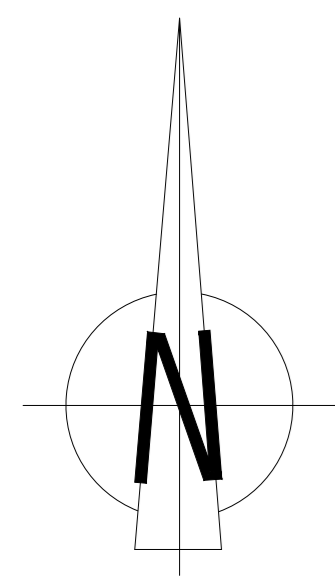


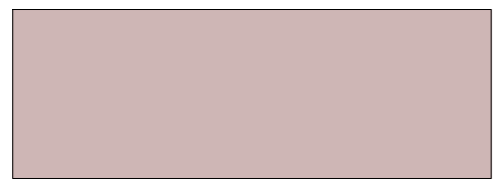

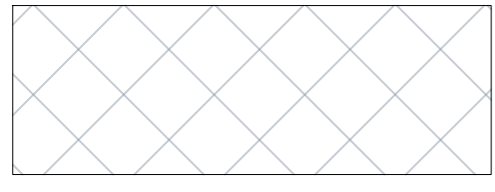


#### **Appendix 4 – Picardy Place Proposed Layout (January 2018)**

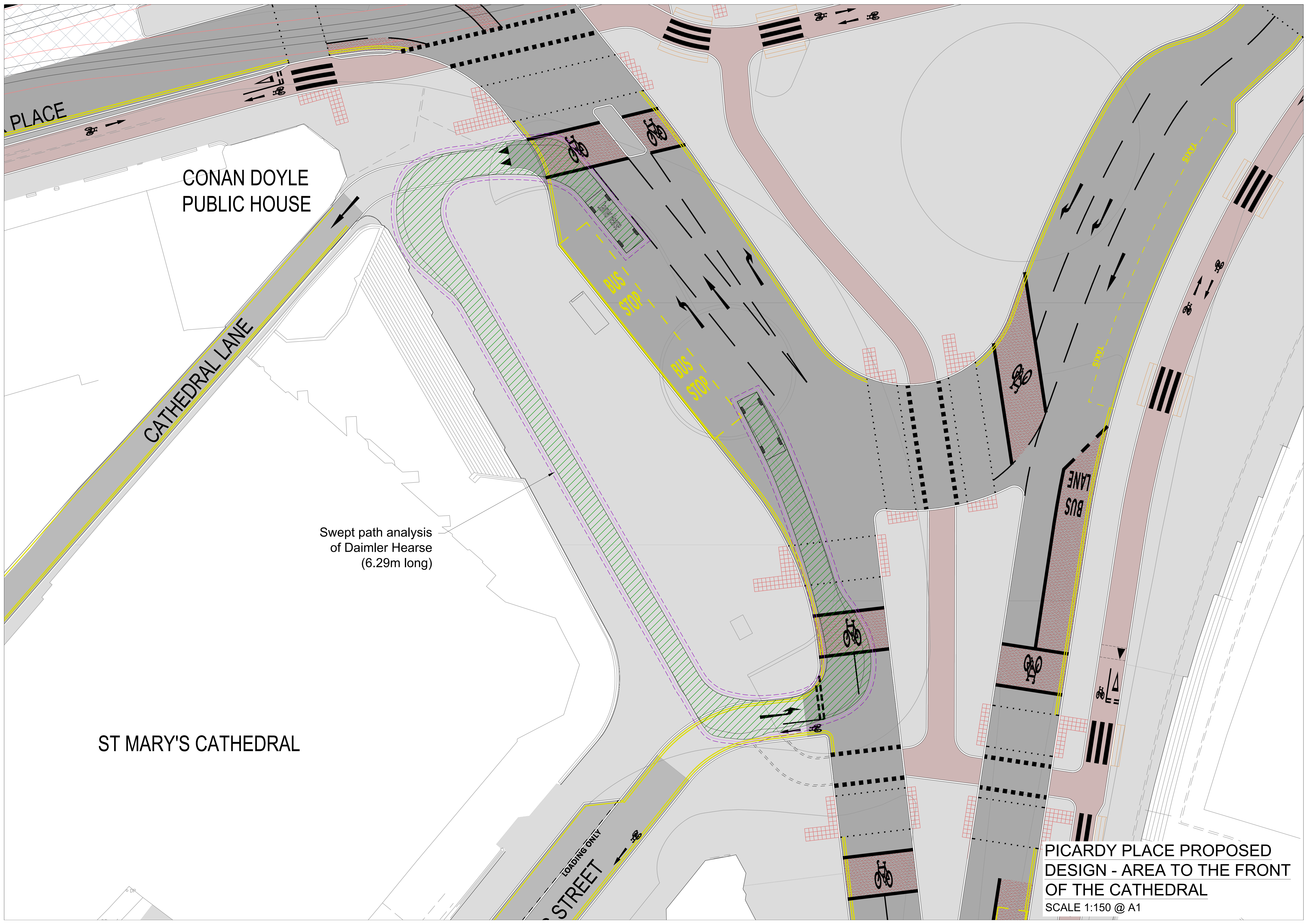
- a. Picardy Place Proposed Layout
- b. Access Arrangements for Wedding and Funeral Cortège's to St Mary's Catholic Cathedral



**BACKGROUND HATCH KEY**

-  CARRIAGEWAY
-  PEDESTRIAN SPACE
-  SEGREGATED CYCLEWAY
-  BUFFER ZONE / TRAFFIC ISLANDS
-  TRAM AREA

Lay-by for Loading & Blue Badge holders only



PLACE

CONAN DOYLE  
PUBLIC HOUSE

CATHEDRAL LANE

Swept path analysis  
of Daimler Hearse  
(6.29m long)

ST MARY'S CATHEDRAL

LOADING ONLY  
STREET

BUS  
LANE

PICARDY PLACE PROPOSED  
DESIGN - AREA TO THE FRONT  
OF THE CATHEDRAL

SCALE 1:150 @ A1

**Appendix 5 – Summary of Consultation Feedback** (in addition to paragraphs 3.26 – 3.38 in the report)

Feedback	Council response
<p>The proposed gyratory layout should be reconsidered.</p>	<p>The layout for Picardy Place was approved by City of Edinburgh Council in March 2016, as part of the GAM agreement with Scottish Government and St James Edinburgh.</p> <p>Any change to the proposed layout would lead to the Council being in breach of the contractual arrangements in place and, as such, would put at risk the financial investment agreed with the Scottish Government and St James Edinburgh.</p> <p>The engagement undertaken since September 2017 has been in respect of the detailed design proposed.</p>
<p>The detailed design favours traffic rather than place making.</p>	<p>There are two principal priorities for Picardy Place – to provide appropriate public space and to keep the junction moving.</p> <p>The January 2018 design delivers an increase in the available public realm space and proposes the development of a formal public realm strategy which takes account of all of the public spaces available at this location.</p> <p>Picardy Place is currently a location which people pass through and it is hoped that the revised design and public realm strategy will ensure that this will also be a location at which people will spend time.</p>
<p>An alternative model (creating a Y junction) has not been properly considered.</p>	<p>The ‘Y’ junction (see appendix 1(c)) was modelled as part of the early design developments and it was clear that this would create significant congestion, cause traffic displacement into smaller streets around Leith, the second New Town and the Old Town and would adversely impact on air quality.</p> <p>It is recognised that some respondents would like to see congestion created however the Council is not prepared to do so at the present time because of the likely impacts outlined above.</p> <p>To accommodate the anticipated traffic at this location, the ‘Y’ junction would require five traffic</p>

	<p>lanes which is a significant increase on the current proposal.</p> <p>(The model used has demonstrated an excellent track record in accurately predicting traffic movements and is therefore considered to be robust. This model was shown at the Stakeholder and Public Engagement events in November.)</p> <p>It is not possible at this time to integrate the site with the St James Edinburgh development and the Omni Centre.</p>
<p>Bicycle lanes should connect to the West East Cycle Link and cycle links should be direct and convenient.</p>	<p>Cycling provision has been greatly increased by a dedicated cycle lane connecting with the Leith Walk and City Centre West to East Cycle Link (CCWEL) and Street Improvement plans.</p> <p>In addition, there have been improvements incorporated to the North-South route and to ensure bicycle lanes provide direct and convenient routes through Picardy Place.</p>
<p>The bus stop and bicycle lane in front of the cathedral seems impossible to reconcile with this space being used for weddings, funerals and special events.</p>	<p>The cycle lane in front of the Cathedral has been moved to the island site, thereby creating more and improved public realm and retaining a route to Broughton Street.</p> <p>Special arrangements for wedding, funerals and special events are part of the plan for this area (see appendix 4(b) and detailed proposals are being developed. This area will also link up with the improvements the Developer has planned for Little King Street.</p> <p>The CCWEL project means the current bus stop on Picardy Place needs to be relocated. Following extensive design discussions, positioning it in front of the cathedral is seen as the best solution to allow Picardy Place to be a key public transport interchange.</p>
<p>The Paolozzi's should not be split across Little King Street, but should be preserved together and should remain</p>	<p>The previous drawings that were consulted on did show the Paolozzi sculptures being separated by the road. This was purely to give an indication of where they might go.</p>

<p>outside of the cathedral or relocate to an attractive location on the island site.</p>	<p>In discussion with the Paolozzi Foundation, St Mary's Catholic Cathedral and Sir Tom Farmer, who gifted the sculptures to the city, a location (either outside the Cathedral or on the central island site) will be agreed in due course.</p>
<p>Can Leith Street be kept closed to private vehicles except for access? This would demonstrate a significant commitment to reducing traffic volumes and appears to be possible, since this is happening now.</p>	<p>Leith Street will re-open at the end of July 2018 following completion of the current works.</p> <p>Edinburgh only has three key North-South routes (Leith Street, Mound and Lothian Road).</p> <p>A Central Edinburgh Transformation project has been established and is being progressed in line with the report approved by Transport and Environment Committee on <a href="#">5 October 2017</a> and this will include reviewing the three North-South routes in the city.</p> <p>Recommendations on this will be brought forward by the end of 2018.</p>
<p>The crossing outside of the Playhouse is well-used should reflect pedestrian desire lines.</p>	<p>This came out strongly in the consultation and the design has taken this into account while also futureproofing for tram.</p>
<p>What are the plans for landscaping / greening of Picardy Place? The loss of trees in this location is a concern.</p>	<p>Landscaping and greening will form a key component of the public realm strategy for Picardy Place which is currently being developed.</p>
<p>Why does an island site need to be created?</p>	<p>The approved schedule of GAM works (appendix 2) was considered by Council in March 2016 and included the layout for Picardy Place. In order to future proof for an extension of the tram route, an 'island site' is created with a 70 metre requirement for a tram stop at this location. Finally, this layout is crucial in allowing the existing transport network to work effectively and this proposal assists in future proofing this location for transport interchange improvements in the future.</p> <p>There was significant feedback that the central island should not be developed at this time but retained for public realm. To accommodate the changes to public realm outside the Cathedral and the reinstatement of</p>

	<p>space outside the Omni Centre, the proposed design (appendix 4) has significantly reduced the size of the central island site. The island site is also crucial to allowing our existing transport system to work effectively. The Council plans to use the island site as public realm for people to walk and cycle across.</p> <p>Detailed plans for this site will be published in due course.</p>
<p>The island site is Inaccessible / inconvenient and people won't want to cross to go through it or it will be too difficult to cross into.</p>	<p>There are multiple crossing points for pedestrians and cyclists to access the island site. It should be remembered that a single tram can carry 240 passengers so there will be a lot of pedestrian activity in this area, should the tram go ahead.</p> <p>The addition of two cycle lanes at this location also provide direct links to the CCWEL and between Broughton Street and Leith Street.</p>
<p>It will be unappealing with traffic, air pollution and noise all around it and the wider area could attract anti-social behaviour.</p>	<p>The public realm design for the Picardy Place area will take account of this and will incorporate measures to minimise the impact of traffic, air pollution and noise.</p> <p>The public realm strategy will also seek to also address concerns raised about anti-social behaviour in this area.</p>
<p>The proposed taxi rank at Little King Street is not appropriate.</p>	<p>The proposed design incorporates a taxi rank outside the Omni Centre, rather than on Little King Street.</p>
<p>Access to the Cathedral entrance is required for funeral and marriage cortèges.</p>	<p>The proposed design incorporates the need for access to the Cathedral for this purpose.</p>
<p>The parking bay on Little King Street should have yellow lines to allow disabled parking and enlarged.</p>	<p>The proposed design extends the parking bay on Little King Street and includes double yellow lines.</p>

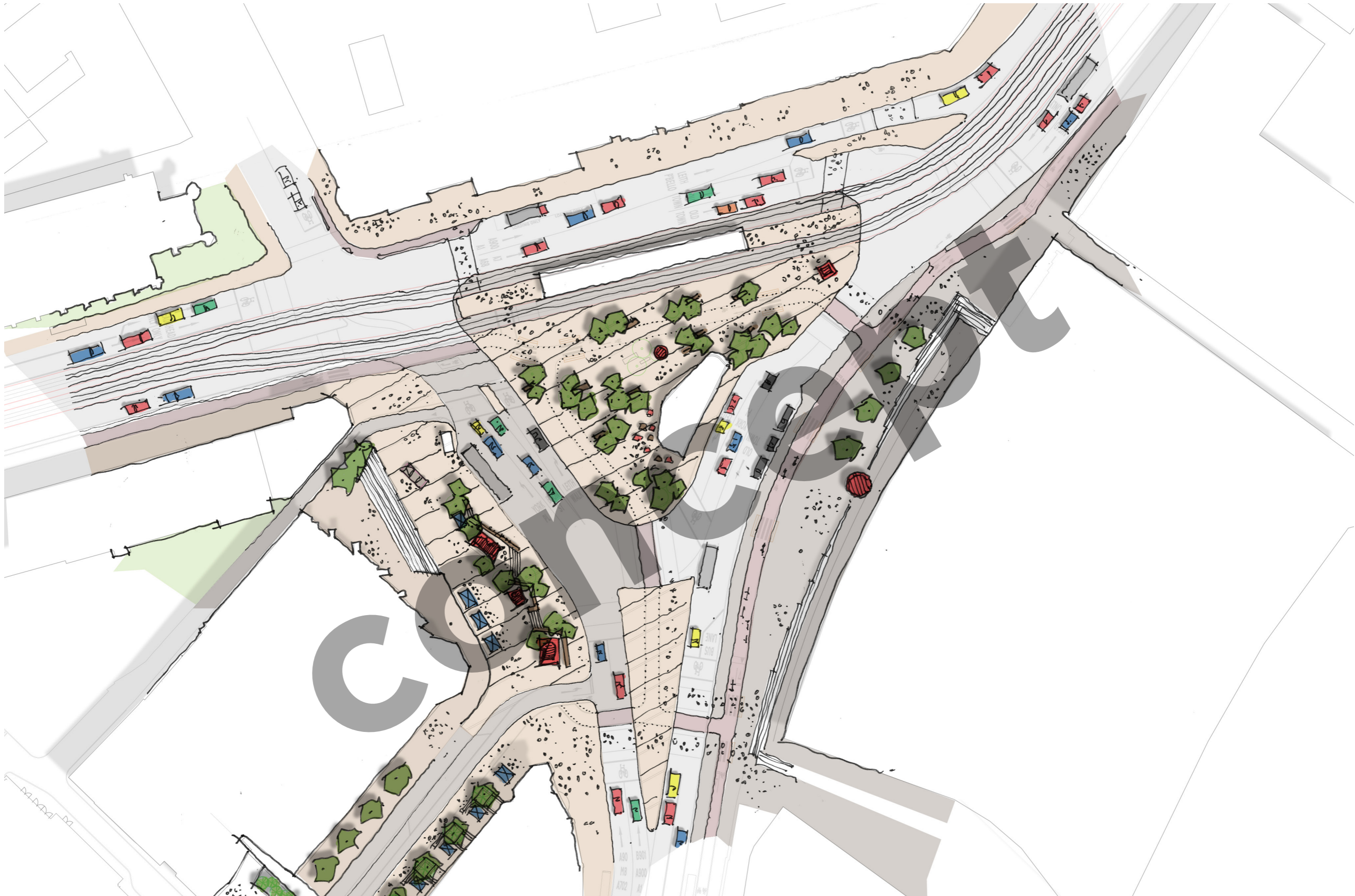
## **Appendix 6 – Picardy Place Public Realm Design Concept**

Picardy Place should be treated as a unified space, with a legible and enticing public realm facilitating the wide range of movements and activities that take place within it. The concept plan and precedent images illustrate this preliminary approach.

As a busy city centre space, Picardy Place should be permeable, with a legible ground plane allowing the free movement of people, and providing spaces for activities such as markets and café spill out. The trees indicated on the plan provide a soft, unifying element under which these activities can take place, and provide comfortable places for people to gather. With the tree canopies above head height, views to the edges (Omni / Cathedral / JLP / ESJ etc.) of Picardy Place are possible.

This simple approach to public realm allows for movement, and the placement of objects such as sculpture. This includes the provision of appropriate settings for Paolozzi's 'Manuscript of Monte Cassino' and the Sherlock Holmes statue. A pavilion structure has been shown that helps define the space, and could provide functions such as café, cycle hub, transport hub or tourist information. The position of the pavilion structure also represents the historic street pattern, and frames a space that provides a setting for the Cathedral. (Optimised Environments (OPEN))





Picardy Place Public Realm - Concept