

# Transport and Environment Committee

10.00am, Thursday, 3 November 2022

## Picardy Place Island, Public Realm Improvement Project

Executive/routine Wards Council Commitments	Executive 11 – City Centre
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### 1. Recommendations

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- 1.1 Transport and Environment Committee is asked to:
- 1.1.1 Note the feedback from the internal and external stakeholders as detailed in Appendix 2;
  - 1.1.2 Note that any delays to a decision to proceed with the preferred design will impact on the construction costs and the completion date of the project; and
  - 1.1.3 Grant approval to proceed with the preferred design for the Picardy Place Island site as shown in Appendix 3, noting that some further changes will be incorporated once street lighting and hostile vehicle mitigation measures are determined. The updated design will be shared with internal and external stakeholders.

**Paul Lawrence**

Executive Director of Place

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## Picardy Place Island, Public Realm Improvement Project

### 2. Executive Summary

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- 2.1 This report provides details of the feedback received on proposed public realm enhancements of the Picardy Place Island site and seeks approval to proceed with a preferred design.

### 3. Background

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- 3.1 On [5 December 2019](#), Transport and Environment Committee agreed that further public engagement should be held regarding the public realm enhancements of the Picardy Place Island site (the site) and a report be brought back to committee providing the results of the consultation exercise in order to proceed with a preferred design
- 3.2 In [December 2019](#), an update on the site was presented to the Transport and Environment Committee. This advised the following:
- 3.2.1 Construction of Picardy Place, with the exception of the central island, was underway following all consultations in 2018;
  - 3.2.2 The long-term solution for the island could not be undertaken until the tram stop works were completed. The island was to be used as a compound to support Trams to Newhaven implementation and, consequently, only temporary footpaths and cycleways were to be provided to link up with the new routes through Picardy Place;
  - 3.2.3 A design solution for the central island was to be developed which complemented the public transport and active travel arrangements that were being delivered; and that
  - 3.2.4 Further public engagement on the public realm enhancement opportunities was to be held in Quarter 1 2020.
- 3.3 Previous stakeholder engagement carried out included:
- 3.3.1 A Public Exhibition in September 2017, with attendance from a variety of stakeholders including Councillors, Community Councils, community groups, local businesses and members of the public;

3.3.2 Between November to December 2017, public engagement activities were held. This included a half day workshop (attended by over 80 individuals representing key stakeholders across the city), two public drop-in sessions (attended by 230 people), and an online consultation event/survey which attracted almost 700 responses.

3.3.3 In March 2019, concept designs were presented to the City Centre Neighbourhood Partnership.

## **4. Main report**

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### **Picardy Island, Public Realm**

- 4.1 To progress proposals for public realm improvements for the site, in July 2022 a new project team was set up. The project team comprises Council officers with external support. A Project Board has also been established.
- 4.2 To minimise the impact of works in this area, it was agreed to complete the public realm improvements at the same time as the Tram to Newhaven works, i.e., the Trams to Newhaven contractor would carry out the public realm construction work.
- 4.3 It is intended to utilise the feedback from the previous consultations and engagement sessions (as described in section 3) alongside the Council's transport policies and design guidance to support the design of the sites public realm proposals.
- 4.4 Due to the public realm work already carried out during the construction of the St James Centre on Leith Street/Picardy place and the construction of the Picardy tram stop, it was concluded that the designs would focus only on the site and that there would be no changes to the existing cycle paths or pedestrian crossing points in the area.

### **Engagement Sessions**

- 4.5 In August, engagement sessions were held to seek feedback on the proposals which are shown in Appendix 1. A summary of the comments and proposed changes is provided in Appendix 2. The three sessions were:
  - 4.5.1 On 15 August: with officers from across the Council;
  - 4.5.2 On 16 August: with Local Councillors and representatives from New Town and Broughton Community Council, Picardy Residents Association, The Cockburn Association, Living Streets and Spokes; and
  - 4.5.3 On 17 August: with the Edinburgh Access Panel and RNIB.
- 4.6 The feedback from the above has been incorporated into the final concept design which is shown in Appendix 3.
- 4.7 Following the Transport and Environment Committee meeting on 6 October 2022, the stakeholder feedback report was circulated to all stakeholders (Appendix 2) has been issued to all the stakeholders.

## 5. Next Steps

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- 5.1 In advance of considering the recommendations of this report, discussions are still ongoing regarding the type of street lighting and hostile vehicle mitigation measure that are required for the site. Once agreed, these will be integrated into the design of the scheme (currently shown in Appendix 3).
- 5.2 If Committee approve progressing with the proposed scheme design (Appendix 3), detailed designs and costs will be carried out to ensure the project remains within budget. Any changes to the design required will be agreed by the Project Board. Once complete, the final detailed designs will be shared with internal and external stakeholders.
- 5.3 Construction is due to take place at the beginning of January to ensure that the project is completed at the same time as the Trams to Newhaven project.

## 6. Financial impact

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- 6.1 The project has been allocated £2.7m from the Roads Capital budget.
- 6.2 To deliver the project in tandem with the Trams to Newhaven project will save an estimated £300,000 by utilising the existing Tram project contractor to carry out the construction. Committee are therefore requested to approve the proposed design outlined in Appendix 3 (subject to final changes as noted in paragraph 5.1).
- 6.3 If agreement to proceed is not in place by December 2022, it will not be possible to deliver the scheme alongside the Tram works and therefore, if the decision to proceed is delayed, it is estimated that the construction work would not be completed until November 2023. The cost would be circa £300,000 more than currently estimated plus any additional inflationary increases.

## 7. Stakeholder/Community Impact

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- 7.1 This report identifies the stakeholder engagement that has been carried out to date.

## 8. Background reading/external references

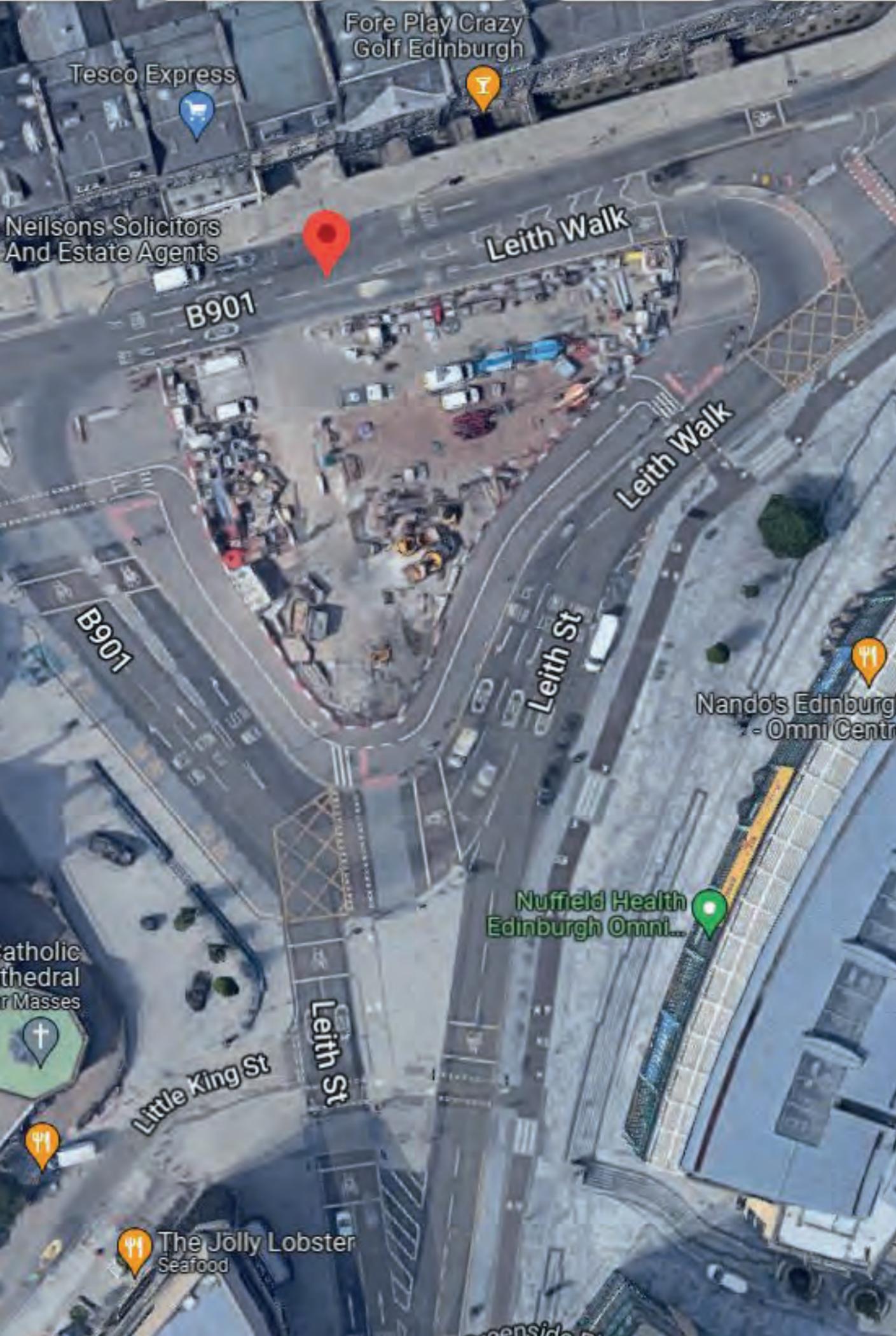
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- 8.1 [Transport & Environment Committee 25th January 2018](#)
- 8.2 [Transport & Environment Committee 5th December 2019](#)
- 8.3 [Transport & Environment Committee 6th October 2022 Business Bulletin](#)
- 8.4 [Trams to Newhaven final landscaping designs](#)

## **9. Appendices**

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- 9.1 Appendix 1 – Picardy Place Engagement Presentation
- 9.2 Appendix 2 – Picardy Place Central Island – Stakeholder Engagement Report
- 9.3 Appendix 3 – Final concept Design for Picardy Place



# PICARDY PLACE

CONCEPT DESIGN -  
ENGAGEMENT  
WORKSHOP (16.08.22)

**SITE:**  
*LOCATION PLAN*



# PICARDY PLACE DESIGN

## STARTING POINT / KEY DESIGN DEVELOPMENT



Update design to reflect tram interface

Retain cycle lane

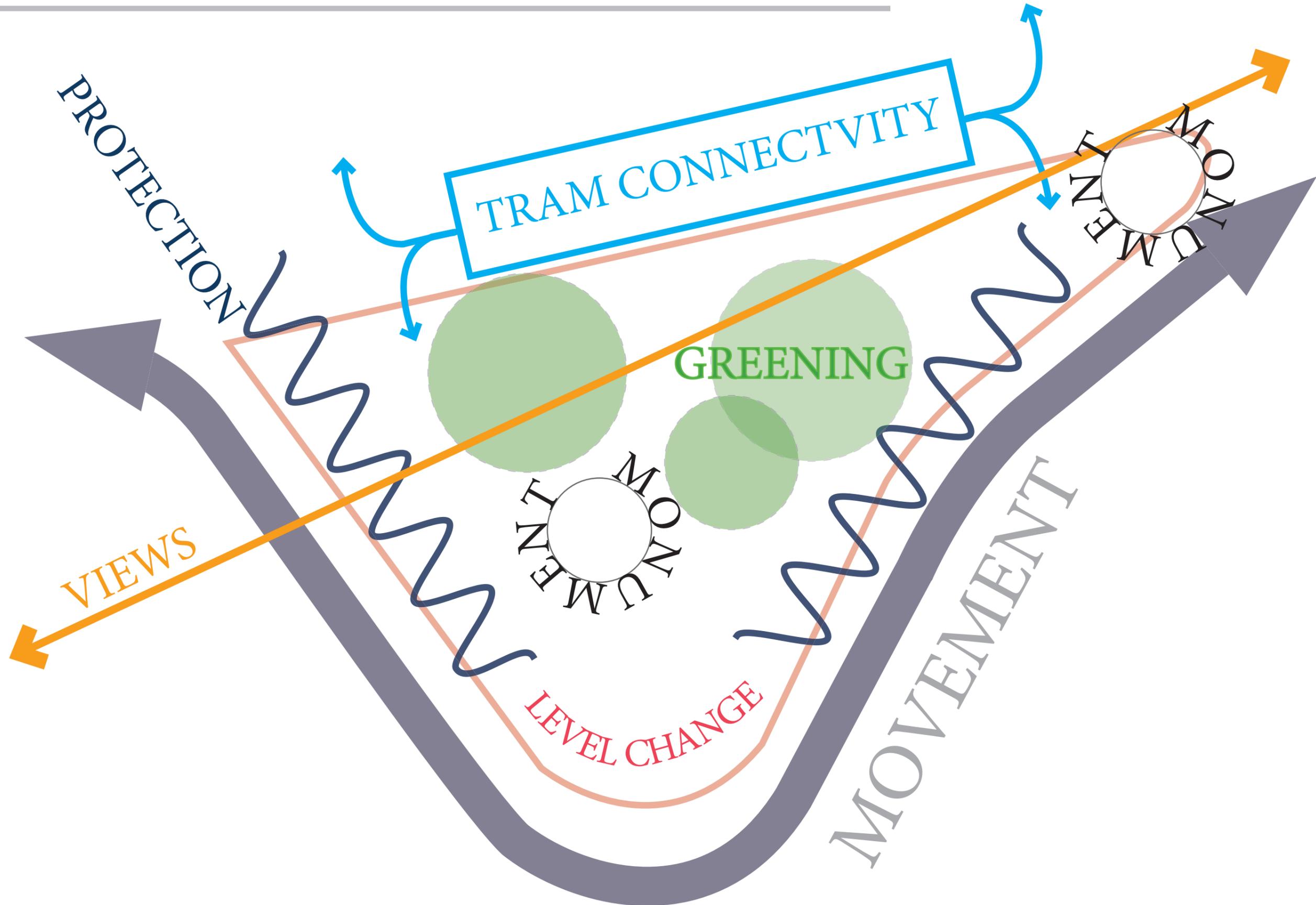
Remove building

Develop accurate levels proposals

# SITE ANALYSIS

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# SITE CONSTRAINTS / OPPORTUNITIES: ANALYSIS PLAN



# SITE: KEY CONSIDERATIONS

## Cycle routes



## Tram stop connection



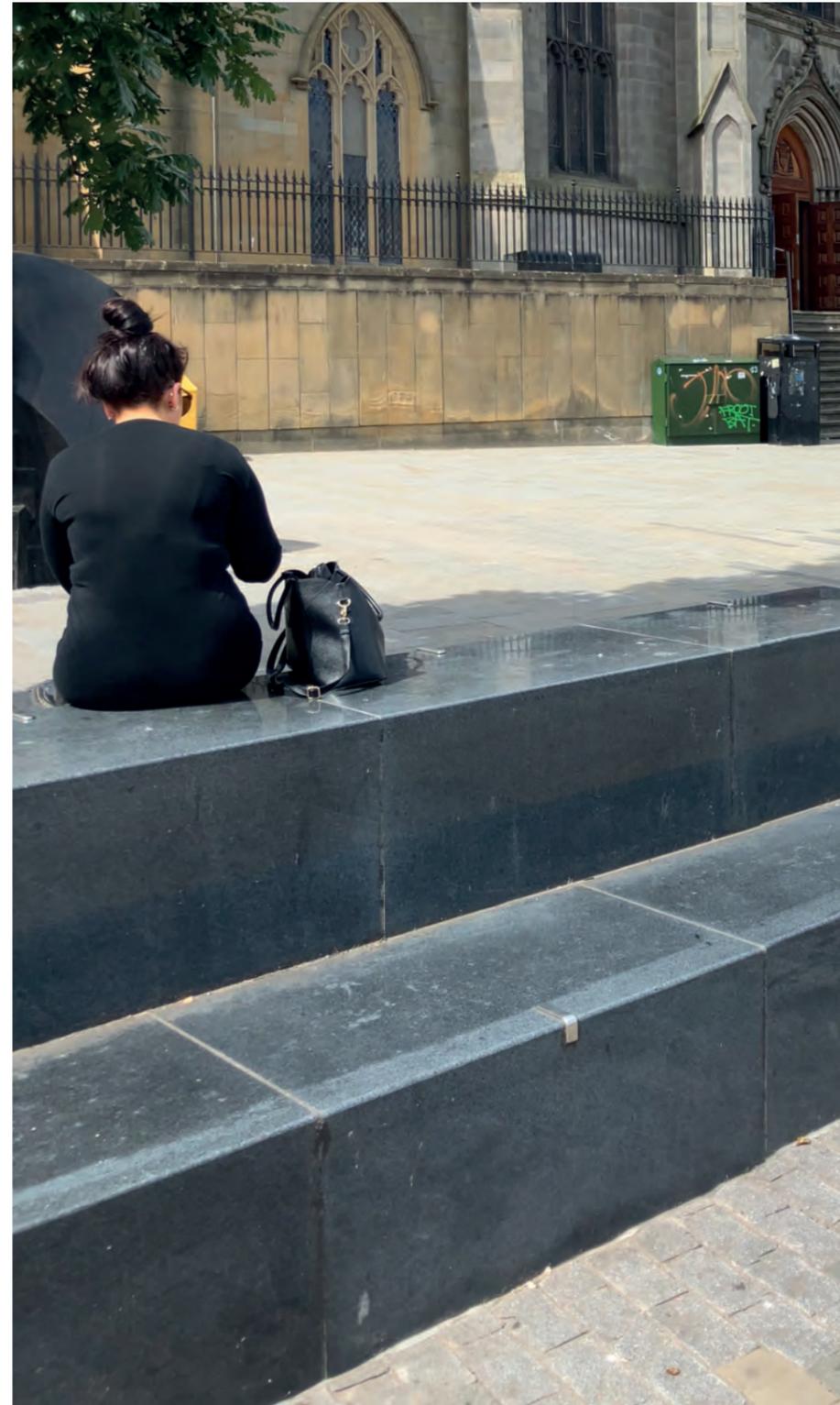
## Pedestrian space



## Vehicle interface

# SITE: MATERIALITY

## Sandstone paving

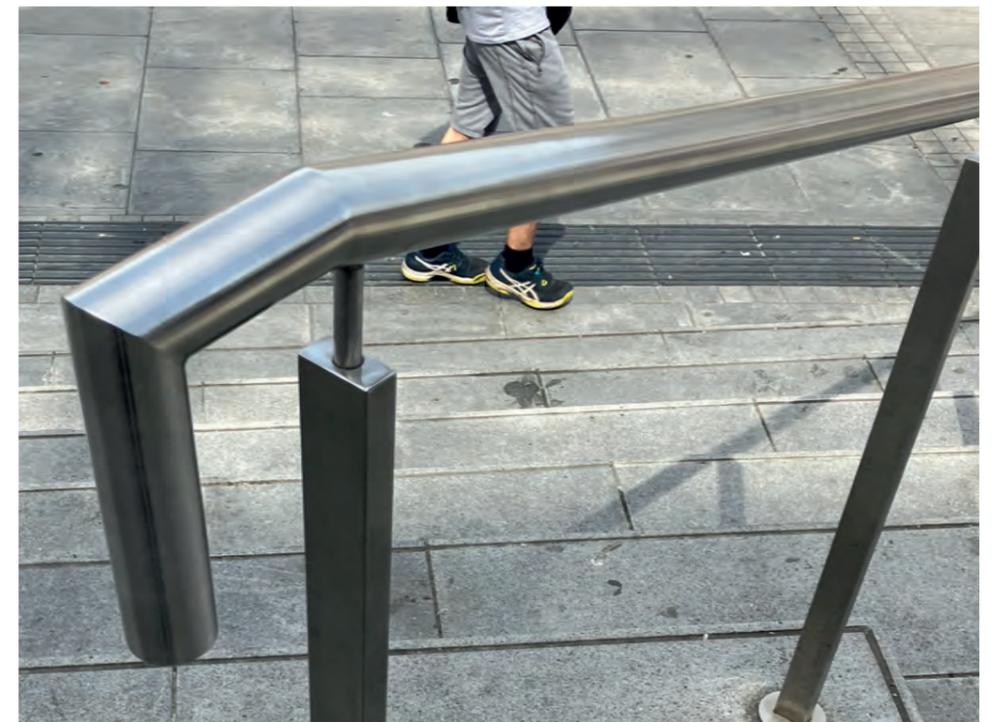
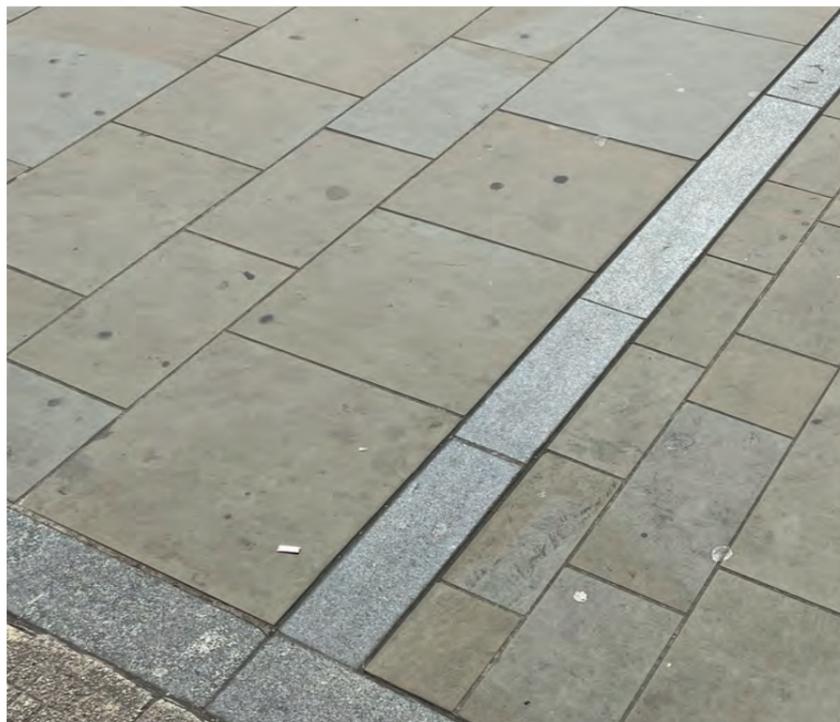


## Polished black granite



## Stainless steel

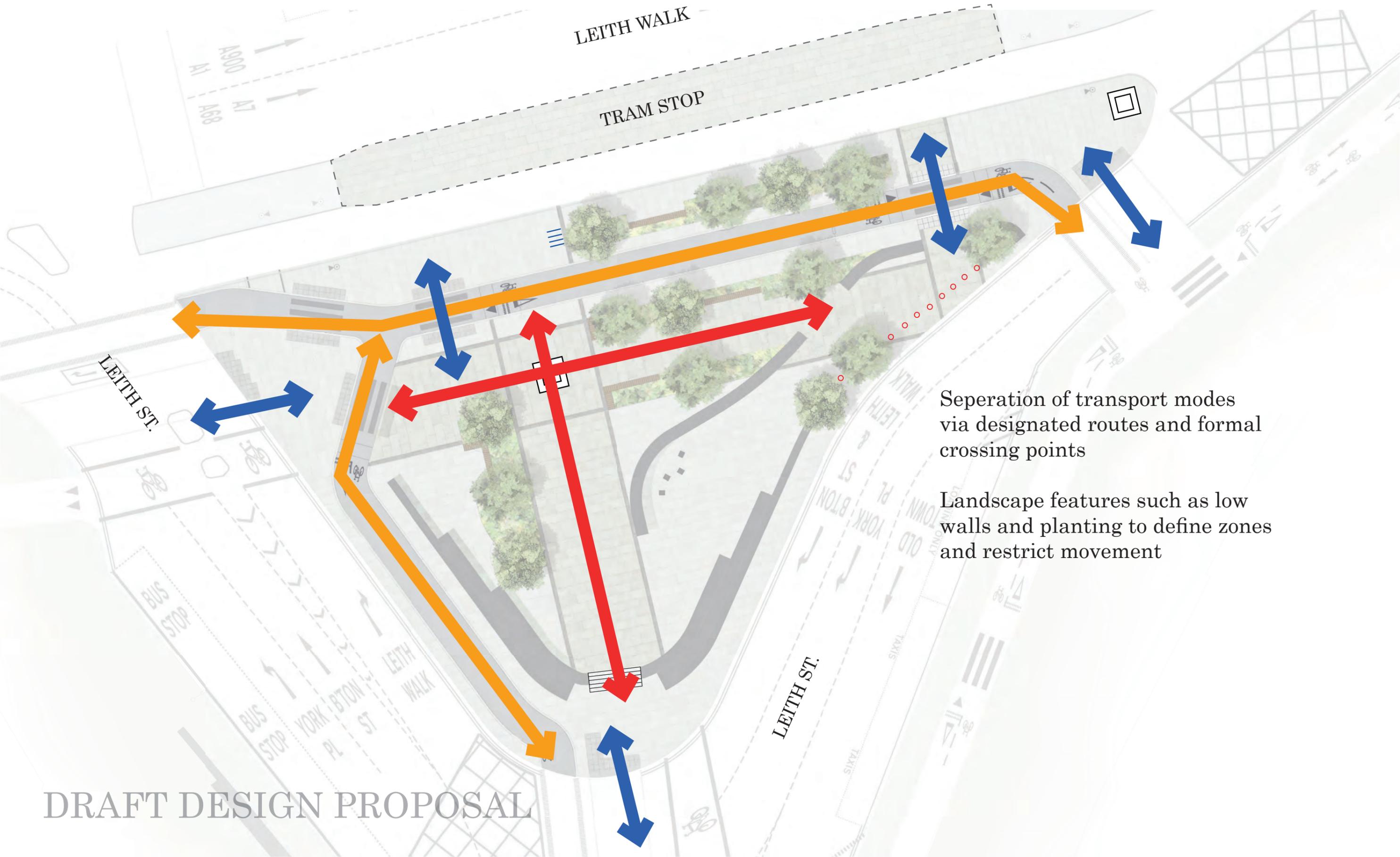
## Granite detail



# STRATEGY

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# CONCEPT DESIGN SOLUTION: MOVEMENT



Separation of transport modes via designated routes and formal crossing points

Landscape features such as low walls and planting to define zones and restrict movement

# CONCEPT DESIGN SOLUTION: LEVELS CONSTRAINT



Terraces / steps allow for a level flexible interior to the site (typical gradients of 1 in 30 to 1 in 40).

Terraces to be polished black granite to match adjacent proposals to St. Marys frontage.

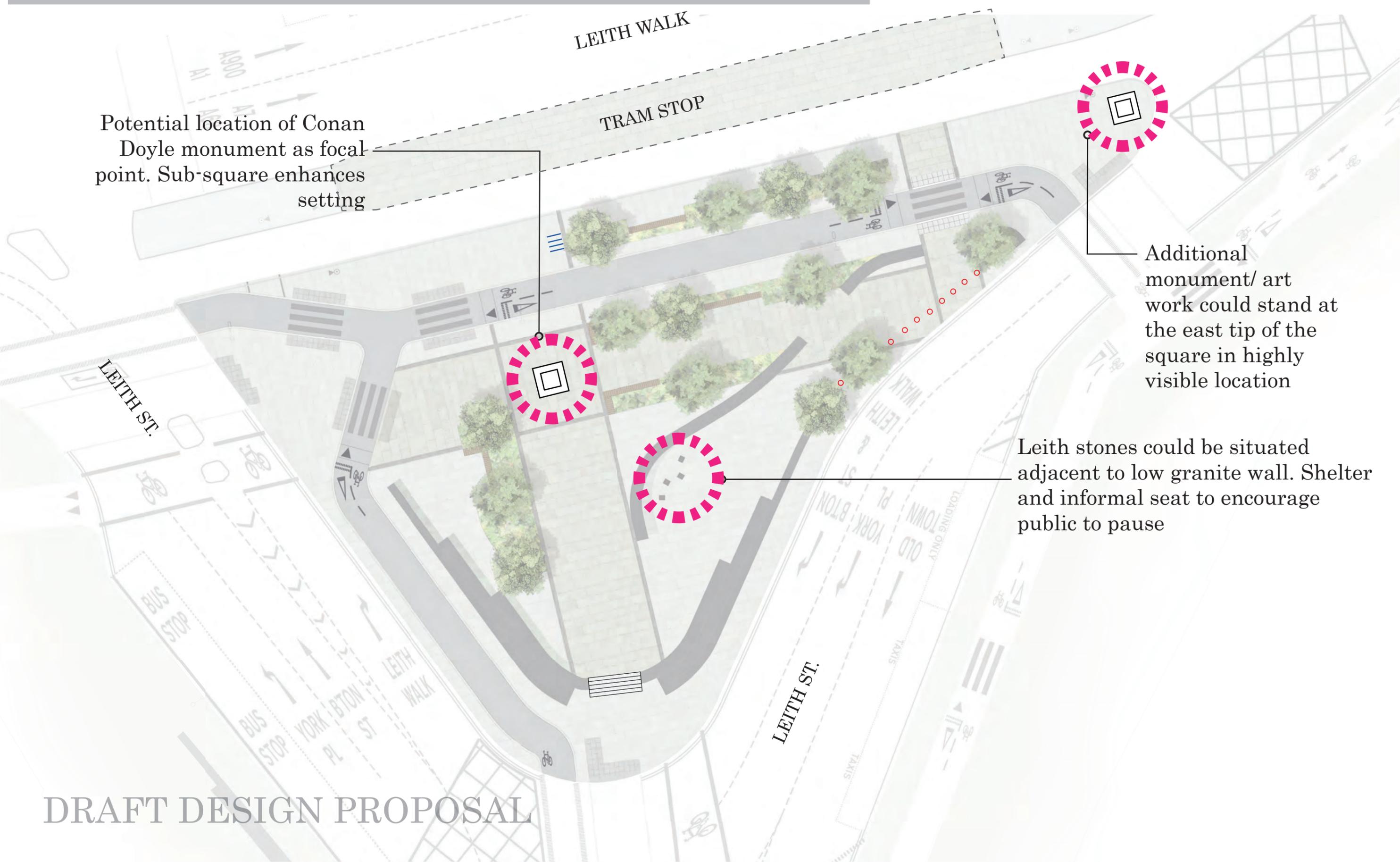
# CONCEPT DESIGN: ART & CULTURAL HERITAGE

Potential location of Conan Doyle monument as focal point. Sub-square enhances setting

Additional monument/ art work could stand at the east tip of the square in highly visible location

Leith stones could be situated adjacent to low granite wall. Shelter and informal seat to encourage public to pause

DRAFT DESIGN PROPOSAL



# CONCEPT DESIGN: *SUSTAINABLE DRAINAGE (SUDs)*



Linear attenuation planting beds/  
tree pits to capture surface run off  
utilising site levels

# CONCEPT DESIGN SOLUTION: HOSTILE VECHILE MITIGATION



HVM protection along eastern, southern and western road interface via walls and bollards

DRAFT DESIGN PROPOSAL

# CURRENT DRAFT DESIGN

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# CONCEPT DESIGN - DRAFT DESIGN:



Potential location of Conan Doyle monument. Sub-square provides formal setting

Cycle lane

Cycle parking

Potential location for future monument

Hostile Vehicle Mitigation bollards protect new public space

Leith stones could be situated adjacent to low granite wall. Shelter and informal seat to encourage public to pause

Black granite terraces resolve steep levels constraint, protects pedestrian space and provides informal seating

Hard paved area provides flexible space for events and pop up markets

Steps in grey granite provide direct access in to the square

# CONCEPT: 3D VISUALISATION

## VIEW OF TERRACE/ STEPS LOOKING SOUTH TOWARD LEITH ST.



DRAFT DESIGN PROPOSAL



# QUESTIONS

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## Appendix 2



**30 September 2022**

**Picardy Place Central Island**  
Stakeholder Engagement You Said, We Did

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**Picardy Place Central Island**  
**City of Edinburgh Council**

making the **difference**

**City of Edinburgh Council**  
Picardy Place Central Island

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### Picardy Place Central Island

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Picardy Place Central Island

**6 Next Steps**

**8**

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## Picardy Place Central Island

### 1 Introduction

The purpose of this document is to describe the stakeholder engagement on the Picardy Place Central Island project.

This document covers an overview of the engagement, the feedback provided and an update to the designs following the engagement responses.

#### 1.1 Background

In December 2019 an update was presented to the Transport and Environment Committee. This advised the following:

- Construction of Picardy Place, with the exception of the central island, was underway following all consultations in 2018. The long-term solution for the island could not be undertaken until the tram stop works were completed.
- The island was to be used as a compound to support Trams to Newhaven implementation, consequently, only temporary footpaths and cycleways were to be provided to link up with the new routes through Picardy Place.
- A design solution for the central island is to be developed which complements the public transport and active travel arrangements that are currently being delivered.
- Further public engagement on the public realm enhancement opportunities was to be held in Quarter 1 2020.
- Picardy Island site to be complete by opening of Trams to Newhaven in Spring 2023.

The initial planned timelines were not able to be adhered to due a variety of factors. However, in July 2022 a new project team was set up with the City of Edinburgh Council, Turner & Townsend and Atkins, with the Trams to Newhaven contractor carrying out the construction work.

#### 1.2 Timeline

The timeline for the engagement through to construction is as follows:



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### Picardy Place Central Island

## 2 Methodology of Engagement

### 2.1 Internal Engagement

An internal stakeholder engagement was held on 15 August 2022 via teams.

The purpose of the engagement was for Atkins to present their draft concept designs and encourage feedback from each CEC department on each of the scope items.

Feedback from the engagement helped shape and inform decision-making for the development of the proposals to final concept design.

The following departments were involved in the discussion:

- Planning and SuDs
- Street Lighting
- CCTV
- Waste
- Road Services
- Archaeology
- Forestry Service
- Police Scotland

### 2.2 External Engagement

An external stakeholder engagement was held on 16 August 2022 at St Mary's Cathedral.

The purpose of the engagement was for T&T to present a background of the project to date and overview of timelines and for Atkins to present their draft concept designs and encourage feedback on each of the scope items.

The following were invited:

- Elected Members
- New Town and Broughton Community Council
- Cockburn Association
- Picardy Residents Association
- Living Streets
- Spokes
- St James
- Playhouse
- St Mary's Cathedral
- Sir Tom Farmer

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#### 2.3 Edinburgh Access Panel and RNIB Engagement

An engagement was held on 17 August 2022 at Turner & Townsend's office.

The purpose of the engagement was for T&T and CEC to present Atkins draft concept designs and encourage feedback.

#### 2.4 Transport for Edinburgh Engagement

T&T and CEC engaged with Transport for Edinburgh to understand the requirements for wayfinding within the island site.

#### 2.5 Scope of the engagement

The points of discussion for feedback were as follows:

- Trees planted in ground
- Reinstatement of Conan Doyle monument
- Leith Stones to be integrated into area
- Art / Heritage
- Retaining Wall / seating to accommodate level change
- SuDs drainage system
- Basic street furniture – bins etc
- Street lighting provision made
- Exclusion of pavilion building

Ahead of engagements it was confirmed that the cycle way and crossing points were fixed and could not be amended as part of this scope.

### 3 Internal Feedback

#### 3.1 Art & Cultural Heritage

##### 3.1.1 You said

- A new statue should be created for the east monument.
- A new plaque will need to be created for the Conan Doyle statue.
- The Leith Stones form part of the Eduardo Paolozzi sculpture the Manuscript of Montecasino 1991, of which the hand, foot and ankle have been returned to the space in front of the Cathedral. These stones are remnants from the former Leith Station, which was where many Italian migrants arrived in Edinburgh, including the artist's family. Therefore, they are an integral piece of the artwork and required to be part of the Picardy Place design. It is important they are not a trip hazard.

##### 3.1.2 We did

- The design includes an 'empty plinth' providing future opportunities for public engagement and promotion of the arts.
- The design notes the requirement for interpretation to be explored further.

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- The Leith Stones have been included to sit in soft landscaping zone with low growing ground cover planting.

## 3.2 Services

### 3.2.1 You said

- Services would require access for 1.5m width vehicle for gritting purposes.

### 3.2.2 We did

- All footways are a minimum of 1.5m width.
- Consideration to use removable bollards, to allow maintenance access.

## 3.3 Street Furniture

### 3.3.1 You said

- There is a preference for bins not to be included within the space.

### 3.3.2 We did

- No bins have been included within the design.

## 3.4 Lighting and CCTV

### 3.4.1 You said

- The area would need CCTV and it would be preferable for cameras to be consolidated with the lighting.
- The use of standard CEC lighting columns would be preferable to have a consistent maintenance approach.

### 3.4.2 We did

- CCTV cameras have been included on 3 existing lighting columns.
- Ongoing discussions are underway with the Street lighting team to ensure the most appropriate lighting columns are installed.

## 3.5 Landscaping

### 3.5.1 You said

- The trees should be of a different species to ensure resilience.

### 3.5.2 We did

- 4x tree species, agreed with CEC, have been included within the proposals along with a robust mix of ornamental shrubs, grasses and bulb planting to provide year-round interest with accent species adding visual interest to SuDs rain gardens and traditional soft planting beds.

## 3.6 Bike Racks

### 3.6.1 You said

- The space should accommodate a bike hire station as well as cycle parking.

### 3.6.2 We did

- A cycle hire rack for 7 bikes has been included at the west of the site.
- Cycle parking for 8 bikes has been included to the north of the site.

## 3.7 Wayfinding

### 3.7.1 You said

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- Wayfinding to be included to tie in with the wider Transport for Edinburgh strategy.

#### 3.7.2 We did

- Locations have been proposed to the north of the site and ahead of the south entrance to the island.

### 3.8 Hostile Vehicle Mitigation

#### 3.8.1 You said

- A Vehicle Dynamic Assessment should be undertaken by HVM specialists.
- Space between rated bollards is to be 1.2m.
- Consideration should be given to install HVM around the cycle paths.

#### 3.8.2 We did

- Atkins will undertake a Vehicle Dynamic Assessments and any recommendations will be considered in the final design.
- Space between the proposed bollards is 1.2m.
- Consideration to use removable bollards, to allow maintenance access.

## 4 External Feedback

### 4.1 Use of Space

#### 4.1.1 You said

- Did not envisage that this would be a space to dwell and would be used as an interchange only.
- The area should be fully accessible.

#### 4.1.2 We did

- Informal seating within the terraces / HVM walls has been removed. Benches have been included elsewhere as requested by the RNIB and Edinburgh Access panel.
- The stairs were removed from the south entrance to provide an accessible north south primary route.
- The west wall has been moved closer to the cycle way to remove this as a secondary pedestrian route.
- Stairs are included to the east / west desire line to provide direct access through the change in level with an alternative accessible route provided adjacent to Leith Walk.

### 4.2 Use of space for pop up events

#### 4.2.1 You said

- There was no requirement to provide space for any potential pop-up events.

#### 4.2.2 We did

- No future proofing has been included for this.

### 4.3 Street Furniture

#### 4.3.1 You said

- Could a Scottish Water bottle refill station be included within the island.

#### 4.3.2 We did

## City of Edinburgh Council

### Picardy Place Central Island

- This has been added to the north of the site.

#### 4.4 Art & Cultural Heritage

##### 4.4.1 You said

- A new plaque will be required for the Conan Doyle statue with a QR code.
- A new statue should be created for the east monument.
- There was no preference for the Leith Stones to be incorporated within the design as were unaware these were connected to the area.
- To consider wayfinding to be combined with art.

##### 4.4.2 We did

- The design notes the requirement for interpretation to be explored further.
- The design includes an 'empty plinth' providing future opportunities for public engagement and promotion of the arts.
- The Leith Stones form part of the Eduardo Paolozzi sculpture the Manuscript of Montecasino 1991, of which the hand, foot and ankle have been returned to the space in front of the Cathedral. These stones are remnants from the former Leith Station, which was where many Italian migrants arrived in Edinburgh, including the artist's family. Therefore, they are an integral piece of the artwork and required to be part of the Picardy Place design. The Leith Stones have been included to sit in soft landscaping zone with low growing ground cover planting.
- Any wayfinding will need to be tied in with wider Transport for Edinburgh strategy. Therefore, combining this with art cannot be included as part of this scope.

#### 4.5 SuDS

##### 4.5.1 You said

- Suggested that the location of the SuDs attenuation at the tram stop was a barrier to pedestrian flow
- Queried if it was necessary to connect to SW drainage and had concerns on the impact on the wider area.

##### 4.5.2 We did

- The location of the rain garden at the tram stop has been maintained as it prevents the flow of pedestrians across the cycle path and moves people to the direction of the designated crossings.
- A combination of SuDs and traditional drainage has been proposed which offer onsite attenuation and connection to the combined sewer to meet specific on-site conditions.

#### 4.6 Hostile Vehicle Mitigation

##### 4.6.1 You said

- This should be minimal and where required planters should be used rather than bollards.

##### 4.6.2 We did

- Hostile vehicle mitigation measures have been integrated into the landscape features in the form of low walls clad in granite. Planting in and around the walls also softens the visual impact of the HVM measures.
- Bollards are proposed where pedestrian access and egress is required. Bollards will be spaced at 1.2m which is the minimum standard required for HVM.

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- A full vehicle dynamic assessment will be undertaken by Atkins to confirm the measures proposed are adequate.

#### 4.7 Landscaping

##### 4.7.1 You said

- Preference for the area to have biodiversity and be a "green oasis".
- The landscaping should have uniformity with the surrounding area.

##### 4.7.2 We did

- The areas for soft landscaping to the both the east and west of the site have been increased.
- The SuDs features include rain gardens/bioretention areas and tree pits which enhance biodiversity.
- Through engagement with CEC Forestry department a mix of species have been agreed on. It was also agreed that a mix of species within the area is required for resilience against climate change and year-round interest.

#### 4.8 Bike Racks

##### 4.8.1 You said

- There was no appetite for bike racks or for future proofing for a cycle hire scheme.

##### 4.8.2 We did

- These have remained within the design at the request of CEC with a view to promoting sustainable modes of travel and connection the newly proposed public transport.

## 5 Edinburgh Access Panel and RNIB

### 5.1 Movement

#### 5.1.1 You said

- The stairs at the south entrance should be removed
- Any steps should have suitable handrails.
- Reduce the conflict between cyclists and pedestrians.

#### 5.1.2 We did

- The stairs were removed from the south entrance to provide an accessible north south primary route.
- The west wall has been moved closer to the cycle path to remove this as a secondary pedestrian route and provide better segregation of cyclists and pedestrians.
- Stairs are included to the east / west desire line to provide direct access through the change in level with an alternative accessible route provided adjacent to Leith Walk. These steps have handrails which will which have integrated lighting to illuminate the steps.

### 5.2 Street Furniture

#### 5.2.1 You said

- The type of seating proposed to match the current arrangement at St Mary's Cathedral is not always accessible and benches with arms should also be considered.

#### 5.2.2 We did

## City of Edinburgh Council

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- Formal seating has been included in the form of benches with back rests and arms.
- Informal seating within the terraces / HVM walls has been removed.

### 5.3 Bike Racks

#### 5.3.1 You said

- Bike racks are to be out with the main pedestrian desire lines.

#### 5.3.2 We did

- The cycle hire scheme has been relocated to the west of the site out with the primary pedestrian routes.
- The cycle racks have been split into two and have been relocated to either side of the north SuDs bed to avoid them being obstructions within the pedestrian routes.

### 5.4 Hostile Vehicle Mitigation

#### 5.4.1 You said

- These should not be pedestrian obstructions.

#### 5.4.2 We did

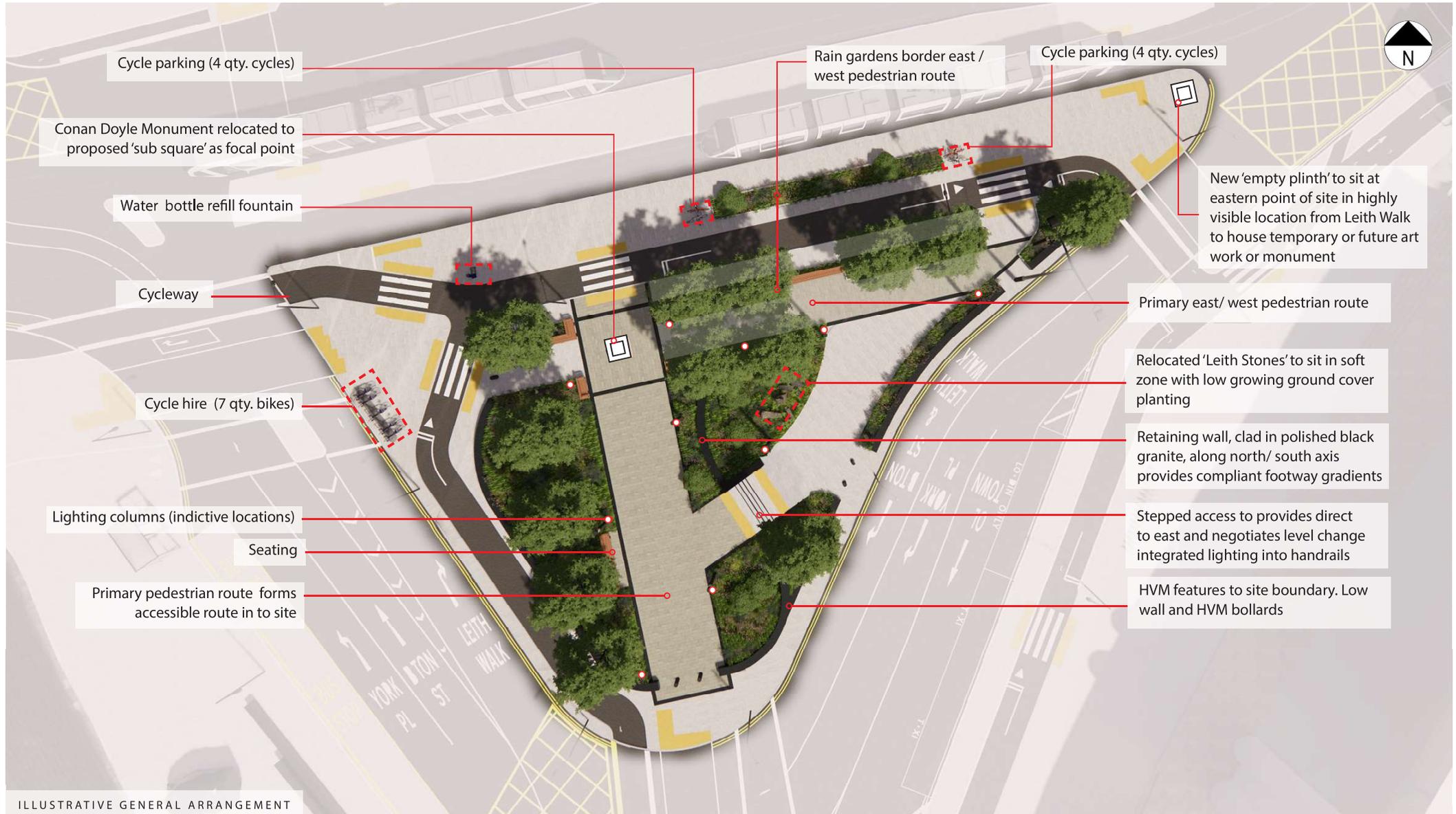
- A continuous HVM line is required to provide protection to the site interior. The HVM measures are in the form of low walls where no pedestrian access is required and bollards where pedestrian access/ egress is required.

## 6 Next Steps

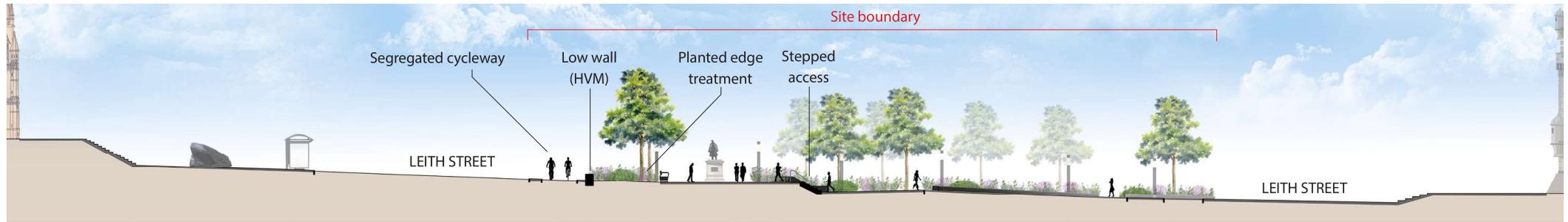
The final concept design is currently being costed and on conclusion of this exercise the budget and design will be reviewed by CEC Project team. Please note that in order to remain within the allocated budget the design may have to be altered from what has been shown.

This report along with the final concept design will be presented at the next available Transport & Environment Committee in November or December for the project to proceed.

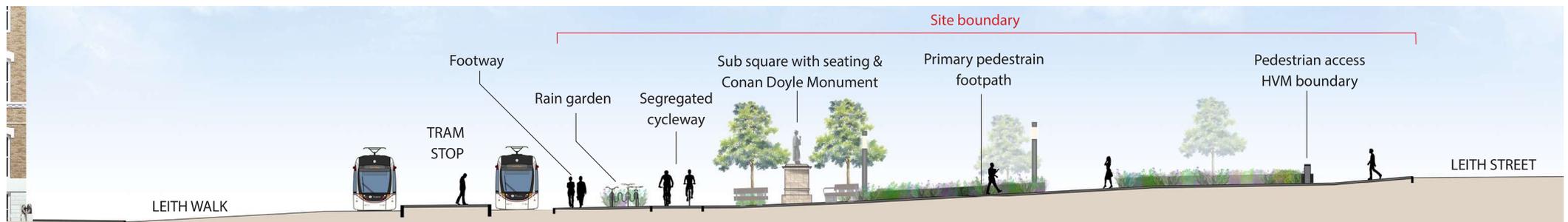
6.2 PUBLIC REALM GENERAL ARRANGEMENT



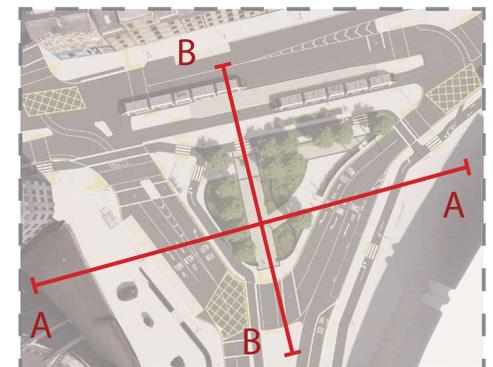
### 6.3 PUBLIC REALM - ILLUSTRATIVE CROSS SECTIONS



SITE SECTION A - A

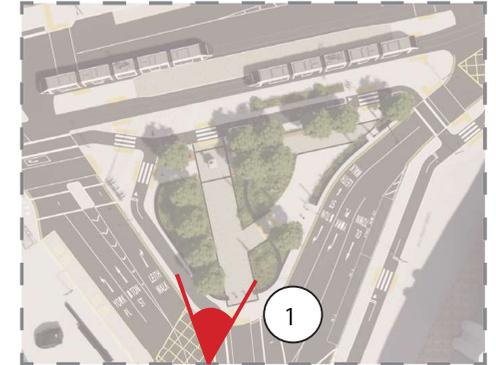


SITE SECTION B - B



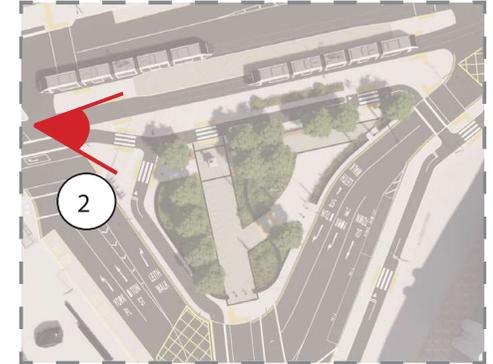
SECTION LOCATION PLAN

## 6.7 VISUALISATIONS (1)



LOCATION PLAN

## 6.7 VISUALISATIONS (2)



LOCATION PLAN

### 6.7 VISUALISATIONS (3)

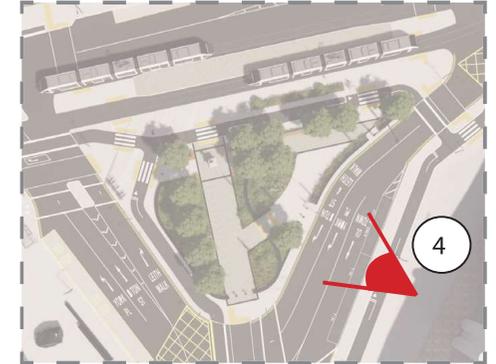


LOCATION PLAN

3

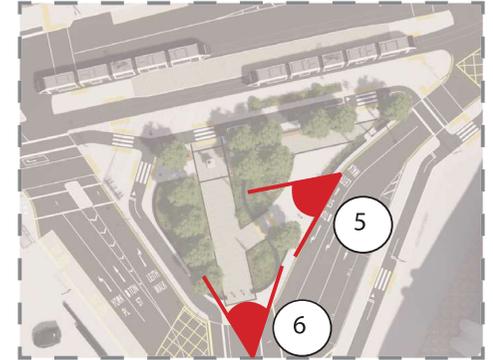
BIRDS EYE VIEW OF THE SITE FROM LEITH WALK LOOKING WEST

## 6.7 VISUALISATIONS (4)



LOCATION PLAN

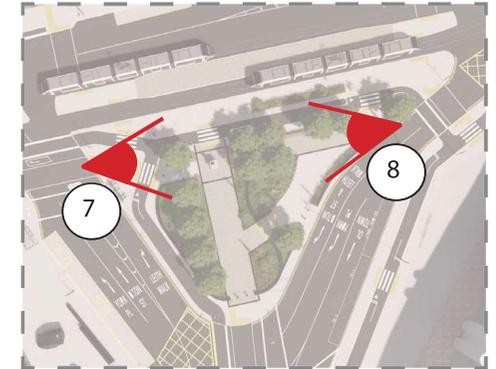
## 6.7 VISUALISATIONS (5)



LOCATION PLAN



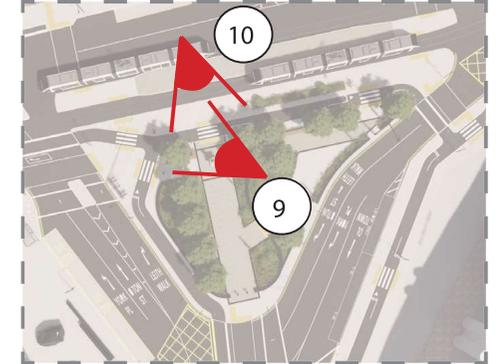
## 6.7 VISUALISATIONS (6)



LOCATION PLAN



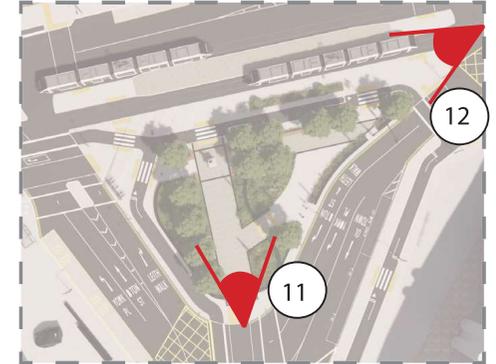
## 6.7 VISUALISATIONS (8)



LOCATION PLAN



## 6.7 VISUALISATIONS (8)



LOCATION PLAN

