



# PICARDY PLACE

Key Factors	Summary Public Realm Assessment and Strategy		Public Realm Implementation Options / Measures	
	Opportunities and Design Approach	Within Tram project scope	CEC complementary short-term scope	CEC overall longer-term scope
<p><b>13.01 Character / identity / quality / development plans / potential / opportunities</b></p> <p>Major city crossroads/ traffic roundabout with diverse peripheral uses presenting combination of formerly good quality 19C terrace (north-side); listed cathedral, backed by unsightly 20C retail centre (west-side); reasonable quality leisure centre and 19C theatre (south-side); important views towards Leith (to north-east), together with statuary, sculptures and hard/ soft landscape of variable quality. Overall, little public space, dominated and severed by traffic and barriers.</p>	<p>Potential for recreation of Picardy Place as significant city-scale, pedestrian-friendly, usable space; as gateway between Leith Walk and City Centre; with potential for linked new developments/ redevelopments to frame spaces, combined with transport interchange with Tram. Opportunities from introduction of Tram as leverage for positive change.</p>	<p>Alignment, levels and configuration of Tram-stop/ traffic re-alignment to enable and safeguard future third party developments, including integrated transport interchange and public realm spaces. Subject to availability of short-term CEC funding, Tramway/ Tram-stop/ pedestrian/ vehicle access/ servicing paved surfaces to match ESFS standards, or LFL.</p>	<p>Co-ordination of integrated design of new public realm with third party redevelopments (St James) and possible international competition for design of new central developments and transport interchange. Subject to availability of short-term CEC funding, existing/ interim footways paving from building faces to kerb-lines as LFL or upgrade to ESFS standards.</p>	<p>Co-ordination of longer-term building and public realm developments plus footways upgrade as necessary.</p>
<p><b>13.02 Historic / heritage / conservation influences</b></p> <p>New Town Conservation Area/ World Heritage Site.</p>	<p>Opportunity to improve context of 20C developments, marrying existing historic quality to 21C functions.</p>	<p>Restore historic quality of context and surfaces; preserve/ restore historic views.</p>	<p>Complementary provision as appropriate.</p>	<p>Complementary provision as appropriate.</p>
<p><b>13.03 Topography</b></p> <p>Complex levels, overall falling from south-west to north-east, mainly level through central roundabout.</p>	<p>Opportunity to manage level changes to form continuous accessible surfaces across whole area.</p>	<p>Design vertical alignment to enable treatment of surfaces across whole area</p>	<p>Consider levels co-ordination/ usability across whole space as terraces or slopes.</p>	
<p><b>13.04 Views – long / cross / through</b></p> <p>Important long views along Leith Walk to north-east; along Leith Street to south-west; along York Place to west; and along Broughton Street to north.</p>	<p>Preserve and reinforce long views, but need to consider visual impact of OLE catenary, in combination with street infrastructure.</p>	<p>Careful design of OLE/ lighting and combined street infrastructure to minimise visual impact.</p>	<p>Co-ordination of planning policy for potential new developments on view axes and of street infrastructure provision.</p>	<p>Complementary provision as appropriate.</p>
<p><b>13.05 Frontages / spaces / links – quality / types / usage</b></p> <p>Variable quality, mixed-use frontages, some active (south and north sides) and listed cathedral (west side) all with potential for increased activity/ public realm uses. Existing links limited to periphery only.</p>	<p>Tram and redevelopment plans provide opportunity to develop new active frontages and related usable public realm spaces. Also to develop important links positively and legibly across new central spaces.</p>	<p>Tram design to anticipate/ safeguard future fully integrated interchange Tram-stop and wider signage and way-finding.</p>	<p>Co-ordination with integrated design of public realm generally. Co-ordination of complementary signage and way-finding as appropriate.</p>	<p>Complementary provision as appropriate.</p>
<p><b>13.06 Hard landscape / trees / soft landscape / monuments / civic statuary</b></p> <p>Established trees, hard and soft landscaping, statuary and sculpture on north and west sides will require relocation. New trees/ sculpture on south side may require relocation/ enhancement.</p>	<p>Possible relocation of sculptures/ statuary need to be considered in context of new public realm designs – alternatively, new locations to be identified.</p>	<p>Design of central spaces for Tram alignment and Tram-stop to be co-ordinated with public realm and adjacent development/ redevelopment designs.</p>	<p>Co-ordination of integrated design of public realm generally.</p>	
<p><b>13.07 Public art</b></p> <p>Public art (sculpture) in hard and soft landscaped areas on south, west and north sides.</p>	<p>Strategies for Public Art/ Street Dressing to inform relocation of existing/ provision of new works to help to define street spaces and mitigate Tram infrastructure.</p>	<p>Make provision for Public Art/ Street Dressing on Tram infrastructure, as appropriate.</p>	<p>Complementary provision as appropriate within CEC Public Art/ Street Dressing Strategies.</p>	<p>Development, maintenance and management regime for Public Art/ Street Dressing Strategies.</p>
<p><b>13.08 Pedestrian accessibility / flows / usability / priority / severance</b></p> <p>Pedestrian accessibility partly obstructed by bus-shelters, lighting poles, signage etc; peripheral routes only. Traffic volumes and barriers cause severance.</p>	<p>Optimise footways usability and minimise street clutter, with easily accessible crossings on existing and proposed new desire-lines, without barriers.</p>	<p>Maximise footways, optimise crossings, remove existing barriers.</p>	<p>Promote new desire-lines.</p>	<p>Consider 20mph speed limit to improve pedestrian accessibility, usability and safety.</p>
<p><b>13.09 Footways capacity / condition</b></p>				

Variable width footways mainly adequate for current peak flows; predicted future capacity will need to be assessed. Variable natural stone and pcc paving also in variable condition.	Essential to maximise all footways capacity, to provide for predicted increased future flows. New paving to be to conservation quality or upgraded to development areas' standards within their scope.	Optimise footway provision for assessed future demand. Subject to availability of CEC short-term funding, paving to be to ESFS standards or LFL.	Subject to availability of CEC short-term funding, existing paving from frontage to kerb as LFL or upgraded to ESFS standards.	Complete footways upgrade as necessary.
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**13.10 Traffic types / flows / restrictions / priorities**

High-density two-way general traffic including some bus priority and central roundabout.	Tram-way and Tram-stop segregated in new north-side alignment. Roundabout removed; new general traffic gyratory layout and re-located bus-stops to form interchange and space for new developments.	Minimise road, TRO and Tram signage/ equipment; maximise/ optimise combinations with other street furniture.	Complementary co-ordination/ provision as appropriate. Consider 20mph speed limit to optimise traffic flows and improve pedestrian accessibility, usability, safety.	Complementary provision as appropriate.
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**13 – PICARDY PLACE and INTERCHANGE TRAM-STOP [DRAFT as at 11 February 2008]**

<b>Summary Public Realm Assessment and Strategy</b>		<b>Public Realm Implementation Options / Measures</b>		
<b>Key Factors</b>	Opportunities and Design Approach	<b>Within Tram project scope</b>	CEC complementary short-term scope	CEC overall longer-term scope
<b>13.11 Vehicle access / servicing / deliveries</b>				
No cross-footway access/ parking on-street except in north-side terrace service lane. All other frontages no servicing/ car parking.	North side terrace servicing to be further restricted; all other frontages no servicing/ car parking, as currently.	Re-configure servicing to north-side terrace. No other frontage short-stay servicing/ car parking.	Servicing/ car parking provision to be co-ordinated within overall city regulation.	
<b>13.12 Carriageways capacity</b>				
Generally adequate for current flows, but congested at peak periods. Reconfiguration with introduction of Tram requires significant general traffic redirection.	Minimise carriageway widths to maximise pedestrian footway widths and central area; consider opportunity for 20mph local speed limit.	Optimise carriageway/ footway widths.	Consider 20mph speed limit.	
<b>13.13 Utilities locations / alignments / re-alignments / MUDFA surfacing</b>				
[Pre / post Tram data needed] Major utilities relocations may form critical development constraints. MUDFA surface re-instatements to be temporary only	Assess utilities locations/ alignments for impacts. If necessary, suggest alternative locations/ alignments. Tram/ CEC to provide permanent surface finishes.	[Subject to assessment of data] Tram project to provide permanent surface finishes to MUDFA scope within LoDs.	[Subject to assessment of data] CEC to provide permanent surface finishes to MUDFA scope outside LoDs.	[Subject to assessment of data] Complete permanent surfacing to MUDFA scope as necessary.
<b>Street furniture types / impacts</b>				
<b>13.14 Street clutter / integration</b>				
[Pre / post Tram audit / data needed] Limited data available on locations of existing elements; on proposals to minimise obstruction and to co-ordinate/ combine elements to minimise clutter.	[Subject to data] Assess current Tram proposals for location/ co-ordination/ combination of street furniture elements. If necessary, suggest alternatives/ opportunities.	Fully audit/ co-ordinate/ integrate existing street furniture and tram provision; deliver/ safeguard key combinations.	[Subject to assessment of audit data] Extend principles established by Tram proposals to minimise street clutter generally – or initiate audit etc process.	[Subject to assessment of audit data] Complete process of minimising clutter as City-wide typology.
<b>13.15 Street lighting / footway lighting / feature lighting / traffic lights / CCTV / PIDS</b>				
[Pre / post Tram audit / data needed] Street lighting/ traffic lights/ signing/ cameras etc on separate standard poles; visually intrusive and obstructive to footways.	[Subject to data] Rationalise street lighting/ traffic lights/ signage/ cameras etc long-term to reduce clutter. New central public realm spaces require co-ordinated overall lighting design.	[Subject to assessment of data] Existing street lighting partially affected by Tram/ partially to be replaced/ combined, including co-ordinated design.	[Subject to assessment of data] Subject to CEC short-term funding, fix street lighting to buildings; minimise signage etc within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter.
<b>13.16 Shelters / seating / bins / cabinets / signage / displays</b>				
[Pre/ post Tram audit/ data needed] Bus shelters/ stop signs/ refuse bins/ wheelies/ TRO and traffic signage visually intrusive, partly obstructing footways.	[Subject to data] Some elements to become redundant and removed; all to be rationalised and minimised in new typology, including shelters.	[Subject to assessment of data] Rationalise relocated/ replacement infrastructure to set new typology and minimise clutter.	[Subject to assessment of data] Complementary provision as appropriate, within overall public realm design.	[Subject to assessment of data] Complete process of rationalising/ minimising clutter as City-wide typology.
<b>13.17 Tramway – alignment / segregated / unsegregated</b>				
Tram alignment segregated on north-side; shared with general traffic at crossings.	Segregated Tram alignment to be fully integrated with public realm.	Segregated Tramway/ Tram-stop to be fully integrated with footways, public realm and possible interchange building.	Wider public realm design to co-ordinate and optimise opportunities between Tram, interchange and third party developments.	

**13.18 Tram-stop – type / interchange / people-place generator / integration**

Picardy Place Tram-stop intended to be fully integrated interchange type.

Opportunity to fully integrate Tram-stop within potential new interchange development.

Design short-term Tram-stop and sub-structures to safeguard future fully integrated option.

Brief for Interchange design and for wider public realm design to co-ordinate and optimise opportunities.

**13.19 Tram-stop shelters / furniture / equipment – types / kit-of-parts**

Potential for Tram-stop shelters and equipment to be fully integrated with future interchange development in medium to longer-term.

Integrated design to be considered from outset; short-term provision to anticipate longer-term opportunities.

Tram-stop equipment etc integrated for minimal street clutter/ safeguarded for future integration/ conservation standards.

Bus-stop shelters and other street infrastructure to be re-configured within Tram-compatible typology.

Complete process of integration of street infrastructure/ minimising clutter.

**13.20 Tram OLE – types / impacts**

No current data available on OLE in this section, but centre poles with twin cantilever arms assumed.

Minimise impact of OLE poles and catenary on significant views; combine where possible with street lighting and other infrastructure and potential interchange building.

Optimise combined OLE/ lighting poles/ catenary to limit impact on views along street; safeguard future opportunities to integrate with interchange building.

Brief for Interchange design and for wider public realm design to co-ordinate and optimise opportunities.

**13.21 Track-side infrastructure – types / impacts**

[Data on design typologies and locations needed]

[Subject to data] Assess proposed designs/ potential for combination of functions/ alternatives.

[Subject to assessment of data]

[Subject to assessment of data]

[Subject to assessment of data]

## PICARDY PLACE: TRAM PUBLIC REALM AGENDA

### Key factors and opportunities:

- **Place:** character; identity; perceptions; historic and future context
- **Functions:** frontages and frontage activities; flexibility and change
- **Public usable space:** usability; flexibility; change
- **Pedestrian movement:** desire-lines; flows; routes; links; crossings; severance; priority
- **Traffic movement:** modes; flows; linkages; interchanges; priorities; regulation and safety
- **Topography:** levels; slopes; terraces; walls; steps; ramps
- **Spaces and views:** aspects; features; landmarks; way-finding; massing; enclosure; containment
- **Surfaces:** materials/ quality/ heritage/ consistency/ usability/ co-ordination

### Scope, extent and frontages to be defined:

- **North:** possible acquisitions/ retention/ redevelopment?; property lines; landscaping/ planting/ trees; levels; sculpture/ statuary
- **Leith Walk:** to London Road?; frontages both sides; frontage aprons/ property-lines ; slopes; usability; railings/ barriers
- **South-east:** frontages fixed or expected to change?; extent of apron ownership?; usage and usability; railings/ barriers; trees; sculpture/ statuary
- **Leith Street:** extent to south?; frontages fixed or expected to change – particularly vis-à-vis St James redevelopment?; extent of apron ownership?; slopes; usage and usability; railings/ barriers
- **South-west:** St James' redevelopment?; cathedral setting; access routes/ ways through both sides; property lines; development opportunities; planning/ heritage issues; landscaping/ planting/ trees; terraces/ levels; sculpture/ statuary
- **York Place/ Broughton Street:** how far to North-west?; frontages both sides; frontage aprons/ property-lines ; slopes; usability; railings/ barriers

### Tram factors:

- **Alignment/ levels/ camber fixed?**
- **Stop platform type:** centre or side?; interchange with buses?; shelter/ kit-of-parts/ equipment/ combinations
- **OLE:** pole supports/ fixings/ catenary/ combinations with lighting/ signage/ visual impact

### Utilities factors:

- **Alignments and levels:** fixed/ immovable; re-located/ new locations

### Street furniture and clutter:

- **Street lighting/ signage/ equipment:** co-ordination/ combinations/ visual impact
- **Shelters/ general furniture and equipment:** co-ordination/ combinations/ visual impact









Photo 1



Photo 2



Photo 3



Photo 4



Photo 6



Photo 7







Photo 1



Photo 2























Panorama looking towards Leith Walk.



Panorama from Calton Hill looking over the Omni Centre.



Panorama taking in Leith Walk, Omni Centre, Leith Street, Cathedral, York Place.



Panorama of view from Cathedral main entrance.



Panorama of view from Cathedral 'porch' entrance.