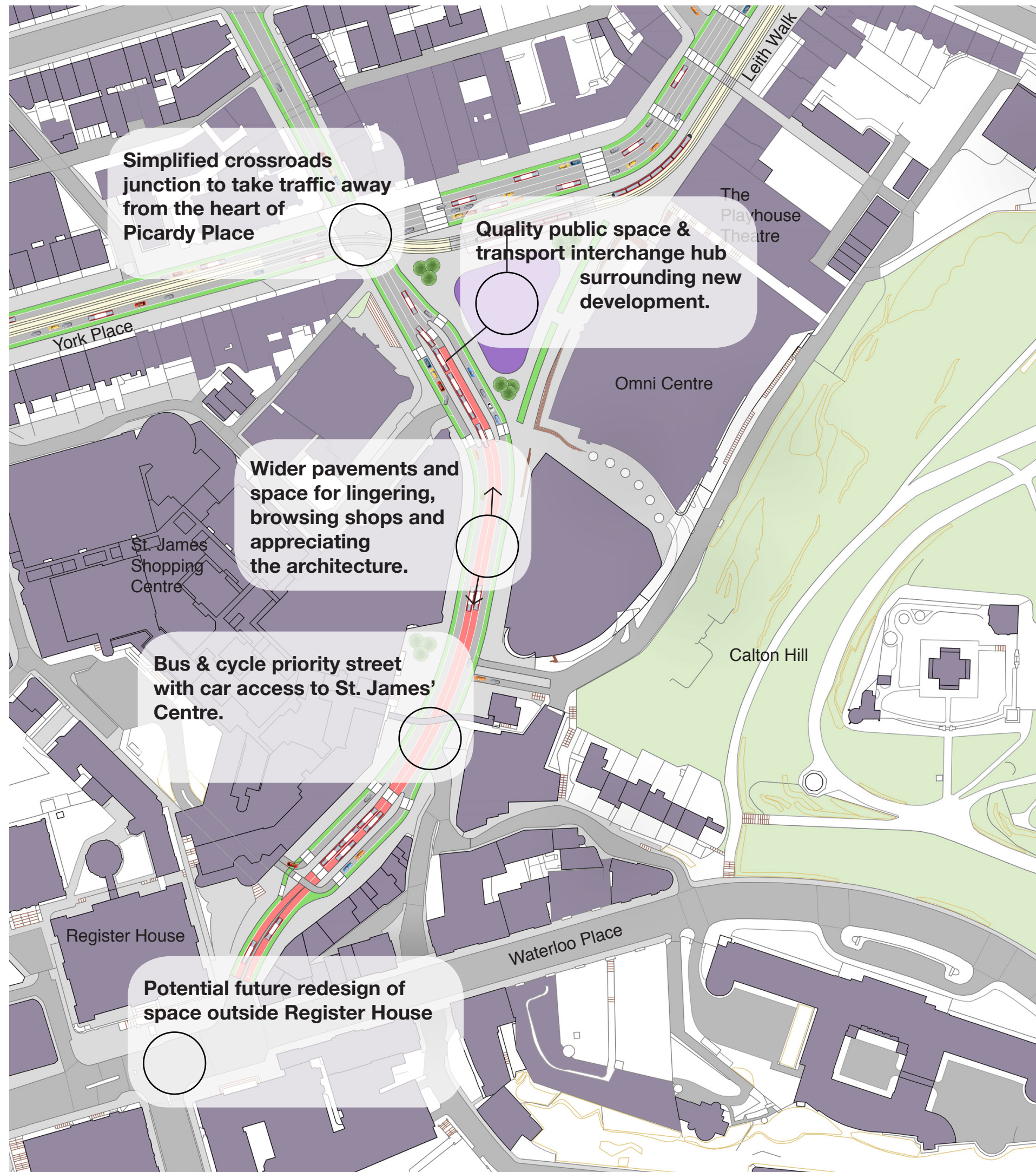


Ideas for Picardy Place



PLACE

Sustrans wants Edinburgh to make the most of the opportunity to redesign Picardy Place.

To successfully do this, we are happy to work and engage with The City of Edinburgh Council.

Picardy Place is already a vibrant, exciting space that contributes many things to the quality of the city, though this could be improved.

The imminent redevelopment of the St. James Quarter and proposed hotel and tram at Picardy Place means that it is a good time to examine the strategic function of Picardy Place for the city.

CONCEPT ! DESIGNS

These concept ideas are not in technical form and would need to be designed according to relevant standards.

Integrated Journeys

TAXIS

A crucial link in integrated journeys, complementing the mix of retail, leisure and transport interchange functions of Picardy Place

TRAM

Picardy Place - a high-quality tram stop framed by a quality public space and a strategic interchange for Edinburgh.

BUS

Bus priority island stops reflecting the importance of Edinburgh's outstanding bus network.

WALK

Quality public realm that prioritises pedestrian accessibility with well positioned direct crossings.

CYCLE

Cycling as a feasible, safe option will encourage people to become more active in their journeys.



Traffic Implications



TRAFFIC

The ‘bus gate’ at the top of Leith Street would result in general traffic taking other routes.

This indicative map shows how traffic might re-route.

Technical analysis would be necessary to examine the effects more accurately.

Localised adjustments can be made to minimise negative impacts of increased traffic.

Leith St. Bus Gate



Possible increase in general traffic



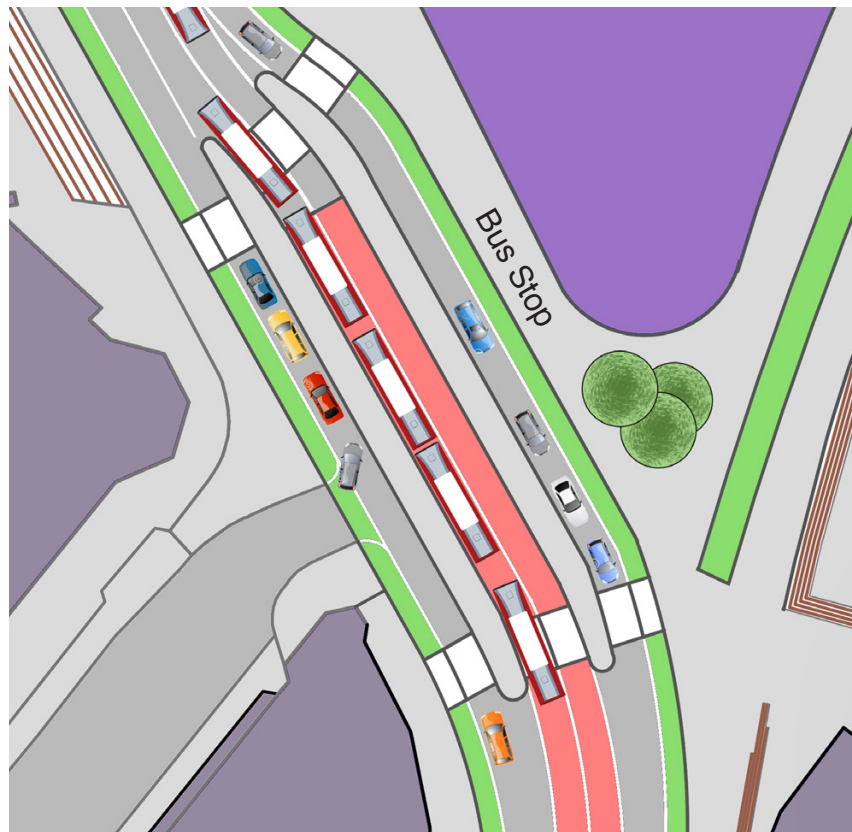
Possible decrease in general traffic



BUS STOPS

Central bus stops separate modes of transport and prioritise bus movements through the use of priority 'bus gate' traffic lights.

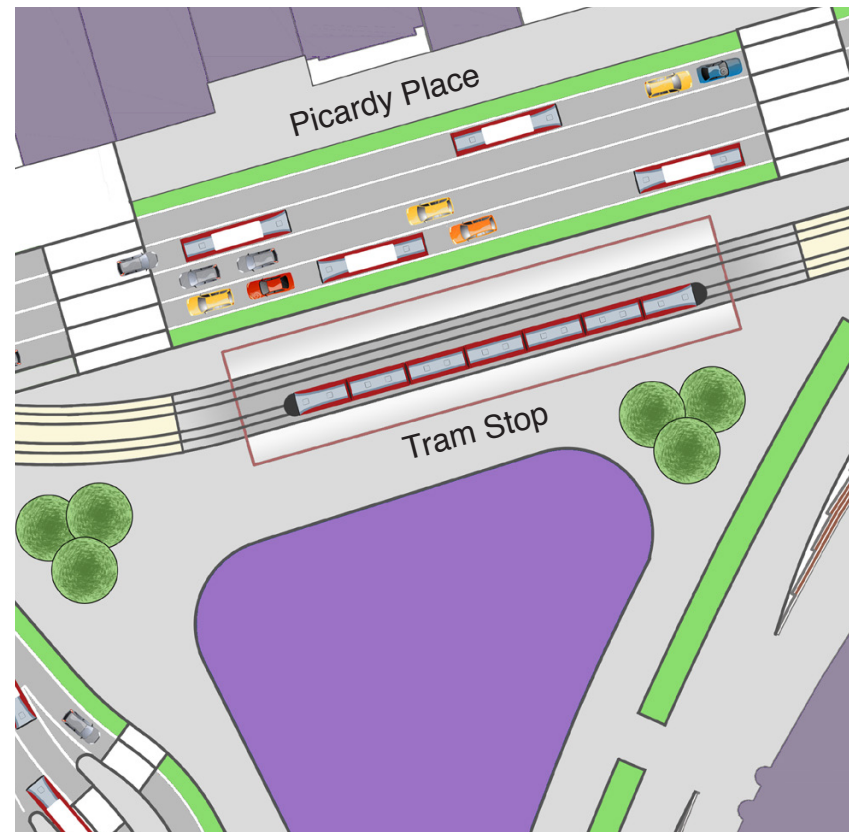
These make bus journeys quicker and more reliable and take buses away from the side of the road reducing the conflict of buses and cycle lanes.



TRAM STOP

A well placed tram stop would contribute to Picardy Place being a high-profile destination for leisure, retail and entertainment.

The tram would be at the centre of a high-quality public transport interchange that serves the city well on a strategic level.



CYCLING

Cycling is a cheap, efficient, environmentally friendly, predictable, reliable and personal mode of transport.

When safe, direct, high quality cycling facilities are provided, people are encouraged to cycle in large numbers. This reduces car traffic and congestion and helps to make a place more pleasant to be in.

Cycle parking at key venues and regular points is important too.





WATERLOO PL.

At the meeting point between Princes St. and North Bridge, the Register House junction could be an ideal location to admire some of the finest examples of Edinburgh New Town architecture.

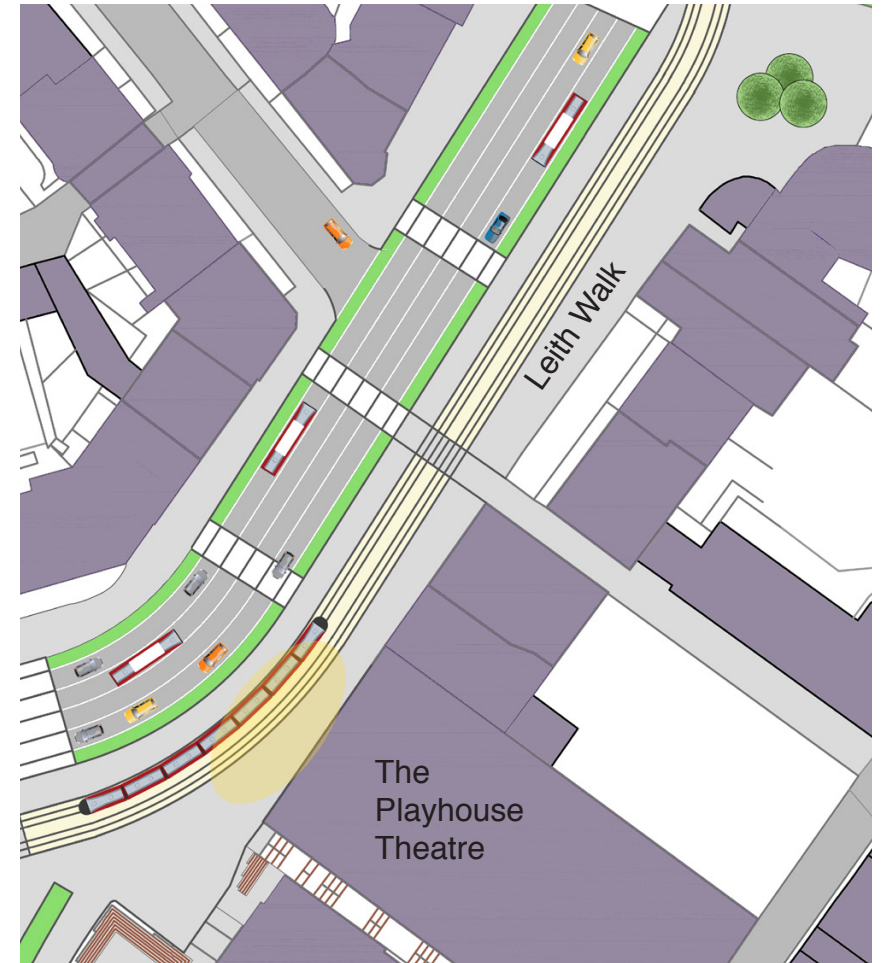
The removal of general traffic on Leith Street would calm this busy junction that currently is a blackspot for poor pedestrian movement and quality.



PICARDY PL.

A quality built environment with shop units at ground level would make the space vibrant and engaging.

The creation of a quiet street between The Omni Centre and the proposed development would help to link Leith Walk to the St. James Centre and the City Centre.



PLAYHOUSE THEATRE

Two high capacity venues - The Omni Centre and The Playhouse - open out onto Picardy Place and the top of Leith St.

A large pedestrianised area would accommodate significant numbers of people on foot spilling out after a performance or event.

Overview of concept design



SUSTRANS

Sustrans is the charity that's enabling people to travel by foot, bike or public transport for more of the journeys we make every day. Our work makes it possible for people to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in. It's time we all began making smarter travel choices. Make your move and support Sustrans today. www.sustrans.org.uk

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