

Transport and Environment Committee

10.00am, Thursday, 5 October 2017

Picardy Place – Motion from Councillor Booth

Item number	7.4
Report number	
Executive/routine	
Wards	City Centre
Council Commitments	C19, C22

Executive Summary

In 2007 Council approved a redesign of Picardy Place to allow the delivery of Tram Line 1A. Since then the design has been revised and in June 2016 the Council entered into a series of contracts (known as the Growth Accelerator Model or GAM) with the developer of Edinburgh St James and the Scottish Government. The contract places contractual obligations on the developer for the delivery of 'public realm and tram proofing works at Picardy Place'.

The motion to Transport and Environment Committee on 10 August expressed concern about the lack of public engagement on the proposed changes and requested a report setting out options for reducing traffic, delivering active travel infrastructure and improving the public realm. The motion also called for an explanation of the scrutiny which had been carried out on this programme.

A public engagement exercise has now been undertaken and the feedback from this is currently being reviewed. It is proposed to undertake further key stakeholder, elected member and public engagement through October and November and to bring a final report on the design to Transport and Environment Committee on 7 December 2017.

Picardy Place – Motion from Councillor Booth

1. Recommendations

- 1.1 It is recommended that the Committee:
 - 1.1.1 Notes the motion approved by Transport and Environment Committee on 10 August 2017 in respect of the design for Picardy Place;
 - 1.1.2 Notes that public engagement on the proposed design was held in September 2017 which resulted in significant public and stakeholder interest;
 - 1.1.3 Notes that further engagement is proposed with Elected Members, the public and interested stakeholders throughout October and November 2017; and
 - 1.1.4 Agrees that a detailed report in response to Councillor Booth's motion be prepared for Committee on 7 December 2017, taking account of the feedback received.

2. Background

- 2.1 In 2007 the Council approved a redesign of Picardy Place to allow the delivery of Tram Line 1A (outlined in appendix 1). This approval was followed in 2009 by outline planning consent of the St James Centre redevelopment and subsequently the same year of the '[Picardy Place Development Principles](#) (PPDP). This design established the basic form of a triangular arrangement of one way streets connected by traffic signal controlled junctions. The design sought to improve conditions for walking, but made no off carriageway cycling provision and provided very limited provision on carriageway.
- 2.2 The 2007 Tram 1A design, and its subsequent development up to 2012 by tie Ltd, gave primacy to ensuring the tram would be free from delay, while at the same time creating good public transport interchange and seeking to avoid detrimental impact on other traffic. This resulted in a design that reduced footway widths and worsened conditions for cycling compared with the PPDP redesign (outlined in appendix 2).
- 2.3 In 2010 the Council approved its [Active Travel Action Plan](#), which sets out a programme of actions and policies aimed at enabling more people in Edinburgh to cycle and walk, more safely and more often. The document, combined with the Scottish Government's Designing Streets policy document and the Council's own emerging Street Design Guidance set a new context for redesign of the junction beyond the original tram project.

- 2.4 Building on the 2009 Development Principles, from 2014 onwards, a revised design for Picardy Place has been developed in a process involving Council officials, the developer of St James, Sustrans Ltd (though Sustrans Ltd have recently ceased direct involvement in the project) and Lothian Buses.
- 2.5 On 21 June 2016 the Council entered into back to back contracts with the developer of St James and the Scottish Government. These contracts are known as the Growth Accelerator Model (GAM). As part of the GAM, the developer has contractual obligations for the delivery of 'public realm and tram proofing works at Picardy Place' and a 'multi-modal transport interchange at the junction of Leith Walk, Leith Street and York Place'. Delivery of the GAM works is a key component of enabling the future tram extension and also creating a strategic interchange that will assist in delivering an integrated public transport system.

3. Main report

- 3.1 In developing the designs for Picardy Place there were four key objectives to be considered:
 - 3.1.1 Improving public realm;
 - 3.1.2 Improving conditions for pedestrians and cyclists;
 - 3.1.3 Protecting the efficiency of public transport; and
 - 3.1.4 Providing the opportunity for public transport integration.
- 3.2 The GAM design involves a triangular layout (appendix 3) incorporating a central area of public realm/potential development, pedestrian and cycle links following desire lines, a tram stop, three traffic signalled junctions incorporating crossings for both pedestrians and cyclists. Combined with tram stop and nearby bus stops the design has been planned to be an effective strategic public transport interchange which provides flexible arrangements to assist with creating an integrated public transport network. This design was considered by Council on [10 March 2016](#) and is embedded into GAM contracts.
- 3.3 At its meeting held on 10 August 2017 Transport and Environment Committee considered and agreed to a Motion by Councillor Booth:
 - 3.3.1 expressed concern about the lack of public engagement on the proposed changes;
 - 3.3.2 requested a report setting out options for reducing traffic, delivering active travel infrastructure and improving the public realm;
 - 3.3.3 requested an explanation of the scrutiny which had been carried out on this programme;
 - 3.3.4 requested a report back within one committee cycle (by 5 October 2017).
- 3.4 Since the Committee meeting on 10 August 2017, public engagement events were hosted by the Developer during September with the final one taking place on

Saturday 22 September. These events were very well attended and generated a significant amount of interest and a wide range of views. In addition, Elected Members have received feedback directly on the design.

- 3.5 It is recommended that the feedback received is considered in conjunction with the developer. In addition, it is recommended that two further public engagement events are held. The first of these events will focus on the design and will provide an opportunity for the Council to explain how the design has evolved, to discuss the feedback received to date and to seek views on how the design could be improved.
- 3.6 There has also been significant interest in proposals for the design and layout of the space created by the central triangular island. It is therefore proposed to hold a second public engagement event to explore options for utilising this space.
- 3.7 In addition, officers propose to carry out additional engagement with Elected Members to allow discussion and scrutiny of the design plan and the feedback received to date. A timetable for these engagement events is contained in Appendix 4.
- 3.8 The contractor was scheduled to begin enabling works on site in early October and Committee is asked to note that these works will continue alongside the process outlined in this report, in order that the project programme can be maintained. This will include moving the Paolozzi Sculptures and the statue of Sherlock Holmes but will not include any works for the construction of the new junction layout.

4. Measures of success

- 4.1 The principle measure of success will be delivery of a revised junction layout at Picardy Place incorporating:
 - 4.1.1 improved conditions for walking and cycling;
 - 4.1.2 an alignment for a tram stop and future proofing of the line towards Leith and Newhaven;
 - 4.1.3 traffic conditions that do not cause avoidable congestion and delays to public transport;
 - 4.1.4 strategic public transport interchange that will improve public transport provision to and from the city centre; and
 - 4.1.5 a Council owned site with potential for public realm and some development.

5. Financial impact

- 5.1 Delivery of a junction with the current proposed layout is incorporated in the GAM and parallel contractual agreements with the developer of St James and Scottish Government. The main construction of the new junction is currently programmed to commence in March 2018, although the developer wishes to bring this forward so

that the work can be undertaken concurrently with the closure of Leith Street. This approach which makes sense as it will minimise traffic disruption during construction and is an effective means of delivery. These agreements include financial support from the Scottish Government through a grant offer of in excess of £55million and the overall contract value of approximately £60million. The value of the Picardy Place works are approximately £15million.

- 5.2 Any fundamental review of the current design could put at risk these agreements, the delivery programme, and Scottish Government funding, with resulting further risk to the delivery of any revised layout and to the extension of the tram.

6. Risk, policy, compliance and governance impact

- 6.1 The revised designs for Picardy Place have been prepared in the light of the Council's emerging Street Design Guidance, it's Local Transport Strategy, the Picardy Place Design principles (approved 2009) and the Council's Active Travel Plan.
- 6.2 Due to the stage which the Picardy Place project has now reached, there is no scope for major redesign without putting at risk the GAM agreement and all that this will deliver. However, there is scope to consider changes to design details resulting from inputs and comments received through the recent and proposed engagement with stakeholders and public consultation.
- 6.3 The Council propose to engage further with key stakeholders, the local community and community organisations about the process that will determine the future use of the central Council owned site.
- 6.4 The GAM agreements were entered into following approval by Council on 10 March 2016. The Transport and Environment Committee can consider the road and traffic implications of the design of the new Picardy junction under its remit. However, any more fundamental change to the package of works or the contracts in place would require the approval of Council.

7. Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (EIRA) has been carried out and is ongoing throughout the implementation process to ensure that there are no infringements of rights and impacts on duties under the Act. No negative impacts are anticipated and it is expected that the scheme should improve conditions for vulnerable road users.

8. Sustainability impact

- 8.1 The proposals will reduce carbon emissions because the design promotes the use of public transport and active travel.

- 8.2 The proposals will increase the city's resilience to climate change impacts by promoting the sustainable forms of transport and drainage design.
- 8.3 The proposals will help achieve a sustainable Edinburgh because the design will re-use existing materials, promotes public transport, active travel through segregated cycleways and walking through wider footways and improved accessibility.

9. Consultation and engagement

- 9.1 Public engagement was carried out by the developer in September 2017 and the feedback is now being considered.
- 9.2 Further engagement is planned with Elected Members, local people and interested stakeholders through October and November before a final report to Transport and Environment Committee on 7 December 2017.

10. Background reading/external references

- 10.1 None.

Paul Lawrence

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11. Appendices

- 11.1 Prior approval drawing for Picardy Place.
- 11.2 2012 tie Tram drawing for Picardy Place.
- 11.3 Growth Accelerator Model drawing for Picardy Place.
- 11.4 Engagement Timetable.

Appendix 1: Picardy Place Development Principles 2009 - Figure 6 : Prior approval drawing for Picardy Place



APPENDIX 3: Growth Accelerator Model drawing for Picardy Place (see para 2.5)



Appendix 4: Timetable for Further Engagement

Date	Activity
Week Commencing 2 October	Transport and Environment Committee to consider report on Picardy Place with recommendation of further consultation.
Weeks Commencing 16 October and 23 October	Elected Member briefings on design and feedback on public engagement. Public Engagement on current design and feedback from previous engagement.
Week Commencing 13 November or 20 November	Public Engagement on proposals for the central island created by the design