

Transport and Environment Committee

10.00am, Thursday, 1 March 2018

Leith Programme Close-Out Report Constitution Street to Picardy Place

Item number	7.10
Report number	
Executive/routine	Executive
Wards	11 – City Centre 12 – Leith Walk

Executive Summary

The Leith Programme consists of approximately £9 million of road, footway and cycle improvements along the entire length of Constitution Street and Leith Walk which will transform the character of these streets. The programme is being delivered in a number of phases over several financial years, as shown in the table below:

Phase	Section	Programme
1	Constitution Street	April to November 2013 - Complete
2	Foot of the Walk to Pilrig Street	May to December 2014 - Complete
3	Foot of the Walk junction	February to June 2015 - Complete
4	Pilrig Street to McDonald Road	September 2016 to November 2017 - Complete
5	McDonald Road to Elm Row	To be delivered through Tram York Place to Newhaven Project
6	London Road to Picardy Place	To be delivered through Tram York Place to Newhaven Project

The remaining phases of the programme to be implemented (Phases 5 and 6) are the sections of Leith Walk between Brunswick Street and Picardy Place.

Current programming has resulted in construction of these phases now coinciding with the proposed delivery programme of the Edinburgh Tram – York Place to Newhaven project.

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1. Recommendations

- 1.1 It is recommended that the Committee:
- 1.1.1 Notes that the delivery of Leith Programme Phases 5 and 6 have been incorporated into the Edinburgh Tram York Place to Newhaven project.
 - 1.1.2 Approves the cancellation of the Leith Programme Phase 5 TRO and RSO process; and
 - 1.1.3 Approves the cancellation the Leith Programme Phase 5 Public Hearing.

2. Background

- 2.1 Leith Programme used a place-making approach to transform key Edinburgh streets into a high quality Scottish urban streetscape, where space was reprioritised to create a sense of place, with provision for walking, cycling and public transport as the highest priorities. This responded to the local communities' aspirations for the streets, as were expressed to the City of Edinburgh Council, through an in-depth consultation process carried out in 2012 and 2013.
- 2.2 Key features of the programme of enhancements included:
- Clear pedestrian priority over 1.8km, including safer crossing points;
 - Long sections of uninterrupted cycle space (dedicated on and off road sections);
 - Reduction in unnecessary road space and wider footways;
 - Redesigned, simplified junctions;
 - Replacement of London Road roundabout with a signalised junction to significantly enhance conditions for pedestrians and cyclists;
 - Narrower road environment with frequent zebra crossings, designed to support lower speed limits;
 - A simplified streetscape more conducive to community activity, trading and business; and
 - Better connectivity for sustainable forms of travel between the waterfront and the city centre.

- 2.3 Following the decision of Council to proceed to Stage 2 of project development for tram to Newhaven, a decision was taken to subsume Leith Programme Phases 5 and 6 into the Edinburgh Tram York Place to Newhaven project and an update was included in the [Business Bulletin](#) for Transport and Environment Committee in December 2017. The reasons for this approach are:
- 2.3.1 Stakeholder consultation has suggested a feeling of ‘development fatigue’ by the residents and businesses of Leith Walk and this approach provides approximately 18 months respite from major development.
 - 2.3.2 If Phase 5 were to be delivered in advance of the Edinburgh Tram project, this would result in continuous development works, site compounds and traffic management on Leith Walk as Phase 5 would likely be on site up to the commencement of the Tram project.
 - 2.3.3 The draft TRO for Edinburgh Tram may change some parking and loading provision that would be implemented by Leith Programme Phase 5.
 - 2.3.4 The financial implications of progressing a Public Hearing are not insubstantial. The Council could be in the position of expending monies during the Public Hearing process to deliver a scheme that could potentially change very quickly as a result of the Tram project.

3. Main report

Leith Programme Phase 4 (LPP4)

- 3.1 Leith Programme Phase 4 achieved Practical Completion on 25th October 2017.
- 3.2 The Contractor is closing out the remaining defects as agreed with the Council Project Manager and Site Supervisor. The project is subject to the standard 12 month defect period.
- 3.3 There are ongoing design discussions in relation to the delineation of the off-road cycleway (RNIB) as well as the soft segregation of the on-road sections of the cycleway on approach to the footpath cycleway, following removal of the previously installed armadillos.

Leith Programme Phase 5 (LPP5)

TRO/RSO Consultation

- 3.4 Recommendations from the Transport and Environment Committee in [January 2017](#) were to:
 - 3.4.1 Progress to a Public Hearing for maintained TRO objections in regard to changes to loading and unloading facilities;
 - 3.4.2 Ask Scottish Ministers to review all maintained RSO objections, and
 - 3.4.3 Set aside all other maintained objections.

Public Hearing

Objector communications

- 3.5 Letters confirming the Council's intention to proceed to a Public Hearing for resolution of objections relating to the changes in location of loading and unloading facilities were issued to objectors in February 2017.
- 3.6 Communication lines were also established with the Scottish Ministers, via Transport Scotland (TS), in regard to the maintained RSO objections. Through these communications, we understand that it was the intention of TS to request that all maintained RSO objections were to also to be considered via the Public Hearing.

Public Hearing Reporter / Scottish Ministers

- 3.7 An independent Reporter was appointed by the DEPA in April 2017 to manage the process of the Public Hearing along with the Council's appointed Programme Officer.

Cancellation

- 3.8 It is recommended that the Phase 5 TRO/RSO process and Public Hearing are formally cancelled and that the Council wraps both Phase 5 and 6 into the TRO process for Edinburgh Tram – York Place to Newhaven which is due to commence in the third quarter of 2018.
- 3.7 Should the Edinburgh Tram – York Place to Newhaven project not receive Council approval at the end of Stage 2, the Council would seek to reinstate the Leith Programme team to deliver Phases 5 and 6 separate from any other major projects.
- 3.8 It should be noted that this would require the resubmission of a further TRO/RSO for consultation.

4. Measures of success

- 4.1 The measure of success for the Leith Programme will be an improved, more attractive environment along Leith Walk and Constitution Street corridors, particularly for pedestrians and cyclists. This will be measured through pedestrian counters and cycle traffic counts.

5. Financial impact

- 5.1 There are no financial impacts arising from the recommendations in this report.

6. Risk, policy, compliance and governance impact

- 6.1 Phases 5 and 6 have been subsumed into the Tram project however Council has yet to take a decision to proceed with Tram. These phases will be progressed in the future if the decision not to proceed is taken.

7. Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA), for the full Leith Programme, commenced during the consultation stage of the scheme and will be in effect throughout the delivery of the project.
- 7.2 Improvements to footways and pedestrian crossing facilities will have a positive impact on the safety, freedom of movement and access for all who live in or use this section of Leith Walk. Representatives from disability groups have been consulted on the proposed designs and their input has been taken into account when producing the plans.

8. Sustainability impact

- 8.1 The impact of this report in relation to the three elements of the Climate Change (Scotland) Act 2009 Public Bodies Duties have been considered and the outcomes are summarised below. Relevant Council sustainable development policies have been taken into account and are noted at Background Reading later in the report (Active Travel Plan).
- 8.2 The proposals set out in this report will reduce carbon emissions by contributing to the core objectives of the Council's Active Travel Action Plan to increase the number of people walking and cycling in Edinburgh.
- 8.3 The proposals set out in this report will increase the city's resilience to climate change impacts by providing more opportunities for sustainable travel through improvements to walking and cycling infrastructure.

9. Consultation and engagement

- 9.1 Consultation and engagement activities have taken place throughout the phases of the Leith Programme with local communities, traders, stakeholders and Elected Members.

10. Background reading/external references

- 10.1 None.

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11. Appendices

None.