

Transport and Environment Committee

3.00pm, Wednesday, 20 June 2018

Reconstruction of Picardy Place – Utilising Edinburgh Tram (Line One) Act 2006

Item number	7.2
Report number	
Executive/routine	Executive
Wards	11 - City Centre
Council Commitments	19 , 27

Executive Summary

The reconstruction of Picardy Place, delivered under the Growth Accelerator Model (“GAM”) agreement for St James Quarter Edinburgh (the “Development”), consists of approximately £15m of works including, but not limited to, the removal of the existing roundabout, renewal and diversion of utilities, creating three new signal controlled junctions, forming widened high quality natural stone footways, segregated two way cycle ways, and creating a better connected and accessible environment than the present layout.

Enabling works have commenced and construction works are envisaged to be completed in 2019.

The Edinburgh Tram (Line One) Act 2006 contains provisions for road works and utilities, and this report seeks to utilise these provisions to undertake roadworks at Picardy Place in line with the design endorsed by the Committee on [25 January 2018](#), and as published on 17 April 2018 following a period of detailed design and stakeholder engagement.

In accordance with good governance, the purpose of this report is to inform this Committee of the provision of the Edinburgh Tram (Line One) Act 2006 to comply with a decision previously taken by the Council in respect of the design of Picardy Place.

Reconstruction of Picardy Place – Utilising Edinburgh Tram (Line One) Act 2006

1. Recommendations

- 1.1 It is recommended that the Committee notes that the Council as authorised undertaker will utilise the provisions contained in the Edinburgh Tram (Line One) Act 2006 to undertake roadworks at Picardy Place in line with the design endorsed by the Committee on [25 January 2018](#), and as published on 17 April 2018 following a period of detailed design and stakeholder engagement.

2. Background

- 2.1 The reconstruction of Picardy Place is defined as a 'CEC Growth Asset' under the Growth Accelerator Model Agreement ("GAM") relating to St James Quarter Edinburgh (the "Development").
- 2.2 The GAM involves an agreement between the City of Edinburgh Council (the "Council"), the Scottish Government and St James Edinburgh (the "Developer") in the delivery of the Development.
- 2.3 The Developer acquired the St James Centre, including the now vacant New St. Andrew's House (the former Scottish Office building next to the centre) in May and June 2006.
- 2.4 On 4 June 2009, the Council granted outline planning permission for the redevelopment, refurbishment and demolition works to provide a major mixed use scheme on the site of the existing St James Centre.
- 2.5 On 14 June 2016, the GAM was signed on behalf of the Council.
- 2.6 On 21 June 2016, the GAM was signed on behalf of the Developer.
- 2.7 On 25 January 2018, the Transport and Environment Committee endorsed the revised design of Picardy Place which was developed following stakeholder consultations.
- 2.8 Enabling works have commenced at Picardy Place to date, and include:
- 2.8.1 Removal and relocation of the Paolozzi Sculptures to Hillside Crescent Gardens;
- 2.8.2 Removal of the Sherlock Holmes Statue; and

- 2.8.3 Felling of the existing trees at Picardy Place and in front of the St Mary's Cathedral followed by the removal of all other soft landscaped areas.
- 2.9 On 17 April 2018, the Council published the final and agreed designs for the road layout and kerblines on Picardy Place.

3. Main report

- 3.1 The reconstruction of Picardy Place comprises an extensive programme of improvements, including (but not limited to) the removal of the existing roundabout, renewal and diversion of utilities, creating three new signal controlled junctions, forming widened high quality natural stone footways, segregated two way cycle ways, creating a better connected and accessible environment than the present layout, and enabling and futureproofing works to facilitate the Edinburgh Tram Project – York Place to Newhaven.
- 3.2 Main construction works are scheduled to commence in June 2018 and to be completed in 2019.

Statutory Process – Edinburgh Tram (Line One) Act 2006

- 3.3 The Edinburgh Tram (Line One) Act 2006 was used to construct the present tram line between Edinburgh Airport and York Place, whereby the Council is authorised undertaker.
- 3.4 The Council has appointed the Developer as its contractor under Edinburgh Tram (Line One) Act 2006 to deliver the works to Picardy Place.
- 3.5 The Edinburgh Tram (Line One) Act 2006 outlines the tram route and the works to be undertaken in the areas to construct this (ie limits of deviation).
- 3.6 The Edinburgh Tram (Line One) Act 2006 contains the necessary provisions to undertake roadworks at Picardy Place given:
- 3.6.1 it is included within the limits of deviation; and
 - 3.6.2 the roadworks required facilitate the proposed Edinburgh Tram Project – York Place to Newhaven. Given the existing road closures, it is considered prudent to undertake these works now to minimise disruption associated within the proposed Edinburgh Tram Project – York Place to Newhaven.
- 3.7 Section 3 (Powers to alter the layout of the roads), Section 4 (Power to keep apparatus in roads) and Section 5 (Power to keep apparatus in roads) of the Edinburgh Tram (Line One) Act 2006 outline the provisions to enable the roadworks at Picardy Place. In particular, this includes:
- 3.7.1 increase the width of the carriageway of the road by reducing the width of any kerb, footpath, footway, cycle track or verge within the road;
 - 3.7.2 alter the level or reduce the width of any such kerb, footpath, footway, cycle track or verge;

- 3.7.3 reduce the width of the carriageway of the road by forming a reserved area in the road as a stopping place for trams or by carrying out other works for that purpose;
 - 3.7.4 carry out works to the carriageway of the road for the purpose of deterring or preventing vehicles other than trams from passing along the tramway;
 - 3.7.5 carry out works for the provision or alteration of parking places and bus lay-bys; and
 - 3.7.6 make and maintain crossovers, sidings or passing places.
- 3.8 Therefore given these roadworks are tram enabling works, it is the intention to utilise these provisions to undertake the roadworks at Picardy Place in line with the design endorsed by the Committee on 25 January 2018, and as published on 17 April 2018 following a period of detailed design and stakeholder engagement.
- 3.9 The Council will utilise the Edinburgh Tram (Line One) Act 2006 to alter the layout of the road which 'shall be deemed to be a determination of the right of passage along that road under section 1(1) (Powers and duties of local roads authorities) of the Roads (Scotland) Act 1984 (c. 54)'. As a result, a redetermination order will not be required for the roadworks at Picardy Place.
- 3.10 Following this, the statutory procedures associated with the Traffic Regulation Order will commence.

Traffic Regulation Order

- 3.11 A Traffic Regulation Order will be required in order to deliver the design endorsed by the Committee on [25 January 2018](#), and as published on 17 April 2018 following a period of detailed design and stakeholder engagement. This Traffic Regulation Order will include:
- 3.11.1 Changes to waiting and loading restrictions;
 - 3.11.2 Change to taxi rank locations; and
 - 3.11.3 Ban left turn to Broughton Street from York Place.

4. Measures of success

- 4.1 The principal measure of success will be delivery of a revised junction layout at Picardy Place incorporating:
- 4.1.1 significantly improved conditions for walking and cycling in comparison to the existing configuration;
 - 4.1.2 maintain efficient operation of the public transport network and protect the needs of passengers;
 - 4.1.3 keep the city moving and protect vital services;
 - 4.1.4 flexible design which can be adapted in the future to respond to future changes within the city including Central Edinburgh Transformation;

- 4.1.5 re-siting of the Paolozzi sculptures and Sherlock Holmes statue;
- 4.1.6 an alignment for a tram stop and to accommodate the proposed Edinburgh Tram Project – York Place to Newhaven;
- 4.1.7 bus stops serving the Development and enabling interchange with the future tram stop; and
- 4.1.8 a Council owned site in the centre of Picardy Place for enhanced public realm.

5. Financial impact

- 5.1 As Picardy Place is a 'CEC Growth Asset' included within the GAM, the associated costs with this statutory procedure to make the necessary Traffic Regulation Order are contained within this agreement between the Council and the Developer.

6. Risk, policy, compliance and governance impact

- 6.1 The impact of the changes from existing to the proposed new layout for Picardy Place are considered to be limited in respect of the Traffic Regulation Order, although the loss of existing permit and public parking is noted as well as the ban left turn to Broughton Street from York Place.
- 6.2 Should objection(s) be submitted these will require to be reviewed and considered by the Transport and Environment Committee.
- 6.3 It should be noted the enabling works have commenced through a Temporary Traffic Regulation Order.

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 users.
- 7.2 It is likely that improvements to footways, crossing facilities and segregated cycleways will have a positive impact on the safety, freedom of movement and access for all who live, work, commute and visit Picardy Place.

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, walking through wider footways and improved accessibility, and the creation of a 'central island site' as a public realm space.

9. Consultation and engagement

- 9.1 Statutory consultation will be carried out as part of the Traffic Regulation Order procedures. This will give any interested parties the opportunity to submit formally any comments or objections to the Council.
- 9.2 Stakeholder engagement and public information events held across five days in September and November, and a four week consultation period via the consultation hub, provided the opportunity to engage and obtain constructive feedback on the proposed design. Since these events, the design presented to this Committee has been updated to incorporate the key themes derived from this exercise, culminating in the Transport and Environment Committee endorsing the revised design on 25 January 2018.
- 9.3 Following the meeting on 25 January 2018, further engagement has been undertaken with key stakeholders including Living Streets, Spokes, Sustrans, St Mary's Cathedral, New Town and Broughton Community Council, Edinburgh Access Panel, members of the Picardy Place Residents Association and Edinburgh World Heritage. Through this dialogue, further improvements have been introduced to the design including:
 - 9.3.1 removal of a carriageway lane at Picardy Place;
 - 9.3.2 rationalised pedestrian and cycle crossings at the John Lewis splitter island and reconfiguration of the cycleway;
 - 9.3.3 additional cycle connectivity from Leith Street carriageway to the segregated cycleway,
 - 9.3.4 further segregation at the splitter island opposite the Playhouse; and
 - 9.3.5 increased pedestrian provision at the crossing to the central island site opposite the Omni Centre.
- 9.4 Lothian Buses have been consulted on the proposed layout, including the relocation of York place bus stop.

10. Background reading/external references

10.1 None.

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11. Appendices

None