

Edinburgh Tram - Remediation and Reinstatement Works

Transport, Infrastructure and Environment Committee

29 November 2011

1 Purpose of report

- 1.1 The decision by the Council on 2 September 2011 to introduce Line 1a of the Edinburgh Tram in phases and to terminate the first phase of the project at York Place enables the Council to progress a number of actions which have been on hold pending that decision. This report provides details of remediation and reinstatement works which will be undertaken outwith areas where tram is being constructed, pending extension of Line 1a.

2 Summary

- 2.1 The decision by Council to terminate the first phase of the tram project at York Place means that remediation and reinstatement measures are required on sections of the road network to address road safety, community benefit (including local business needs), environmental and operational requirements in the short term, pending the extension of the tram network beyond York Place.
- 2.2 A number of monuments and pieces of street art were put in storage pending implementation of the tram project. This report also gives an update on proposals for their reinstatement.
- 2.3 Significant elements of the proposed reinstatement work are linked to the necessary revision to the tram Traffic Regulation Order which is discussed in a separate report, *Edinburgh Tram – Traffic Regulation Orders*, to this cycle of the Transport, Infrastructure and Environment (TIE) Committee.

3 Main report

Reinstatement Works North of York Place

- 3.1 The long-term intention is to extend the tram network north of York Place but the timescale for this work has still to be established and as reported to Council on 30 June 2011 it is likely to be “several years”.

- 3.2 So while the key factors to consider when deciding the extent of any reinstatement work are public safety, community benefit (including local business needs), environmental issues and the road network operational requirements, any proposals must also look to strike a balance between addressing these and avoiding, where possible, what would ultimately be abortive works.
- 3.3 On that basis it is proposed that local stakeholders will be consulted on proposals to undertake the following works on Leith Walk and Constitution Street:
- a) some sections of road and footway to be resurfaced;
 - b) the Leith Walk/London Road junction complex, including the Blenheim Place junction, to be returned to its pre-tram enabling-works configuration;
 - c) the Foot of the Walk junction complex (Leith Walk, Great Junction Street, Constitution Street and Duke Street) to be returned to its pre-tram enabling-works configuration;
 - d) signalised junctions and/or pedestrian crossing facilities to be reinstated at:
 - The Playhouse;
 - Elm Row;
 - Annandale Street;
 - McDonald Road;
 - Pilrig Street;
 - Jane Street/Manderston Street;
 - Great Junction Street;
 - Queen Charlotte Street; and
 - Bernard Street.
 - e) pedestrian refuge islands (D-islands) at previous uncontrolled crossing points to be reinstated;
 - f) general footway, carriageway and drainage reinstatements/repairs to be undertaken; and
 - g) the existing temporary central reservation down the majority of Leith Walk to remain in place.
- 3.4 As reported to this cycle of the TIE Committee, in the *Edinburgh Tram – Traffic Regulation Orders* report, the tram Traffic Regulation Orders (designated TRO1) north of York Place requires to be revoked or amended to take account of the decision to terminate the first phase of the project at York Place. The aim of this new Order (designated TRO2) will be to revert to the pre-tram situation as closely as possible, so much of the parking and loading facilities on Leith Walk will be reinstated, pending the future extension of Line 1a.

- 3.5 There is also an estimated six months' duration of utility-related works to be undertaken on Leith Walk and Constitution Street. This work, which is predominantly abandonment of redundant Scottish Water installations, but does include the reconstruction of drainage manholes, will need to be co-ordinated with the reinstatement work.
- 3.6 Preliminary design work will continue on the reinstatement work and this will be completed once the consultation has been carried out with local representative groups. The majority of the carriageway and footway reinstatement works will be carried out in Spring/Summer 2012 after the utility-related works are completed to avoid abortive works. Depending on the final scope and scale of the works, there may be opportunities for the reinstatement works to be carried out in advance of the utility works, or in parallel with it.
- 3.7 Under its Alternative Business Models (ABM) initiative, the Council is reviewing arrangements for waste collection and street cleansing and revised waste collection operations are likely to be introduced in 2012. This was reported to Council on 27 October 2011.
- 3.8 Similarly, the Council is eager to encourage greater recycling and improved use of on-street litter bins, particularly in high footfall retail areas. It is anticipated that these initiatives will support and enhance the overall drive to improve the quality of the street scene in Leith Walk.
- 3.9 As advised to Council on 30 June 2011 this work will be funded primarily by re-prioritising the Capital Roads Maintenance Programme. The design and implementation costs are currently estimated at £3.2M.
- 3.10 As well as this, discussions are ongoing with Forth Ports, as land-owners, as to what needs to be done in the Lindsay Road area (including Tower Place bridge). There are two options: continue with the current works on Lindsay Road to future-proof the area, pending the extension of Line 1a to Newhaven; or backfill and reinstate the road to the pre-tram enabling works situation. The cost of this work will be met through the tram budget.

West End Issues

- 3.11 As reported to this cycle of the TIE Committee, in the *Edinburgh Tram – Traffic Regulation Orders* report, the Council will continue to facilitate a series of West End Workshops which have been established “to consider wider-area mitigation measures” to address objections raised by residents in the Moray Feu area concerning the general traffic restriction on Shandwick Place.
- 3.12 The workshops are ongoing and workstreams have still to be agreed by the group. In the meantime, on the basis of early discussions at the workshops, Council officials have undertaken an initial review of the potential relaxations which may allow general traffic to be permitted at certain times on Shandwick Place. The two areas being investigated are overnight (8pm to 7am) and between the peak times during the day (9.30am to 3pm).

- 3.13 The tram Traffic Regulation Orders (TROs) already permit loading vehicles overnight on Shandwick Place and it is proposed to commence the statutory process by the end of this year to bring forward an amendment to the tram TROs that improves access and allows through traffic at night during the hours noted above. If successful, it would then be possible to implement this during the tram testing and commission phase in early 2014.
- 3.14 An initial review has been carried out for the potential to permit general traffic during the day between 9.30am and 3pm. Shandwick Place is relatively narrow and as a result it is particularly traffic sensitive. There are concerns that any relaxation during these times would have an adverse impact on tram and bus services along with having an adverse impact on all traffic at the Lothian Road junction.
- 3.15 Given this sensitivity it is recommended that the situation should be reviewed, post implementation of tram, to establish what actual spare capacity, both in terms of space and time, is available during the day.
- 3.16 If it can be demonstrated at that stage that daytime through-traffic can be accommodated then the necessary traffic regulation order (TRO) can be promoted to bring it into effect. The concern with promoting an order at this stage is that in the event that it were established, under operational conditions, that a daytime relaxation cannot be made to work — because of the impact on bus and tram services — then a new TRO would need to be promoted to reverse the situation, and it would take some time to implement through the statutory process.
- 3.17 As a result of concerns expressed by residents of the Moray Feu, following the temporary diversion of traffic during the MUDFA utility works, additional air quality monitoring has been carried out on Great Stuart Street since July 2009 and, following the Tram Sub Committee meeting of 28 February 2011, further additional air quality checks have been introduced (from June 2011) in this area to include monitoring on building facades and at basement level.
- 3.18 The 2009 and 2010 data from the original monitoring points is currently available and has shown that air quality standards for nitrogen dioxide have not been exceeded in Great Stuart Street, St Colme Street or Queen Street/Wemyss Place. The 2011 data from the original and additional air quality monitoring points will become available in the first quarter of 2012.
- 3.19 The issue of signed alternative routes from the west of the City was investigated by the tram designers and new traffic signing around the Haymarket junction will cater for traffic coming from the A8 corridor. However, it is considered that signing alone would not encourage traffic coming into town along Queensferry Road and heading for the New Town to follow the only viable alternative route — Belford Road-Palmerston Place-Torphichen Street-Dewar Place-Morrison Street — rather than take the direct route across the Dean Bridge.

- 3.20 The issue of potential HGV bans through the Moray Feu was reported to the TIE Committee on 5 May 2009. It was noted at that time that the police had concerns about the resource implications for them — they would have to enforce any ban — and the recommendation was “*not to implement a part-time HGV restriction on the Randolph Crescent route at this time*”. That same report recommended that the draft tram Traffic Regulation Order be amended to permit eastbound general traffic on Hope Street, by way of encouraging eastbound traffic to divert away from the Moray Feu corridor. The draft Order was changed accordingly, and the Order (designated TRO1) has now been made.
- 3.21 At its meeting on 2 August 2011, the TIE Committee considered a report on “*Freight Action Plan for Consultation*”. Committee agreed to authorise the Director of City Development to implement a stakeholder consultation on Work Package 1 Quality Freight Corridor and use the outcome to inform the review of the Local Transport Strategy.
- 3.22 The report also covered other road freight related activities, such as a freight consolidation centre, use of park and ride sites for lorry parking and automated loading and unloading booking systems. Although these will not be subject to stakeholder consultation, the report mentioned that they will be considered in the forthcoming freight section of the Local Transport Strategy review. Proposals for a Quality Freight Corridor and a freight consolidation centre could have the potential to reduce the environmental impact of road freight operations in Edinburgh.
- 3.23 A design has been prepared by the Council for the reinstatement/repair of the setted carriageway on Great Stuart Street. The contract to undertake that work is on hold pending completion of related tram works, ie the sett reinstatement can be undertaken in the “window” between completion of the tram works on Shandwick Place and before tram is operational. A date for that is not yet confirmed but it is likely to be late in 2012. Although the detailed planning for this work is not completed, it is likely that these roadworks will require a road closure and the diversion route will involve Charlotte Square and Shandwick Place.

Monuments and Street Art

- 3.24 A number of monuments and elements of street-art are currently in safe storage. The intention is that each will be reinstated during the relevant phase of the tram infrastructure contract.
- 3.25 The Heart of Midlothian War Memorial will effectively return to its pre-tram works location under this phase of the works, ie the traffic island in the Haymarket junction will be reconfigured and resized to accommodate the tram and the memorial will be located on that new island, but approximately two metres north of its original location.

- 3.26 The London Road clock and the Leith Walk pigeons will be relocated in the next phase of works to a new site at the south end of Elm Row, such that they will not need to be moved again when Line 1a is extended north of York Place. The Spheres are also in storage but due to their poor condition it is considered that it would be inappropriate to reinstate them on Leith Walk and alternative uses for the pieces are being investigated.
- 3.27 The Sherlock Holmes statue will be reinstated at its original location on Picardy Place under this phase of the works but it should be noted that it will need to be moved when Line 1a is extended north of York Place. A new permanent location has still to be agreed but it will be in the general vicinity of Picardy Place, thereby ensuring the link with the area is maintained.
- 3.28 Discussions are ongoing with Forth Ports regarding the reinstatement of the Royal Marines Memorial at its original location at Ocean Terminal.
- 3.29 This work will be undertaken through separate contracts which will need to be co-ordinated with the main tram works and reinstatement works. More definite timescales will be confirmed once the programmes for the main work packages have been established.

4 Financial Implications

- 4.1 The costs for promoting TRO2 will be contained within the tram budget.
- 4.2 The costs of the civil engineering works north of York Place will be included in a funding priority report to the Capital Asset Management Group (CAMG). The design and implementation costs are currently estimated at £3.2M. If funding cannot be identified at the CAMG then the works will have to be funded from the Road Services capital budget.
- 4.3 The costs associated with any future design reviews will be identified at the time and will be the subject of further reports to Committee.

5 Equalities Impact

- 5.1 There are no adverse equalities impacts arising from this report.

6 Environmental Impact

- 6.1 There are no adverse environmental impacts arising from this report.

7 Conclusions

- 7.1 The decision by Council to terminate the first phase of the tram project at York Place has allowed decisions to be made on what remediation and reinstatement measures can now be undertaken, primarily on Leith Walk, pending the extension of the tram network beyond York Place. The intention is that Leith Walk should largely be returned to its pre-tram works situation.

- 7.2 Similarly, the decision has allowed decisions to be made on what can be done with monuments and pieces of street art which were put in storage pending implementation of the tram project. The majority of items will be reinstated in this phase of the works; some can be installed in their final, post-tram implementation location, but some will need to be moved again when Line 1a is extended north of York Place.
- 7.3 The issues which the implementation of the tram project has raised for the West End communities will continue to be reviewed and appropriate actions will be identified.

8 Recommendations

- 8.1 It is recommended that the Committee:
- a) notes the extent of the remediation and reinstatement works which are to be undertaken north of York Place, pending the future extension of Line 1a;
 - b) notes the position in relation to tram-related issues in the West End;
 - c) notes the position with regard to monuments and items of street art affected by the tram works; and
 - d) agrees to commence the statutory TRO process to allow general traffic to use Shandwick Place overnight between the hours of 8pm to 7am.

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Appendices	None
Contact/tel/Email	Alan Bowen, 0131 623 8804, alan.bowen@edinburgh.gov.uk
Wards affected	11 – City Centre 12 – Leith walk 13 – Leith
Single Outcome Agreement	Supports National Outcome 10 – ‘We live in well-designed, sustainable places where we are able to access the amenities and services we need’. Supports National Outcome 15 – ‘Our public services are high quality, continually improving, efficient and responsive to people’s needs’.
Background Papers	None