

# Additional Transport and Environment Committee

10.00am, Thursday, 25 January 2018

## Redevelopment of Picardy Place

**Item number**

**Report number**

**Executive/routine**

**Wards**

**Council Commitments**

Executive

City Centre

19, 22, 27

### Executive Summary

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This report presents revised proposals for changes to Picardy Place to be delivered under the Growth Accelerator Model Agreement ('GAM') between the Council, the Scottish Government and St James Edinburgh (the 'Developer'), relating to the St James Quarter development (the 'Development').

This report also responds to an [amended motion](#) by Councillor Booth which was passed at the 10 August 2017 meeting of this Committee and follows up on the [report](#) presented on 5 October 2017.

The Council committed to the GAM under delegated authority to the Chief Executive on [19 November 2015](#). An update on the programme on [10 March 2016](#) included a design for the layout of Picardy Place, for which detailed designs would be developed.

In developing the detailed design Council Officers and the Developer have sought to balance the principle twin priorities of providing appropriate public space and keeping the junction moving. Following a series of public engagement activities in September and through November – December and taking on board the detailed feedback received, a final design is presented in Appendix 4.

## Redevelopment of Picardy Place

### 1. Recommendations

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- 1.1 It is recommended that the Committee:
  - 1.1.1 endorses the revised design (produced as Appendix 4);
  - 1.1.2 notes that a separate report shall be taken to full Council regarding the financial implications of the revised design (prior to authorisation by the Chief Executive);
  - 1.1.3 notes that the Chief Executive intends to authorise the revised design in terms of existing Delegated Authority (subject to authority being granted in terms of 1.1.2); and
  - 1.1.4 discharges Councillor Booth's motion of 10 August relating to Picardy Place.

### 2. Background

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- 2.1 In 2007, the Council approved a redesign of Picardy Place to allow delivery of Tram Line 1A. This 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 a detrimental impact on other traffic. This resulted in a design that reduced footway widths and, if anything, worsened conditions for cycling compared to the current layout. See Appendix 1(b) for the 2012 Tram Line 1A drawing.
- 2.2 In 2009, the Developer obtained outline planning consent for the Development.
- 2.3 In the same year the Council published the [Picardy Place Design Principles](#) (PPDP). The PPDP sought to significantly enhance the 'place' function of Picardy Place and improve conditions for walking and cycling, but did not specifically seek off-carriageway cycle provision. The Picardy Place design principle layout is included in Appendix 1(a).
- 2.4 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'. This document, combined with the Scottish Government's [Designing Streets](#) policy document and the Council's [Street Design Guidance](#) set a new context for redesign of the junction beyond the original tram layout.
- 2.5 The Picardy Place Tram Stop Design is presented in Appendix 1(b) for information.

- 2.6 From 2014 and building on the PPDP, the design for Picardy Place was developed in a process involving Council officers, the Developer and its design team, and Sustrans Ltd (until 2016).
- 2.7 From 1 May 2014 until 10 March 2016 there have been five reports to Council which have inter alia:
- 2.7.1 provided updates on progress on the Development;
  - 2.7.2 agreed to enter into the GAM with the Developer and the Scottish Government. The GAM facilitates the design and implementation of improving the public realm at Picardy Place, future proofing to allow the extension of Edinburgh Tram Line 1A and constructing a multi modal public transport interchange; and
  - 2.7.3 provided detail of GAM works to be included in the agreement. Appendix 2 indicates the form/design of junction to be included in the draft GAM (March 2016) and indicates that the GAM works would deliver a three street gyratory arrangement.
- 2.8 In June 2016, the Council entered the GAM with the Scottish Government and the Developer, relating to the Development. As part of the agreement, the Developer is responsible 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'.
- 2.9 In response to Councillor Booth's motion an initial report on the design arrangements for Picardy Place was presented on 5 October 2017. This report follows up on the outstanding actions to discharge the motion.

### 3. Main report

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#### Context

- 3.1 Picardy Place is an important location both as a critical junction on Edinburgh's road and public transport network and as a gateway to the Old and New Towns of the World Heritage Site.
- 3.2 In the 1960s, the redevelopment of St James Square included the demolition of a triangular urban block which occupied the site of the area in front of St Mary's Catholic Cathedral and the Picardy Place roundabout. The area in front of the Cathedral now includes some valuable public space and landscaping, as well as the highly regarded Paolozzi sculptures, the result of major improvements carried out in the 1980s. However, the general feel remains one of an area that lacks definition and is dominated by traffic.
- 3.3 The role of Picardy Place needs to change to reflect its position as a key gateway to the city centre and within the Old and New Towns of Edinburgh World Heritage Site. It should deliver the ambitions and expectations of the city. The reconfiguration of the roundabout allows the opportunity to provide for the necessary transport needs of the area and to significantly enhance the pedestrian and civic environment.

- 3.4 Picardy Place is on the main walking route from Leith, Leith Walk and Bonnington/Broughton St into the city centre. The high density of population in this part of the city and the short distance from people's homes to the centre means that many journeys are made entirely on foot.
- 3.5 The city centre west to east cycle route will pass through Picardy Place, connecting to segregated cycle tracks on Leith Walk. A cycle track connection is also being constructed up Leith St as far as Calton Road. These new routes are critical connections in the city's developing 'QuietRoutes' network. They will help make cycling a realistic choice for travel to and through the city centre for the many people who are put off by cycling on roads with busy traffic.
- 3.6 Lothian Buses alone carry about 120 million passengers per year across the city, and there are about 3,000 bus movements that converge on and pass through the junction, carrying in excess of 100,000 passengers per day. Looking to the future and in the context of Tram Line 1A being extended, the significance of this location within the public transport network will continue and potentially increase as a multi modal public transport interchange. This will be important as the city is expected to grow with an anticipated corresponding increase in transport demand.
- 3.7 The decision to terminate Tram Line 1A at York Place gave an opportunity to re-design Picardy Place and Leith Walk. A re-design of the latter has been undertaken and is now being delivered through the Leith Programme. This work has significantly enhanced provision for pedestrians and especially cyclists compared with the Tram Line 1A tram design for Leith Walk.
- 3.8 There is no realistic alternative to using it for many journeys on foot, by bike, by public transport and, to a slightly lesser extent by general traffic including many vital services such as blue light, health and social care trips, maintenance and management of the road network and public utilities.

#### **Developing a revised design for Picardy Place - 2014 to Summer 2017**

- 3.9 During 2014, work started to develop revised designs for Picardy Place that would better address the revised policy context of the Active Travel Action Plan, Designing Streets and the Edinburgh Street Design Guidance, as well as integrating with the developing designs for the Leith Programme.
- 3.10 Simultaneously the Council was instigating work on developing the City Centre West to East Cycle Link and Street Improvements (CCWEL). At its eastern end this project will connect George Street through to Picardy Place. Consequently, a redesign of Picardy Place gave the opportunity to deliver segregated cycling provision from the city centre to the Leith Walk area to connect with the Leith Programme.
- 3.11 The design development process for Picardy Place constituted:
- a series of workshops and meetings involving Council officials (from Transport, Planning and the then City Centre and Leith Neighbourhood Team), Sustrans Ltd and Lothian Buses;
  - traffic modelling; and

- discussions with the Developer.
- 3.12 Sustrans withdrew from direct involvement in the design development process during 2016.
- 3.13 The workshops agreed a set of objectives which gave a greater focus on pedestrian and cycle movement through the junction, including:
- much improved, safe, convenient, high quality conditions for pedestrians;
  - similarly, high quality provision for cyclists;
  - a positive contribution to the townscape of the area;
  - the protection and enhancement of key views; and
  - reliable tram and bus services that are well connected to each other.
- 3.14 During the workshops and subsequently, the need to balance these objectives has been considered and discussed at length.
- 3.15 The design process has been informed by traffic modelling and its principle function has been to consider the implications for bus and tram services, which are significantly impacted by delays to wider traffic. However, it is important to note that the modelling has also been carried out within the framework of objectives set out in paragraph 3.13.

### **2016 GAM Design**

- 3.16 As noted in 2.6, in March 2016, the fundamental design for Picardy Place was presented to the Council as part of the progress update report on the Development. This incorporated a central area of public realm/potential development, improved pedestrian and cycle provision following desire lines, a proposed tram stop and three traffic-signalled junctions incorporating crossings for both pedestrians and cyclists. Combined with the tram stop, nearby bus stops would form an important public transport interchange. This design was embedded into the GAM, signed on 21 June 2016 under authority granted in a report to the Council on 19 November 2015.

### **September 2017 Design**

- 3.17 Since November 2016, the detailed design has been refined to arrive at the design presented at the stakeholder engagement events in September 2017. This process included input from Council Officers (Active Travel, Public Transport, Planning, Localities, Street Lighting, Road Construction, and Signage), the Developers project team and Lothian Buses. The developing design was also presented to Sustrans, Living Streets and Spokes in July 2017 for comment, and was discussed at several meetings with the Edinburgh Access Panel.
- 3.18 The main changes in the September 2017 design as compared with the 2012 Tram Line 1A design are as follows:
- Reduction of space given to motorised traffic. The 2012 design had an additional traffic lane on each of the three corners of Picardy Place, severely constraining space for public realm, walking and cycling;

- Introduction of segregated cycleways linking York Place, Leith Walk and Leith Street;
- Much wider pavements, particularly outside the Omni Centre and on the north side of Picardy Place; and
- Shorter distances for pedestrians to cross.

### **Autumn 2017 Consultation**

- 3.19 A public exhibition on the 2017 September Design (Appendix 1(d)) was held on 22 and 23 September with attendance from a variety of stakeholder including Councillors, Community Councils, community groups, local businesses and members of the public.
- 3.20 Key feedback from the September engagement included:
- 3.20.1 The design prioritised cars;
- 3.20.2 More priority should be given to pedestrians and cyclists with improved public realm;
- 3.20.3 The island site should not be developed, but rather be a public realm space;
- 3.20.4 Request for further consultation / engagement on Picardy Place; and
- 3.20.5 The Paolozzi sculptures should continue to be exhibited in Picardy Place.
- 3.21 Between September and November, Council Officers and the Developers project team worked proactively to review and amend the design to incorporate the feedback noted above. The resulting 2017 November Design (see Appendix 3) included the following main amendments:
- 3.21.1 Enlarged public realm area/footways in front of the Cathedral, at John Lewis, at the Conan Doyle public house and at Union Place. This included an indicative setting of the Paolozzi sculptures and Leith Stones. (The final location and designed layout for the sculptures will be decided in discussion with key stakeholders including Sir Tom Farmer who gifted the sculptures, the Paolozzi Foundation and representatives of St Marys Catholic Cathedral.);
- 3.21.2 An alternative segregated two way cycle lane shown in front of the Cathedral rather than at the central island site, following previous feedback on conflicts at shared spaces on central island site;
- 3.21.3 Potential landscaping (i.e. trees) in front of the Cathedral;
- 3.21.4 Reduction in traffic lane widths;
- 3.21.5 A reduced area in front of Omni Centre (as a consequence of moving the central island to allow other changes).

### **November – December 2017 Consultation**

- 3.22 Following Transport and Environment Committee on 5 October 2017, Council Officers undertook a series of public engagement activities to allow stakeholders and public to comment on the revised design (Appendix 3). This exercise included:

- 3.22.1 A half day workshop, attended by over 80 individuals representing key stakeholders across the city;
- 3.22.2 Two public drop-in sessions, attended by 230 people; and
- 3.22.3 An online consultation event/survey, live between 17 November and 15 December 2017 which attracted almost 700 responses.
- 3.23 In addition there was good coverage on the proposals on social media and this was monitored to ensure key themes were captured and incorporated (where possible) in the revised design.
- 3.24 Initial feedback acknowledged that some progress had been made on the plans for Picardy Place, and respondents welcomed the opportunity to attend public sessions, to review the design evolution and transport modelling data and to have their questions addressed by professional officers.
- 3.25 The issue of the timescale for feedback and that the plans needed to be included in the wider city centre transformation were acknowledged.
- 3.26 Key feedback received included:
  - 3.26.1 The approach to Picardy Place has been seen principally as a transport rather than urban planning issue;
  - 3.26.2 People acknowledged that Picardy Place is a difficult space with many competing interests and conflicting views on how these should be addressed in the design;
  - 3.26.3 A desire to see an overall reduction in road space to improve public realm;
  - 3.26.4 More prominence needed for public transport;
  - 3.26.5 The need for a crossing directly outside the Playhouse and for taxi provision to be made close to this location;
  - 3.26.6 The setting of St Mary's Catholic Cathedral must recognise the important role it plays in the Catholic Church not only in Edinburgh, but also to Scottish Catholics. This includes ensuring that funeral and wedding cortege's can easily access the Cathedral entrance;
  - 3.26.7 Some people were keen to see the top half of Leith Street closed to private cars (i.e. between Calton Road and Waterloo Place), although local residents were not supportive of this;
  - 3.26.8 The need for crossing points and connections to be direct, removing conflict between pedestrians and cyclists and the reinstatement of connections with the cycleways which converge on Picardy Place;
  - 3.26.9 A desire for a respectful and prominent location for the Paolozzi Sculptures; and
  - 3.26.10 A strong emphasis on the need for the central island site to remain undeveloped at this time.

- 3.27 Both at the September and November consultations there was public concern about the removal of the left turn from York Place to Broughton Street. The volume of traffic making this turn each day is relatively small (about 60 vehicles per hour at peak times). Banning the turn simplifies the traffic signal design at this location, benefitting pedestrians and minimising congestion and traffic queues on York Place. This location has been modelled allowing the left turn and indicates that a significant queue would be generated along Queen Street and would result in general traffic displacing into the second New Town. Traffic wishing to make this manoeuvre has several alternative routes, either turning left earlier from Queen Street or proceeding round the new junction and approaching Broughton Street from the south.
- 3.28 A summary of the consultation feedback is contained in Appendix 5 and the comprehensive feedback will be published on the Council's [consultation hub](#).

### **January 2018 Design**

- 3.29 Further work has now been undertaken to review the design for Picardy Place in light of the latest feedback. Key features of the amended design include:
- 3.29.1 A significant increase in the area of public realm in front of the Cathedral, providing an appropriate setting for the building and a usable public space (Appendix 4(b) incorporates measures to ensure Funeral and Wedding Cortège's can easily access the Cathedral entrance;
  - 3.29.2 Reinstatement of a wider area of public realm/cycleway/footway in front of the Omni Centre (from the reduced area proposed in November 2017);
  - 3.29.3 Direct (two stage) pedestrian crossing of Leith Walk outside the Playhouse;
  - 3.29.4 More direct pedestrian crossing route from Leith Street bus stops and Greenside car park to Little King Street and an entrance to the Development;
  - 3.29.5 Fully segregated cycle links, in lieu of shared space, between York Place, Leith Walk, Leith Street and Little King Street, with segregation continuing through crossing areas;
  - 3.29.6 Reinstatement of the direct west to east cycle connection across the north side of the central island, with associated removal of the connection in front of the Cathedral proposed in the November 2017 design;
  - 3.29.7 Significantly improved cycle connections to and from Broughton Street;
  - 3.29.8 Bus lanes on York Place (eastbound) and Leith Street (both ways);
  - 3.29.9 The introduction of a Taxi rank outside the Omni Centre;
  - 3.29.10 A reduction in the size of the central island site.

### **Central Island Site**

- 3.30 The central island site was originally earmarked for a hotel development required to relocate an operator within the St James Centre. However, during the compulsory purchase process that operator ultimately sought a compensation package rather than a relocation. On 19 November 2015 Council agreed to delegate authority to



the Chief Executive to market the site. This process has not yet commenced as it was considered appropriate to wait until the Picardy Place design was finalised. As noted above, changes to the design of Picardy Place now mean that the site is unlikely to be suitable for significant development.

- 3.31 There was strong feedback through the consultation that this site should not be developed at the current time. The revised designs mean that the size of the site has reduced and it is proposed to retain this space for public realm and other facilities associated with the potential tram stop. However, should the potential tram stop not be required, there would be an opportunity to review the size and potential use for this area.
- 3.32 Under this design, there would be sufficient space to locate the Paolozzi sculptures and the Leith Stones either outside St Mary's Catholic Cathedral or on the central island.

### **Public Space Provision**

- 3.33 The provision of new public spaces – both on the central island and in front of the Cathedral - will provide pedestrians with considerably enhanced routes through the area and into the new Development, as well as creating much needed public space to allow people to stop and spend time in the area.
- 3.34 The proposed layout creates two opportunities to provide a significant enhancement to the city's network of public spaces in response to feedback from engagement and in line with the aspirations of the PPDP, and retains the high quality public realm outside the Omni Centre.
  - 3.34.1 Re-instating a high quality civic space and pedestrian priority movement corridor to the west of Picardy Place. This will enhance the setting of St Mary's Catholic Cathedral, provide access for weddings and funerals, create space for daily social interaction, to experience views of the city and to form a fulcrum link space to Edinburgh St James by Little King Street. The fabric of the space shall include re-instating street trees, high quality paving, seating, kiosks, appropriate lighting and enables the option to re-locate the Paolozzi sculptures if appropriate.
  - 3.34.2 Creating a landmark public space within the island site which will function as an important public transport interchange, reflecting its position on the City Centre West-East Cycle Link, north-south cycle routes, tram extension and strategic bus routes. It has potential to accommodate a pavilion building with cafe, informal seating, street trees, cycle parking and hire, wayfinding and public exhibitions.
- 3.35 As indicated in the sketch layouts by Optimised Environments OPEN) (Appendix 6), the detailed design of both public spaces will be articulated to achieve a holistic approach to the public realm across Picardy Place.

## **Alternative Designs**

- 3.36 In 2014, the Council considered an alternative 'Y' junction design for Picardy Place (Appendix 1(c), creating a single larger road junction with a larger area of public realm outside the Cathedral. However, despite having a lower overall traffic capacity than the current proposal the layout required significantly wider streets.
- 3.37 When you evaluate this alternative design against the design objectives, it fails to meet the majority of the objectives and in fact makes conditions worse for pedestrians, cyclists, public transport e.g. increased delays for public transport and wider crossings and longer crossing times for pedestrians and cyclists.
- 3.38 Further alternatives have been proposed involving reduced traffic capacity and/or removal of through general traffic from Leith Street. Key reasons why these are not recommended for construction at this time are as follows:
- 3.38.1 Delays to bus services in a critical location in the city's network;
  - 3.38.2 Implementing alternative restrictions and closures to roads the road network are likely to generate greater bigger benefits and are being explored as part of the Central Edinburgh Transformation; and
  - 3.38.3 Given the importance of Picardy Place within the road network and the likely displacement of traffic into neighbouring residential streets; any change would need to be considered as part of a wider consideration of transforming the city centre (i.e. Central Edinburgh Transformation).

## **Summary**

- 3.39 It is considered that the latest design represents an appropriate balance that:
- 3.39.1 delivers very significant improvements for the public realm, walking and cycling;
  - 3.39.2 protects the operation of the bus and tram systems and allows good public transport interchange;
  - 3.39.3 is sufficiently flexible to accommodate wider changes to make the city centre more pedestrian and cycle friendly, and that it is capable of affordable future amendment e.g. removing a traffic lane either all round the junction or at particular locations to further enhance public realm and/or conditions for walking and cycling; and
  - 3.39.4 the context for developing options to enhance city centre public realm, conditions for walking and cycling are being taken forward by the Central Edinburgh Transformation initiative already agreed by the Committee.
- 3.40 Traffic modelling indicates that it is likely to operate with delays to bus services that are similar to those currently experienced, whilst the tram will be largely protected from delays by segregation from other traffic.

## **Strategic Context and Future-Proofing**

- 3.41 Councillor Booth's Motion notes "that the redesign of a significant city centre junction and surrounding streets presents an opportunity for traffic reduction, development of active travel infrastructure, and improvement of the public realm".
- 3.42 The Transport and Environment Committee approved proposals to deliver a scoping report on [Central Edinburgh Transformation on 5 October 2017](#).
- 3.43 In this context it should be noted that the junction at Picardy Place has an important supporting role to play in initiatives to improve the environment for walking and cycling across the city centre. The current design enables a flexible role for Picardy Place that could facilitate any changes to the road network as part of the Central Edinburgh Transformation project. Nevertheless, the Picardy Place design is also 'future proofed', in that there is potential to increase allocation of space for walking and cycling without the need for realigning an extended tram line.

## **4. Measures of success**

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- 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 tram line to Leith and 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**

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- 5.1 The works to be delivered under the GAM represent new potential borrowing of up to £61.4m (i.e. GAM funding cap) through a combination of public and private sector investment and maintained and repaid over a period of up to 25 years post completion, as approved by Council on 1 May 2014.

- 5.2 From this £61.4m, approximately £14m is allocated for the delivery of 'public realm' at Picardy Place' and a 'multi-modal transport interchange at the junction of Leith Walk, Leith Street and York Place' as per the design included within the GAM (refer to Appendix 2).
- 5.3 Any fundamental review of the current design would put at risk these agreements, the delivery programme, and the Scottish Government funding, with resulting further risk to the delivery of any revised layout and to extension of the tram. In addition, any amendments to the design would represent a variation to the GAM which is likely to have implications on cost and programme to the Council and the Developer.
- 5.4 Following the constructive stakeholder events both in September and November, the design has been amended to reflect the feedback received. There is an increase in costs associated with the amended design which accommodates costs associated with design changes, increased works due to extension of the boundary of the GAM and increased areas for public realm.
- 5.5 The increased cost to deliver the enhanced design for Picardy Place, including public realm upon the Central Island Site, is estimated to be up to £1.5m. This is an increase over and above the funding cap, and as this is as a result of variation to the original design, the GAM contract arrangements stipulate this is the responsibility of the Council to fund.
- 5.6 Council officers are currently undertaking a review of the projected rateable value that may be generated within the surrounding area to the Development, post completion. If this assessment suggests that economic growth as measured by growth in the rateable value could be higher than the current target within the GAM grant offer, a suitable business case will be developed for submission to the Scottish Government. The aim will be to seek approval from the Scottish Government and the Developer for the element of the GAM funding cap supported by the Scottish Government to be increased to a level that covers some, or all, of the increased cost attributable to the revised Picardy Place design. It should be noted that there is no provision in the GAM agreement that requires the Scottish Government to consider this and they have indicated that any potential review of the GAM funding cap would only occur when the Growth Assets are complete and an assessment carried out on the rateable values at that time.
- 5.7 It is suggested that in the first instance, the projected £1.5m cost uplift relating to revised Picardy Place design be funded through realignment of the existing Carriageway and Footways block capital budget in 2020/21 with approval for this being sought at the next Council meeting on 1 February 2018. Should the outcome of any business case submission to Scottish Government be successful at a point after this, the requirement to fund this cost increase from Council resources may be reduced or removed.
- 5.8 If the additional cost in delivering the revised Picardy Place design were to be funded fully by borrowing, the overall loan charges associated with this expenditure over a 20 year period would be a principal amount of £1.5m and interest of £0.98m,

resulting in a total cost of £2.48m based on a loans fund interest rate of 5.1%. The annual loan charge would be £0.124m and if funded through realignment of the Council's existing Capital Programme, be supported from the Council's revenue loan charges budget earmarked to meet overall capital investment programme borrowing costs.

- 5.9 It should be noted that the Council's Capital Investment Programme is funded through a combination of General Capital Grant from the Scottish Government, developers and third-party contributions, capital receipts and borrowing. The borrowing required is carried out in line with the Council's approved Treasury Management Strategy and is provided for on an overall programme basis rather than for individual capital projects. Following instruction from Members, notional loan charge estimates have been provided above, which it should be noted are based on the assumption of borrowing in full for this capital project.
- 5.10 The revised Picardy Place design reduces the size of the central island site and delivers public realm space upon it.. There is currently a projected capital receipt value assumed for the Central Island site which is earmarked as funding towards the Council's Capital Investment Programme. Should the revised design be approved, this capital receipt value will be reduced to nil.
- 5.11 A separate report on the financial implications of the revised design presented (appendix 5) will be taken to full Council on 1 February 2018.

## **6. Risk, policy, compliance and governance impact**

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- 6.1 Between 1 May 2014 and 10 March 2016 a series of progress updates were presented to Council on the development of the GAM agreement between the Council, Scottish Government and the Developer.
- 6.2 The Council committed to the GAM under delegated authority to the Chief Executive on 19 November 2015. An update on the programme on 10 March 2016 included a design for the layout of Picardy Place, for which detailed designs would be developed.
- 6.3 The proposed layout remains as outlined in the report to Council in March 2016 however the detailed designs have refined the design to account for necessary changes and feedback received.
- 6.4 In addition to the financial impact of amending the design, a permitted variation on the contract may be required. Further negotiations will take place with the Developer to effect the revised design.
- 6.5 The revised designs for Picardy Place have been prepared in the light of the Council's emerging Street Design Guidance, its Local Transport Strategy, the Picardy Place Design principles (approved 2009) and the Council's Active Travel Action Plan.
- 6.6 The proposed designs support the Council's Commitments to 'keep the city moving by reducing congestion'; delivering the tram extension to Newhaven by 2022; and to reduce street clutter to improve accessibility.

- 6.7 The delivery and funding of the project is a collaboration with the Scottish Government, Scottish Futures Trust, the Developer and the Council. This arrangement is captured through two agreements: the Scottish Government Grant Offer (SGGO) and the Growth Accelerator Model Agreement (GAM Agreement) although it is collectively referred to as the GAM.
- 6.8 The GAM Executive Group has oversight for the purposes of governing the overall delivery of the GAM project and compliance with the contract and grant funding terms. The GAM Executive includes representatives from the Scottish Government, the Scottish Futures Trust and the Council is represented by the Executive Director of Place and the Head of Finance. The Developer is also invited to attend as an Observer.
- 6.9 An All Party Oversight Group (ESJ APOG) was previously in place as part of the project governance arrangements. This allowed for members to be briefed by officers on all aspects of the project: the progress with the CPO and the development of the GAM. It was decided on 10 May 2016 by the members of the ESJ APOG that, as the CPO process was largely complete and the GAM agreement was live, the member officer engagement would be most successfully served by the Transport Projects Working Group given that the remaining key decisions to be taken would be in relation to roads consents. This subsequently became the main forum for member/officer engagement as part of the overall governance arrangements. It remained in place until the last government elections in May 2017. The Central Edinburgh Working Group will take over this role. In any case, in the intervening period, a number of meetings and briefings for members have taken place.
- 6.10 The normal approval processes for statutory consents remain in place and no alternative arrangements have been made for this project.

## **7. Equalities impact**

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- 7.1 Impacts on equalities and rights have been considered through Equalities and Rights Impact Assessment (ERIA). This process is ongoing throughout the implementation process to ensure that there are no infringement 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**

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- 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 reuse existing materials, promotes public transport, active travel through segregated cycleways and walking through wider footways and improved accessibility.

## 9. Consultation and engagement

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- 9.1 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 and the design presented to this Committee has been updated to incorporate the key themes derived from this exercise.

## 10. Background reading/external references

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- 10.1 None.

### **Paul Lawrence**

Executive Director of Place

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## 11. Appendices

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- Appendix 1 Evolution of Picardy Place Design
  - (a) Picardy Place Design Principle Layout (2009)
  - (b) Approved Picardy Place Tram Stop Design (2012)
  - (c) Picardy Place 'Y' Junction Layout (2014)
  - (d) Picardy Place Proposed Layout Overall View (From September 2017 Engagement)
- Appendix 2 Approved Schedule of GAM Works including Picardy Place (March 2016)
- Appendix 3 Revised Design Taking Account of Consultation Feedback from September 2017 (November 2017)
- Appendix 4 Picardy Place Proposed Layout (January 2018)
  - (a) Picardy Place Proposed Layout
  - (b) Access Arrangements for Wedding and Funeral Cortège's to St Mary's Catholic Cathedral
- Appendix 5 Summary of Consultation Feedback
- Appendix 6 Picardy Place Public Realm Design Concept