

Transport and Environment Committee

10.00am, Tuesday, 3 June 2014

Leith Programme: Design and Implementation

Item number	7.6
Report number	
Executive/routine	Routine
Wards	11 – City Centre 12 – Leith Walk 13 - Leith

Executive summary

The Leith Programme involves works to Constitution Street and Leith Walk. It runs from the Old Dock Gates in Constitution Street to Picardy Place at the top of Leith Walk. This report provides an update on activity following the Transport and Environment Committee's approval of the design principles for the programme and detailed designs for Constitution Street on 19 March 2013.

The design principles were informed by community consultation and aim to deliver a high quality 'place'. They seek to do this by enhancing the streets to cater for all users, whilst prioritising the needs of pedestrians and cyclists, residents, businesses and public transport users.

An Oversight Group was set up to approve Leith Programme designs after the March 2013 Committee meeting. The Scottish Government subsequently confirmed funding of up to £3.6M towards an 'exemplar commuter corridor' design for Leith Walk. Designs approved by the Oversight Group are reported for noting.

By progressing the scheme in successive stages, the Council aims to minimise disruption to the local community, businesses and commuters. The Leith Programme is now in its second phase of construction, with work underway on Leith Walk. This follows the completion of Constitution Street in November 2013.

Links

Coalition pledges	P33 , P44 , P45 , P46
Council outcomes	CO19 , CO21 , CO22 , CO23 , CO25 , CO26
Single Outcome Agreement	SO4

Leith Programme: Design and Implementation

Recommendations

- 1.1 Committee is asked to note:
 - 1.1.1 the designs approved by the Oversight Group, in appendices 1-3;
 - 1.1.2 the completion of Phase 1 of the Leith Programme, along Constitution Street from Old Dock Gates to the Foot of the Walk, including the upgrade of the junction at Bernard and Baltic Streets;
 - 1.1.3 that construction of Phase 2 is underway on Leith Walk between Crown Street and Pilrig Street; and
 - 1.1.4 confirmation of £3.6M from Scottish Government (via Sustrans Scotland) for the delivery of an exemplar commuter corridor.

Background

- 2.1 At its meeting of 19 March 2013, the Transport and Environment Committee approved a design for Phase 1 of the Leith Programme (Constitution Street).
- 2.2 It also agreed to establish an Oversight Group comprising the Convener, Vice Convener and local Councillors, to approve further designs for the programme. At the time, Committee noted that the section between Pilrig Street and Picardy Place (the southern half of the scheme) was dependant on the identification of external funding that would deliver an enhanced design.
- 2.3 Ongoing engagement with local stakeholders, throughout spring of 2013, showed strong support for an enhanced design along the entire length of Leith Walk. This involved the inclusion of on and off-road cycle provision in each direction, narrowing the street to provide informal crossing facilities and improvements to junctions, side roads, pavements and the road surface.
- 2.4 The Oversight Group agreed an enhanced design for the entire length of Leith Walk. On 24 September 2013, Keith Brown, Minister for Transport and Veterans, announced an award of up to £3.6M for the Leith Programme, to create 'an exemplar commuter corridor'. The statutory processes, for the section of Leith Walk between Crown Place and Pilrig Street were then put in place.
- 2.5 The outcome of the consultation for the Traffic Regulation Order, between Crown Place and Pilrig Street, was the subject of a detailed report to the Transport and Environment Committee on 18 March 2014.

Main report

Design principles

- 3.1 The Leith Programme's design principles adhere to those set out in the Scottish Government's 'Designing Streets' manual. They focus on creating an attractive 'place' and are informed by the findings of the local consultation. These showed a strong desire for high quality streets and for a scheme that supports sustainable travel. They are also informed by an analysis of the street's functions and its importance locally, as well as across the city as a major connector. A wide range of data including the Census 2011 results, travel routes, schools information, on-street observation and surveys also underpin the principles and designs promoted through the Leith Programme.
- 3.2 Both Leith Walk and Constitution Street combine high numbers of households, businesses, shops and amenities. Leith Walk in particular experiences a high volume of pedestrians and public transport commuters on a daily basis. It is also an important social backdrop and symbolic focal point in local people's lives.

Works – Constitution Street

- 3.3 The designs approved last March by Committee for work to Constitution Street, were delivered by Tarmac Lafarge Ltd under the Council's term service contract that was in force at the time. Works commenced in April 2013 and included significant narrowing of the road at some points, some reinstatement of setting, realignment of kerbs, improvement to the Charlotte Street junction and resurfacing of the road and resurfacing of all pavements. The later installation of greenery and cycle parking facilities by the Council complements the changes.
- 3.4 The planned, significant upgrade to the junction at Bernard and Baltic Streets was also delivered during the first phase of work. This included the closure of Assembly Street to create signalised pedestrian crossings on three sides of the junction, and simplifying pedestrian crossing arrangements on the fourth side where an existing crossing was located. The approved design for the junction, agreed by the Leith Programme Oversight Group, is included at Appendix 1 for noting. Following the completion of works, new tables and chairs licenses have been agreed and positive feedback on the changes has been received from local people.
- 3.5 Throughout work on Constitution Street, a full time staff member was allocated to a liaison role with local businesses and residents. This allowed contractors and the Council to respond quickly to local issues, such as providing access, working around one-off events and improving local signage where required. Based on positive feedback from traders and residents these liaison arrangements will be continued throughout the Leith Programme. Works on Constitution Street were completed on 22 November 2013.

Design – Foot of the Walk to Pilrig Street

- 3.6 The design for Crown Place to Pilrig Street was developed during spring 2013, with input and discussion with key stakeholders in Leith. In June 2013, the Leith Programme Oversight Group agreed to progress an 'enhanced design' for this section, and the entire length of Leith Walk. Features include a narrower carriageway with more frequent informal pedestrian crossings, regularly spaced zebra crossings and controlled pedestrian crossings where required. The enhanced design includes on-road cycle lanes (at a width of 1.75m) with a 0.5m buffer between parked cars and the cycle lanes. The extension of cycling facilities into this section of Leith Walk creates an important connector for the city's cycling network. The approved design is included at Appendix 2 for noting.
- 3.7 It should be noted that the design for this section also provides for on-road cycle, motor cycle and disabled parking spaces and the relocation of domestic waste bins from the pavements into lay-bys. Whilst there is a reduction in the overall space allocated for parking, parking surveys carried out for the Programme show that there is currently a significant issue of all day parking on Leith Walk, which reduces availability of customer parking. The completion of this phase will provide a much improved road surface, road markings consistent with TRO restrictions, and parking restriction signage. These factors, combined with more rigorous enforcement and parking turnover, should provide good access to parking for customers visiting shops.
- 3.8 As noted above, in June 2013, a formal request was made to Transport Scotland, supported by Sustrans Scotland, for funding towards the additional costs of providing an enhanced design with better pedestrian and cycling features for the entire length of Leith Walk. Once funding was announced in September, statutory processes were prepared and carried out for this section of the street. These concluded in January and were subject to a detailed report to the Transport and Environment Committee on 18 March 2014. A public hearing has been requested in relation to some outstanding objections to the Traffic Regulation Order. In the meantime, delivery of this phase is progressing through a Partial Order, and a further TRO will be developed for one small area within this Phase.
- 3.9 The design for the Foot of the Walk junction, agreed by the Leith Programme Oversight Group in April 2014, is shown at Appendix 3. This seeks to transform the functioning of the junction by widening some currently narrow pavements and helping to make crossing the junction simpler and more direct. The Foot of the Walk junction and surrounds is a busy hub of pedestrian activity and public transport access. These factors, combined with the location of amenities on all sides of the junction, have been carefully taken into account.

Works – Foot of the Walk to Pilrig Street

- 3.10 The second phase of delivery of the Leith Programme relates to the area on Leith Walk between the Foot of the Walk and Pilrig Street. For this phase, Crummock (Scotland) Ltd were awarded a contract for the construction between Crown Place and Pilrig Street through a competitive tender process. Work on site commenced in May 2014.
- 3.11 During this current, second phase of construction, every effort is being made to ensure that the local community and local businesses are well informed about the works and to minimise local disruption. Tendering process for work on Leith Walk has emphasised the requirements for sensitive construction. The dedicated staff resource for liaising with local businesses and stakeholders will be maintained.
- 3.12 It is anticipated that the second phase of work on Leith Walk will be completed by November 2014, and work to the Foot of the Walk Junction will take place over winter 2014/15 and into early spring 2015. An outline of the Programme's anticipated phasing from here on is included at Appendix 4.

Design – Pilrig Street to Picardy Place

- 3.13 The design features for the third phase of the Leith Programme, from Pilrig Street to Picardy Place were reported to Committee in March 2013, and are to include the reconfiguration of London Road roundabout as a 'T' junction. This significant change allows pedestrians and cyclists to move safely and directly through the junction on a distinct 'phase', and it addresses the concerns about the roundabout, in an urban context, that were very clear from the consultation feedback of 'active' travellers; both pedestrians and cyclists. Also notable in the proposed design features for this phase of the programme, is the introduction of fully segregated cycling facilities. Some modifications to road width will be applied to the design in order to minimise unnecessary revision in the future, should a tram line be extended to Leith.
- 3.14 An emerging consideration for the Leith Programme's design for the most southern (city end) section of the scheme, is the interface with the changes to Picardy Place. Major changes to the public realm and street layout will be progressed as part of the St James quarter redevelopment project. There is a real opportunity to combine design features for active travel through Picardy Place, thus joining up schemes in Leith Walk, the city centre and other active travel routes across the city.
- 3.15 The importance of Picardy Place in connecting key routes and destinations for cycling, as part of a longer term vision for the Leith to city transport corridor, was set out in the report 'Leith Programme: Consultation and Design' agreed at the Transport and Environment Committee of 18 March 2013.

Measures of success

- 4.1 Delivery of the Leith Programme within anticipated timescales and within available budget, to help meet the Council's outcome 25, of efficient and effective services that deliver on objectives.
- 4.2 An increase in excess of the Active travel Action Plan target number of people opting to cycle the route over the three years following completion of the project, monitored via transport surveys, with 2012 transport survey figures providing the baseline for this comparison.
- 4.3 Feedback following ongoing engagement with residents and businesses, to determine levels of satisfaction with the completed scheme.

Financial impact

- 5.1 The Council has made a financial commitment of £5.5M towards the construction costs of the Leith Programme, as reported to the Finance and Resources Committee on 31 July 2012 (then Finance and Budget Committee).
- 5.2 The Council is also making a significant contribution including professional and associated costs for a project of this scale, from within existing resource budgets. Including the costs of public hearings, this in-kind support will be in the region of £0.7M throughout the programme.
- 5.3 The award of up to £3.6M from Transport Scotland, via Sustrans Scotland, for the creation of an exemplar commuter corridor, allows for the development and construction of the enhanced features of the design which would not otherwise have been deliverable within the Council's available and committed budget.

Risk, policy, compliance and governance impact

- 6.1 Leith Programme management of risk is conducted through structured risk assessments and reviews. The Leith Programme is supported by regular internal assessment and review by the Corporate Programmes Office.
- 6.2 A Memorandum of Understanding governs the financial and design reporting requirements of the Council to Sustrans Scotland.
- 6.3 The management of the interface between the Leith Programme and the redevelopment of Picardy Place area, as part of the St James Quarter redevelopment, will be managed within the Council through regular liaison meetings. Achieving connectivity through Picardy Place for pedestrians and cyclists is a priority for the Leith Programme and other progressive street and cycling schemes underway in the city and led by the Council.

Equalities impact

- 7.1 An Equalities and Rights Impact Assessment (ERIA) process commenced in November 2012, and is reviewed at key design stages in the Leith Programme. The designs help meet the Council's duty to advance equality of opportunity as improvements to pavements and pedestrian facilities, plus better management and enforcement of parking, will have a positive impact on the safety, freedom of movement and access for all who live in and use these streets.

Sustainability impact

- 8.1 A Sustainability Impact Assessment was carried out for the Leith Programme and submitted to Scottish Government in March 2013. Throughout the programme, careful impact assessments are carried out for junction designs where detailed modelling is used to assess the best way to balance the need to provide greater pedestrian priority without detrimental impacts on air quality.

Consultation and engagement

- 9.1 Ongoing engagement is a key feature of the Leith Programme. The original open consultation exercises, carried out in late 2012 and early 2013, sought to ensure the local community was able to influence the Council and the way that the Council is using its resources in the local area. The consultation processes sought to ensure that all identified user groups of the streets within the Leith Programme are able to feed in their opinions and aspirations, and findings were carefully studied to determine design principles for the scheme.
- 9.2 Ongoing stakeholder liaison is provided by a dedicated staffing resource – and is outlined in paragraph 3.5. A liaison officer is available on site and in the works area full time. This allows local stakeholders to raise any immediate concerns and where possible these are resolved immediately. This level of engagement activity is required, as there are high levels of concern, particularly from businesses, about further disruption on Leith Walk following previous tram related works.
- 9.3 Statutory consultation processes are carried out as a matter of course on the Leith Programme where required, with notification that exceeds the minimum requirements used, to ensure greater awareness of proposed changes.

- 9.4 Some of the communications methods used include extensive door to door letter notification about works (given the quantity of people that filter into Leith Walk each day from surrounding streets), frequent stakeholder updates are delivered on web and by e-mail, setting out any important information, including any changes to dates or delays and monthly updates with local representative groups and organisations. This level of consultation and engagement is appropriate in a programme of this scale and with this level of on-street impact.

Background reading/external references

[Leith Programme: Consultation and Design. 19 March 2013 Report to Transport and Environment Committee.](#)

[Leith Programme Traffic Regulation Order. 18 March 2014 Report to Transport and Environment Committee.](#)

Mark Turley

Director of Services for Communities

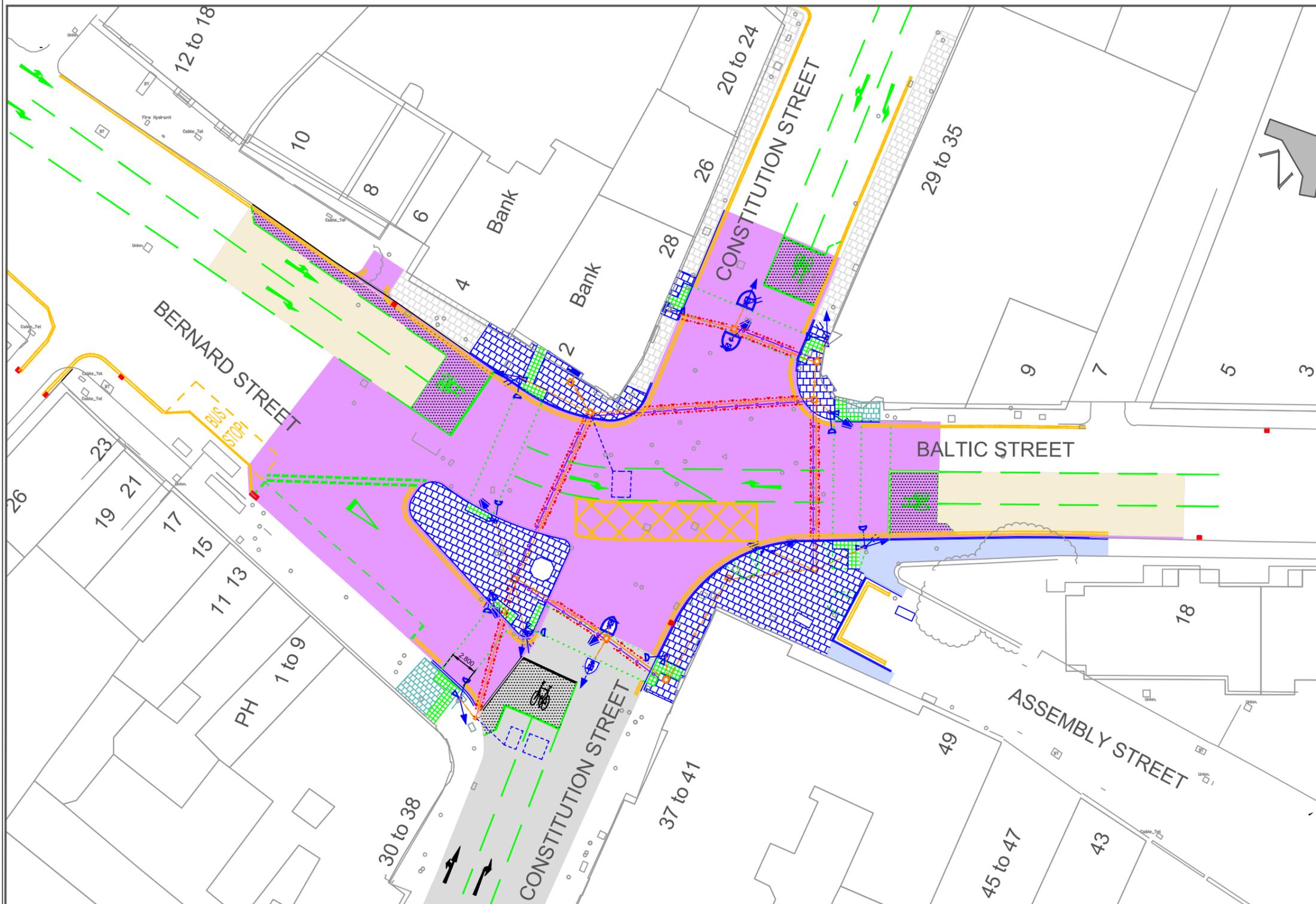
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Links

Coalition pledges	<p>P33 – Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used</p> <p>P44 – Prioritise keeping our streets clean and attractive</p> <p>P45 – Spend 5% (now 7% in) of the transport budget on provision for cyclists</p> <p>P46 – consult with a view to extending the current 20mph traffic zones</p>
Council outcomes	<p>CO19 – Attractive places and well maintained – Edinburgh remains an attractive city through the development of high quality buildings and places and the delivery of high standards</p> <p>CO21 – Safe – Residents, visitors and businesses feel that edinburgh is a safe city</p> <p>CO22 – Moving efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible</p> <p>CO23 – Well engaged and well informed – Communities and individuals are empowered and supported to improve local outcomes and foster a sense of community</p> <p>CO25 – The Council has efficient and effective services that deliver on objectives</p> <p>CO26 – The Council engages with stakeholders and works in partnership to improve services and deliver on agreed objectives</p>
Single Outcome Agreement	<p>SO4 – Edinburgh’s communities are safer and have improved physical and social fabric</p>
Appendices	<ol style="list-style-type: none">1. Design for Bernard Street and Baltic Street Junction2. Design for Crown Place to Iona Street3. Design for Foot of the Walk Junction4. Leith Programme table of key phasing from design to implementation

NOTES:



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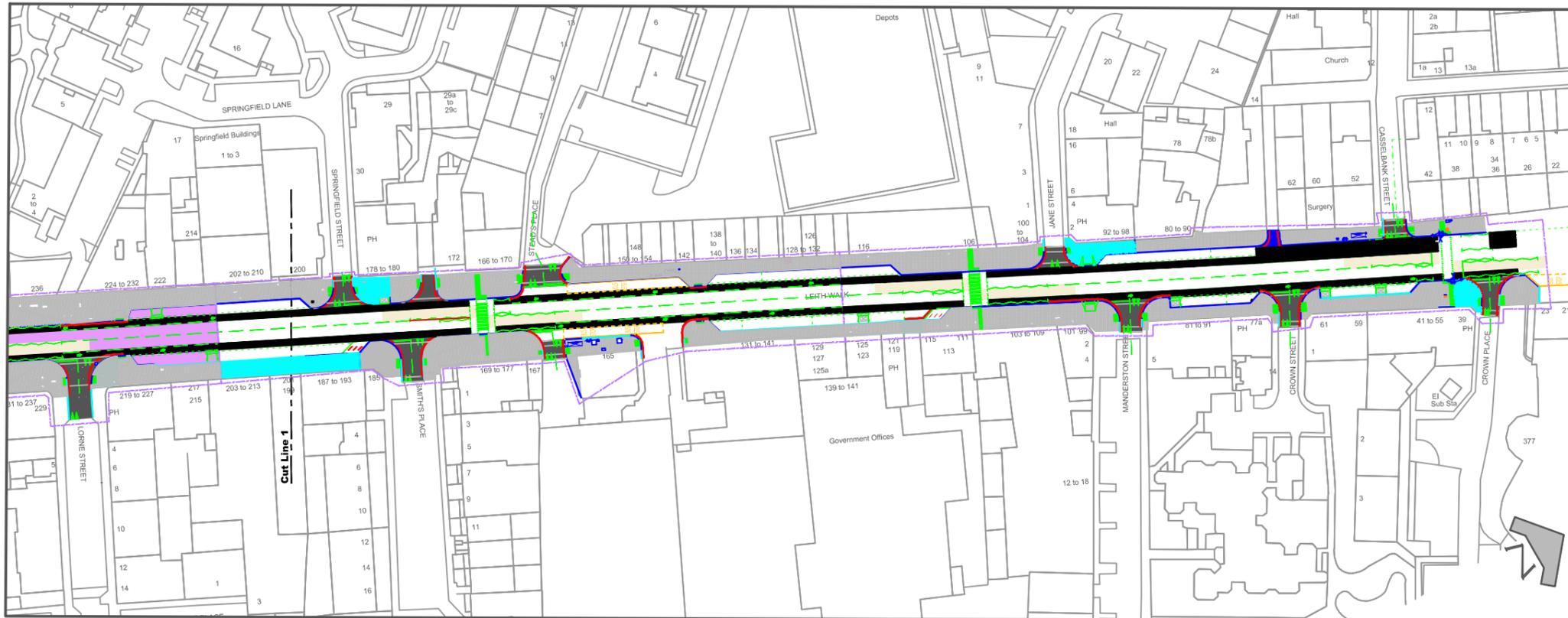
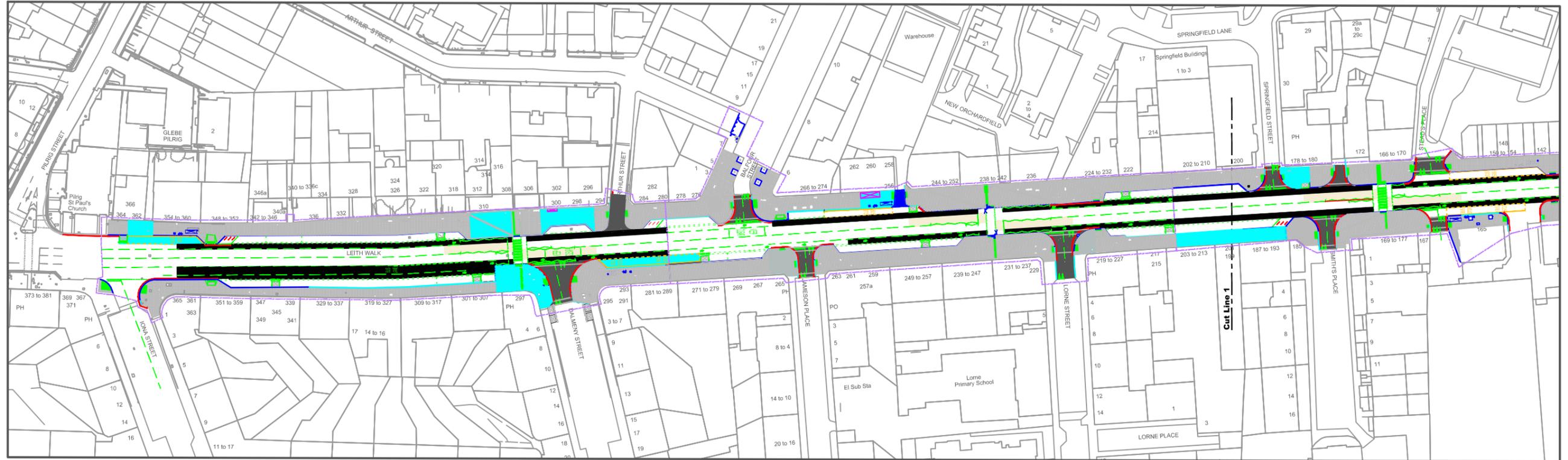
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THE LEITH PROGRAMME
BERNARD STREET
BERNARD STREET/BALTIC STREET JUNCTION
PROPOSED LAYOUT

Date: AUGUST 2013	Job No.: 636045	Drawn by: S MACKENZIE
Scale: 1:200		Checked by: G DDIW



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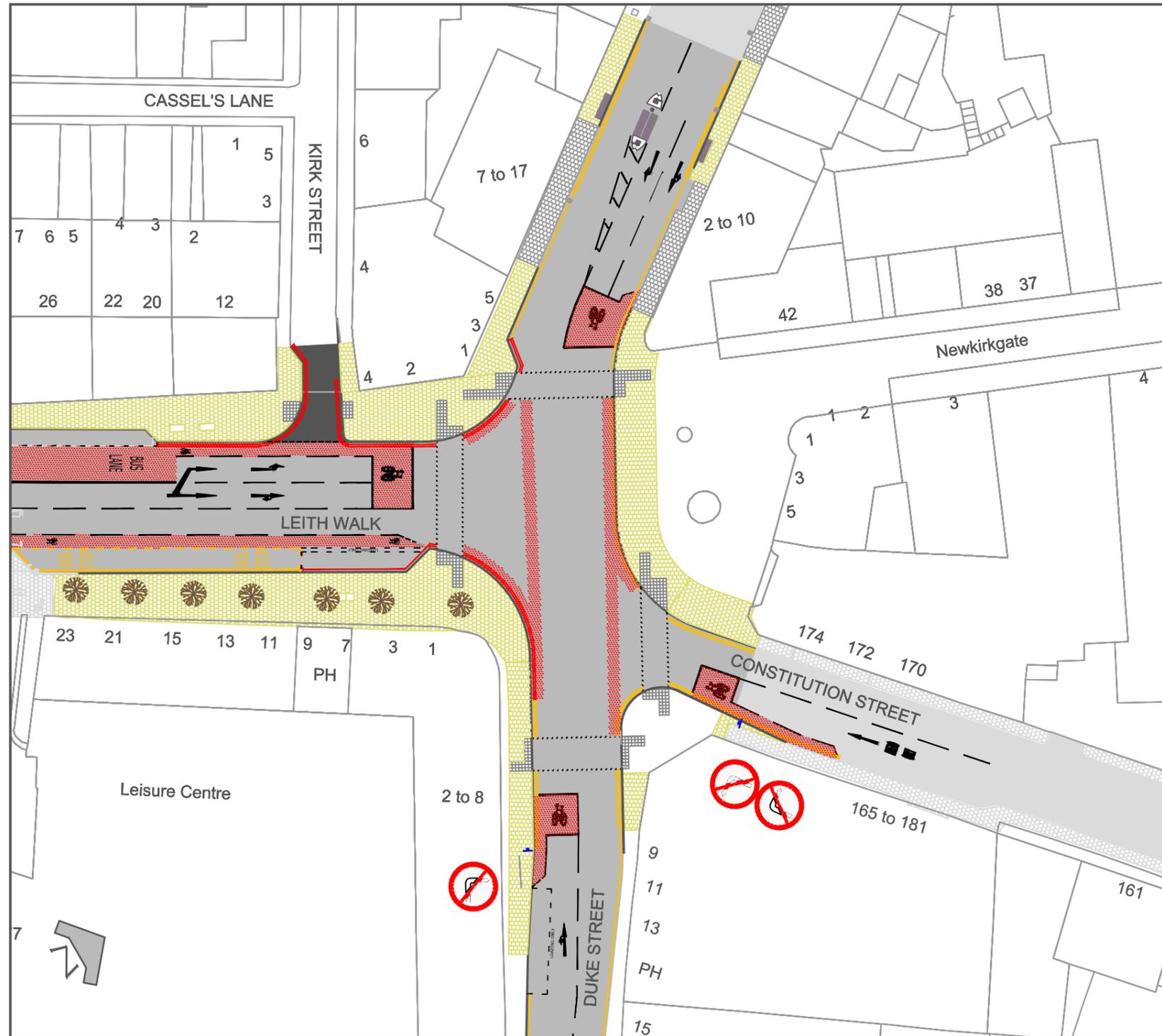
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THE LEITH PROGRAMME
LEITH WALK - PHASES 5 to 8

GENERAL ARRANGEMENT

Date: Jan 2014 Job No. 636045 Drawn by: SDM
Scale: 1/500 Checked by: DW

- Legend**
-  Existing layout
 -  New / renewed yellow markings
 -  New / renewed white markings
 -  New / renewed red markings
 -  Proposed footway resurfacing (PCC flags 600x450mm)
 -  Proposed red chips in surfacing to identify bus/cycle lanes
 -  Proposed carriageway resurfacing (Asphalt)
 -  Proposed reconstructed speed table
 -  Existing flagged footway



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THE LEITH PROGRAMME
THE FOOT OF THE WALK

PROPOSED LAYOUT

Date: APRIL 2014	Job No. 636045	Drawn by: SDM
Scale: 1/200		Checked by: DW

APPENDIX 4. Leith Programme estimated phasing of work and start times. April 2014.

Phase 2 Crowne Place to Iona Street	summer 2013	autumn 2013	winter 2013/14	spring 2014
	Design development 6-9 months (underway)	Statutory processes 6-9 months (underway)	Procurement 4 months (underway)	Construction 7-8 months
Phase 3 Foot of the Walk Junction	winter 2013/14	spring 2014	spring 2014	autumn 2014
	Design development 2-3 months (commenced)	Statutory processes 6-9 months	Procurement 4-6 months	Construction 4-5 months
Phase 4 Pilrig Street to Picardy Place including Pilrig Junction	spring 2014	summer 2014	summer 2014	winter 2014/15
	Further design development 6 months	Statutory processes 6-9 months	Procurement 6 months	Construction 10-12 months

These timescales are estimates and may be subject to factors including procurement exercises, other major development sites and infrastructure projects. For each phase above, detailed design work can continue until the statutory processes are completed.

Anticipated key decision dates	Transport and Environment Committee	Traffic Regulation Order	18 March 2014
	Finance and Resources Committee	Notice of award of contract under delegated authority	20 March 2014
	Finance and Resources Committee	Contract awarded for Phase 2 and details of award	7 May 2014
	Transport and Environment Committee	Design and Implementation - routine report (no decisions)	3 June 2014

This draft provides current phasing estimates, at April 2014. As key dates are confirmed, information is made widely available in the public domain.