

From: Ian Sharman [redacted]
Subject: Re: SR Assignment - SR Ref: 661179, Frontline Resolution, Ian Sharman, Target Date 12/11/2013
Date: 6 November 2013 10:20
To: Trams trams@edinburgh.gov.uk

IS

Thanks again.

On 6 Nov 2013, at 10:19, Trams <trams@edinburgh.gov.uk> wrote:

Dear Mr Sharman,

Thank you for your further comments.

I have passed your further enquiry on to the Council's Transport Department for response.

I hope this is of further assistance.

Regards,

[redacted]

[redacted] Customer Services Manager | Tram Co-ordination Team |
City of Edinburgh Council

9 Lochside Avenue | Edinburgh Park | Edinburgh | EH12 9DJ
Tel: 0131 [redacted]

[redacted]@edinburgh.gov.uk

Check out our video, The Edinburgh Tram - Airport to City Centre, on YouTube.

-----Original Message-----

From: Ian Sharman [mailto:[redacted]]
Sent: 06 November 2013 10:11
To: Trams
Subject: Re: SR Assignment - SR Ref: 661179, Frontline Resolution, Ian Sharman, Target Date 12/11/2013

Dr [redacted],

Thank you for such a swift response. I accept what has been said as accurate, but the logic of what has happened is flawed. The left-turn ban was removed during the tram works because the alternative routing had been blocked by the tram works (the Haymarket route having always been available).

It was presumably thought on giving the reassurance, that at the end of

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the tram works a "reasonable" alternative flow would by then be implemented. That reasonable alternative flow has not emerged. It needs to. I acknowledge that a lack a proper consideration to this particular traffic flow earlier in the process has left a difficult legacy, but it must be resolved even if a compromise must be made.

It appears that the compromise may well have to be allowing car traffic through the 'Northbound busses only' Hope Street-to-Queensferry Street spur - surely it is now only the number 47 bus that would ever need to use this route in any case? I agree that busses should have priority, and the bus gate gives priority to most busses - that is only right. But having a road available for a single bus every half hour when cars have no other reasonable route is questionable.

So I would still like to know how to take the next step on getting the matter escalated to open up a reasonable route for this traffic flow. Routing traffic flows from one area *across* traffic flows elsewhere that are already at capacity is not reasonable.

I can not imagine that in the tram design, that all vehicle traffic travelling from Lothian Road to Queensferry Street/Road was intended to be routed through the Haymarket area.

Your advice on escalating the matter would be appreciated.

Thank you again for your response - much appreciated.

Best regards,
Ian Sharman

On 6 Nov 2013, at 07:52, Trams <trams@edinburgh.gov.uk> wrote:

Dear Mr Sharman,

Thank you for your e-mail of 5 November 2013.

As you note, the banned left-turn at the North Charlotte Street/St Colme Street junction was in place prior to implementation of the tram works. The ban was then lifted during the works to facilitate the required temporary traffic diversion routes.

When the traffic regulation Orders (TROs) for the Edinburgh Tram Network were promoted in 2010, objections were raised about the impact elements of the project might have on the wider-area road network. Concerns were also raised that the removal of the left-turn ban, which had happened in 2008, had already exacerbated matters through the Randolph Crescent to Queen Street corridor. In response to that particular concern, it was noted that the lifting of the ban was temporary, as noted above, and a commitment was given that it would be reinstated once the tram works were completed. The consequences of that decision are that drivers must

seek alternative routes to and from destinations in that part of the city, as you note.

I understand your frustration but I also hope that this demonstrates that the decisions taken by Council look to reflect stakeholder aspirations as best they can, always recognising that a balance almost invariably needs to be struck.

With the tram installation nearing completion, officials will review signing on the approaches to the city centre to establish if any changes are now required.

I hope this is of assistance.

Regards,

[Redacted]

[Redacted] Customer Services Manager | Tram Co-ordination Team |
City of Edinburgh Council

9 Lochside Avenue | Edinburgh Park | Edinburgh | EH12 9DJ
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