

Response ID ANON-PA1N-7GZH-G
Submitted on 2015-05-14 23:41:37.219106

Evidence

Questions about you: In order for the evidence to be analysed and taken forward by the Inquiry we will need some further information about you and / or your organisation. Please note that all evidence submitted to the Inquiry may be published at any point during the Inquiry or when the Inquiry Report is issued. If you are responding as an organisation your full details will be published. If you are responding as an individual your name will be published, but your address will only be published if the Inquiry considers this to be relevant to the evidence submitted.

Organisation Name (if applicable):

Surname:
de Wit

Forename:
Riikka

Postal Address:

[REDACTED]

Postcode:

[REDACTED]

Phone:

[REDACTED]

Email:

[REDACTED]

Are you responding as an organisation or an individual?
Individual

Does your evidence relate to a particular period of time?
No

If yes, what period?:

Does your evidence relate to a particular event or activity?
No

If yes, please explain what the event / activity was.:

We are particularly interested in:• How you found out about what was happening, and how informed you were throughout the project• What did you think would happen• What actually happened• What were the effects if any, on you (or your organisation) at the time of the project• What if any, were the on-going or longer-term effects on you (or your organisation). Please write your evidence here.

We are particularly interested in:

For a number of years during the time of the tram project (from 2008 up until autumn 2011) I worked for an organisation based in Edinburgh's West End. I used to commute to the city by train from Cumbernauld and on a regular basis drive a work vehicle to and from the city centre. The ongoing tram works made it very hard, if at times not nearly impossible, to exit and drive to my work car park near Hope Street Lane, where I was required to park the work vehicle. The pedestrian arrangements around Shandwick place, particularly the lack of crossing points, the repeated laying of concrete on Princes Street etc, added unnecessary delays to my commute as pedestrians could not cross the street and would have to walk in the opposite direction up to a block to get to a crossing point before backing up again, often walking on the street. This was particularly bad between Shandwick place and West Maitland Street where the lack of crossing points and narrowed pavements caused several dangerous situations during rush hour when large numbers of commuters to and from Haymarket were forced to into narrow pavements . There was no information readily available on the changes to traffic arrangements, more than once the one way street arrangements within West End changed causing the direction of the traffic arrangements to sometimes change on a daily basis, so whereas you could navigate your route one day, the next day, or even later the same day the traffic was diverted to a different route. Even allowing for possible delays, this situation remained unpredictable and a source of frustration for months. The road markings in front of our office building kept changing so on more than one occasion our office filled with smoke and fumes from the machinery used to 'erase' road markings and repaint them. I suffer from various allergies so I found this particularly unpleasant as there was a period of several weeks when this happened on a fairly regular basis.

Do you have any documents which you think it would be useful for the Inquiry to see?

No

Details of documents:

Upload documents:

No file was uploaded

Upload documents:

No file was uploaded

Upload documents:

No file was uploaded

Upload documents:

No file was uploaded

Upload documents:

No file was uploaded

Are you content for the Edinburgh Tram Inquiry team to contact you again in relation to this evidence?*

Yes